

# DRY ROT

## In memory of Stephen Desmond (Des) Wood

(Oct 30, 1934 – Nov 28, 2008)

Writing articles for Dry Rot has always been difficult for me. This one is proving to be by far the hardest ever and I have been sitting at the key board for a very long time without producing one word.

You see, it has to do with a man who is no longer with us, a man who was an officer of the Hamilton squadron having served as first our secretary and then our training officer. Des has been a member of CPS since 1990. He did an excellent job in both offices and it has come to be known that as a member of the Ancaster AM Rotary Club he also served them well.

At his funeral the eulogies extolled many other areas in which his activities were highly regarded. I have often had some reservations about some of the virtues attributed at funerals but there were no lies at this one.

It seems that whatever endeavour he undertook, he did as well as he possibly could, whether it was for Rotary, our squadron, refurbishing his boat, or renovating the house in Ancaster where he and his wife of many years lived.

He and his wife recently celebrated their 50th anniversary. He once told me that they met in high school and had been together ever since then.

It was obvious that their commitment to each other was very strong.

I bought an outboard motor from Des and not only did I get it for an amazing price but he tuned it up for me as well. He always brought to the table more than he took away.

I could go on with examples and anecdotes that speak to the character of the man but the message that I want to convey to those of you who did not know him personally, is that he was a rare person that I was fortunate to have known.

He was respected as a knowledgeable sailor, a skilled craftsman, and as an IT technician, but the things that I and many will remember about him are his character traits.

His high levels of fairness and commitment were extraordinary and a finer man will not too soon appear. He was an example of the way we all should be.

Our condolences to his wife Cosette, (Lee) their daughter Francine and the grand children Felicity, Gabriela, Tamarlaine, and Arden.

*Cal & Vicky*

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## Boating Classes STARTING SOON!

See advertisement on page 11 for full details.

**VHF COURSE**  
(Maritime Radio)

**GPS COURSE**

**BOAT PRO COURSE**

All courses will be evenings at  
Westdale High School,  
700 Main St. W. Hamilton

**CALL TO PRE-REGISTER:**  
**905-388-1227**

or call Barry at 905-387-9220,  
Glen at 905-387-8127 or send us an e-mail at:  
[boating@hamiltonpowersquadron.ca](mailto:boating@hamiltonpowersquadron.ca)

## SOCIAL EVENTS

### 4th Annual Pizza & Wing Night

Friday, February 20/09

6:30 cash bar, 7:30 pizza is served at MBYC

Tickets \$ 12.00

*Limited seating so RSVP by Feb13/09*

Guest Speaker & presentation by Hydrographer Glenn McDonald about the survey work in the High Arctic.

### HPS Breakfast

Sunday, March 22/09

9:00am to 11:00 am

at the RHYC

Tickets \$12 (all inclusive)

*RSVP by Mar 14/09*

Buffet-style breakfast includes; coffee, tea & juices; assorted pastries & sliced fruit; eggs, bacon, sausage, home-fries & toast; pancakes with syrup, warm fruit & fresh whipped cream. Our guest speaker will be Gill Bibby of Gill Bibby Boatbuilding – he has been in boatbuilding & marine surveying since 1977 and will answer any of your questions about boat repair, etc.

### HPS Graduation & AGM

Friday, May 01/09

Dinner Buffet 6:30 pm

Graduation Ceremony 8:00 pm & AGM 9:00 pm.

Tickets \$ 20.00 (no charge for AGM only)

*Limited seating so RSVP Apr 24/09*

Cash Bar at the MBYC

### HPS 60th Anniversary Celebration Wine & Cheese Reception

Saturday May 30/09 2:00 pm – 4:00 pm

at the RHYC

*RSVP – as seating is limited by May 15/09*

Tickets for all social events can be reserved by calling

Glynis Homsey at (905) 527.1606

or through the Hotline: (905) 905-388-1227

## NIAGARA DISTRICT OFFICER'S TRAINING SEMINAR

You are invited to attend an Officers' Training Seminar being held on Saturday, February 28, 2009 at the Macassa Bay Yacht Club in Hamilton.



*Rob Garland January 6, 2009 and boating students.*

The seminar is open to all Squadron Bridge Officers, whether new to the role, a seasoned veteran or a potential bridge candidate.

As volunteers, we sometimes question if we understand the responsibilities of the position we hold and how we can support our squadrons and members more effectively.

The seminar will endeavor to answer these questions and to provide a forum to share ideas.

I encourage all squadron commanders to attend and to ask your bridge to join you.

The day is casual, refreshments and lunch will be provided and two way dialogue is definitely welcomed.

Please mark this date on your calendars and plan to attend an informative event designed specifically for the squadron bridge officers. RSVP Feb. 20, 2009.

Registration:	8:30 – 9:00
Seminar:	9:00 – 3:00
Dress:	Casual
Registration Fee:	\$5.00 per person

*Canadian Power & Sail Squadron*

## New Year Greetings to All HPS members and family.

We leave last year with sadness in HPS, losing Des Wood, a great volunteer, and instructor. I know many students have said how he will be missed. Our thoughts are with his wife, Lee & daughter Francine & her family. It is so sad to say goodbye to Des.

Our fall season started well with registration days in Sept/08 & Oct/08, giving us the opportunity to sign up some new students. Now with classes well underway, the students are hunkering down to the chart work and learning new skills.

Cal will write about our great excursion on Her Majesty's Canadian Ship, Charlottetown. The National AGM celebrating the 70th anniversary was held in Windsor in Oct/08. It is a great way to keep in touch with other squadrons and learn new ideas & training methods. This AGM we had our new



STO Barry Courtman attending with us, seeing how the national bridge & training works and meeting members from other squadrons.

The following is a brief update for those following the waterfront development in the west harbour.

Councillors have given the veto to the plan that put all the clubs together. Apparently new lease renewals will be offered to the existing clubs.

After sitting on both the Setting Sail plan and the Water Advisory Group for nearly 6 years, this is fantastic news!

The west harbour will still serve all recreational boaters and the individuality of the clubs will remain!

Please come out and join the social events that we are having. We look forward to seeing you there.

Stay warm, and remember the days are getting longer. Spring is around the corner.

Vicky

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## 60th Hamilton Power & Sail Squadron Anniversary

This summer our squadron will be celebrating the 60th Anniversary since receiving its Charter on June 24, 1949. Hamilton squadron was the 5th of the original squadrons to start CPS.

Starting with only 17 members in 1949 HPS has grown to now having a membership of 470 comprised of regular, associates & family members.

Please keep your eye on the Dryrot issues and the local newspapers as we relive our past 60 years. If anyone has any information that you would like to

submit for the 60th anniversary book or celebrations, please contact me ASAP. The cut off date for getting articles, information or pictures in will be Mar 09/09. So please call me 905-628-0645 or e-mail at [cici@nas.net](mailto:cici@nas.net) (please don't send pictures to me, we will arrange to have them sent directly to the Binda, our Dry Rot graphic artist.)

To mark this special occasion we will be having a **Wine & Cheese Reception** – May 30/09 Saturday 2:00 pm – 4:00 pm at the Royal Hamilton Yacht club RSVP – as seating is limited by May 15/09

# New Year's Greetings to all HPS members and their families

Here we are in 2009.

Things are lookin up – *aren't they?* After all, a new president has assumed the oval office, our juniors dominated, we have eighteen (count 'em) new senators, parliament will soon be back to work (or whatever it is they do) in Bytown, there will be water in the bay, and the boat will hopefully still float!

## 2008 was a mixed bag if we ever had one

What with the economic boondoggle brought on by those who's golden egg – in the form of low-down, or no-down payment and low low interest; the payments of which, for many, would never end – suddenly cracked, and put yolk on the faces of financiers. It is known as the never-never plan; You would never pay for it, and you would never own it. Pity the newly impoverished that have to reduce the Leer stable to only one or two.

On a brighter note, HPS rolled a long with some new additions to the bridge; as past commander, I welcome their arrival.

There will be several social events that are posted in this issue and the bridge invites the members to come to them, both to enjoy the festivities and to meet the new officers.

In September, the new Cdr, Vicky Grimshaw and I were guests of the Royal Hamilton Yacht Club at the Shark World's Regatta held in the harbour.

There we met Lt/Cdr Albert Wong who invited us to a reception aboard HMCS Charlottetown which we subsequently attended. At that function we received yet another surprise in the form of an invitation to sail from Hamilton to Oshawa and we could also bring along a few others. We were allowed to bring along as many as eleven.



## We did go and what an experience!

Escorted by officer, Rob Garland aboard a marine police boat we departed Hamilton harbour in dense fog which dissipated soon after Charlottetown cleared the canal

We toured the ship with a crewman who was from Hamilton and a grad of St Mary's. He showed us the confined quarters that the ship's company have to live in and remarked that where there were three tier bunks the bottom bunk was preferred because hot air rises.

We saw the OPS room, the only illumination afforded by monitors displaying imagery the like of which I had never seen.

Charlottetown went through some high speed manoeuvres attaining over 30 knots and heeling about 20 degrees in a tight turn. When she hikes her skirts she can boogie!

Charlottetown from full speed ahead to a full stop and reversing to 18 knots took only 5 minutes!

There was a gun firing drill with the firing of the cannon and the fifty calibre machine gun.

The ship is something of which we Canadians can be very proud, to call ours.

The tours and demonstrations were fantastic but I think that I will remember the crew more than anything.

They were to a man obviously very, very proud to be where they were. Their attitude was unbelievably positive and they all seemed to be highly extroverted.

With much respect they referred to the captain as the Old Man.

*He was forty-one.*

Please come out to our social events The new commander and the bridge are working hard to organize these get to-gathers for you. Past breakfasts and pizza and wing dings have been well attended and greatly enjoyed.

**Don't miss out!**

*Cal Traver*

# SEABREEZE

I was remarking to my son just yesterday, that it was already over four months ago we were out enjoying the boat. It constantly astonishes me at how fast time flies! This surely means that it should not be too long before we start getting our boats ready for the boating season. It is this sort of thinking that helps get me through the winter!

The courses are proceeding well at Westdale High School. Several eager crews are increasing their boating skills learning Basic Boating, Seamanship, GPS and VHF radio. Squadron Training Officer Barry Courtman ably joined by Assistant Training Officer Glen Carruthers, plus a team of proctors and teachers PC Cal Traver, Walter Plater, Gord Eaves, Rick Crook and Dave Kitson have the classes very well organized and functioning smoothly. Many thanks to Tim Humble the Boating student who supplied the tasty home made cookies at the last class before Christmas.

On January 6, I observed Constable Rob Garland from Halton Police Services giving the lesson on rules and collision regulations. Rob used some very novel ways to put the points across: an oversized "chart" on the floor, of Hamilton Bay, egg beaters, flags, horns and hats, along with clear powerpoint graphics. To add further punch, there were draws at the end of the lesson with some nice prizes from Halton Regional Police, The National Marine Manufactureres Association and Swiss Chalet. I am sure the students enjoyed this and will not forget the lesson.

We were all saddened by the sudden loss of Des Wood. Des was our Training Officer last year and was teaching the GPS course this year. Des's dry humor and great knowledge will be sorely missed. Our hearts and prayers go out to Des's wife Lee. Gary Young

kindly stepped in and took over the GPS course, which shows an amazing resiliency by our great team of volunteers.

The Haul out Party organized by Entertainment Officer Glynis Hornsey, ably assisted by her niece Lu Lu, put on a great event. Our Commander Vicky Grimshaw assisted behind the scenes. Lots of scrumptious home made vegetarian and meat lasagna, chili, Caesar salad and deserts were offered buffet style. There were creative contests and lots of prizes. I think the earlier date in November was a pleasant change, as it made a nice lead up to the busy Christmas season.

Another upcoming event is The **PIZZA AND WING NIGHT** to be

held at Macassa Bay Yacht Club on February 20/09. This event costs \$15.00; please RSVP by Feb 13. There will be a presentation by Hydrographer Glenn Macdonald, with the Canadian Hydrographic Service, who in the past summers has been doing hydrographic survey work in the High Arctic. This is being done in the area of the 1845 "Franklin Expedition". Glenn has a beautiful and fascinating original hand drawn chart of the area they are working in, with pencil drawings and signatures of the whole crew. This should be a very interesting presentation indeed! There was a related article on this in the Saturday Globe and Mail for October 18 '08.

Coming up will be another **HPS BREAKFAST** to be held at The Royal Hamilton Yacht Club on March 22/09, 9 am to 11am. Tickets \$12.00 each. RSVP by March 14 please. This promises to be another well attended and enjoyable event with good food in elegant surroundings. So, come out and beat the blahs; be sure to book early.

*Mike Kott*



# CHARLOTTETOWN II

Thanks to Percy Brown for his take on our visits aboard the HMCS Charlottetown in September '08. It may be a bit redundant to have two articles on the same subject in this newsletter, but it was literally a once in a lifetime experience so it's worth sharing.

I received a late evening call from Vicky Grimshaw, our Squadron Commander, wondering if I would be interested in a tour of the Canadian frigate HMCS Charlottetown in two days hence. The vessel was berthed at the HMCS Star basin, close to the HMCS Haida, which is on permanent display. The day of the tour was a regular work day for me, but my boss gave me his blessing and I was off for the adventure!

We boarded a few minutes before 0900 in a thick pea soup fog. It was a delight observing all the little innuendos that go on with the operation of a ship like the Charlottetown, punctuated by calls on the boson's whistle and P.A. announcements. I had several pleasant conversations with various crew members from deck hands to the chief boson and with officers that looked very important with all their regalia. I was moved by all the honor and respect shown for this magnificent vessel by the crew and even "our own" Constable Rob Garland and crew who stood by on the police launch, then escorted us out to Lake Ontario. Rob and his crew kept station out on the lake and showed further respect by standing at attention and saluting us as we sailed out from the

canal into the fog.

Planned high speed maneuvers and live firings were postponed until after lunch, to allow the fog to burn off. The large number of visitors on board were broken up into smaller groups and we were treated to a tour

of many areas of the ship including the bridge, the operations room (the only area where cameras were restricted), the sick bay, crew quarters, various corridors and the systems monitoring room.

After the tours, a buffet lunch was offered in the hanger at the stern of the ship, where the SeaKing helicopter is normally housed. I was intrigued by the fact that my lunch juice box came from the middle east, the point of provisioning.

The ship is normally powered by a 20 cylinder Pielstick diesel (I could not ascertain the configuration or horsepower, but would imagine it would be around 10,000 HP). This provides "economy" cruising at around 14 knots and if they are in a hurry around 18 knots. When they really want to move, 2 General Electric turbines at 30,000 HP each are brought into the mix. During the high speed maneuvers I was able to position myself, hanging on at the flight

deck control station where a digital gyrocompass and speed log repeaters could be clearly observed. At one point we were doing 14 knots in reverse and hardly 2 minutes later the vessel was doing 33 knots ahead...not bad for a 440 foot, 5000 ton vessel! I might add the stern was in a froth from the prop wash.



Surprisingly there is very little noise or vibration as this military vessel maintains a stealth capability with a very low thermal or acoustic footprint. The numbers on the display, the roll and the prop wash said it all, very impressive. By the way, it cost one million dollars to fuel her up.

We saw live firing of the main foredeck deck cannon and the 50 mm gun on the starboard side. I think the cannon shot blanks, but the 50 mm was the real McCoy as you could see the tracers and the geysers where the shells hit the water about 1/2 mile off.

There was a man overboard drill, where it took just 6 minutes for the rescue crew to scramble, don their gear, lower the rib, proceed to the target and make the rescue. These guys are pros!

When we were about 2 miles off Oshawa, a second larger rib was launched and dispatched to Oshawa harbour to take the lines as we docked. With the scheduled arrival time of 1600, you could have calibrated your chronometer, as we entered the piers, talk about precision! A further show of respect was shown when a local police launch escorted the Charlottetown into the harbour from the lake and we were greeted by a colour party on shore. People were lined up along the piers and ashore, waving and welcoming the ship. A stern gun was fired as a salute and our large Canadian flag was broken out and waving proudly... a wonderful sight. I was reminded of the words from our national anthem "We Stand On Guard For Thee".

The ship's bottom got a bit of a tummy rub, as there was a lot of muddy water kicked up as she drew in to the pier. After the gang plank was set up we departed to waiting buses and were whisked back to HMCS Star in Hamilton, closing a day that I will remember for a very long time.

*Mike Kott*

## **Hamilton Power & Sail Squadron Bridge Meetings**

**Second Tuesday of the month  
At Macassa Bay Yacht Club**

**Feb 09/09 • Mar 09/09 • Apr 13/09**

# **DryRot Classifieds**

## **Items to BUY, SELL, or TRADE**

**January 2009**

### **25 foot O'Day Sailboat, Dinghy & motor**

A 1978 O'Day in good condition, that needs a sailor who would love to work on fixing up a boat with great potential. Lots of extras. It's one of the larger trailerable boats and has an easy launch. The mast can be stepped and rigged by owners. Swing keel for shallow water access. She loves to go fast and handles like a dream. The boat has a head, two very good anchors, a self furling jib. There is an auto helm, nautical BBQ, and several sails in good condition. The boat comes with a trailer and a 7' rigid sided dinghy with a 2 hp motor. It has an inboard OMC sail drive (1983)

Asking \$5,795

Call Debby or Ed 905-643-0499

### **CONTESSA 26 (1980) Sailboat**

CONTESSA 26 (1980) in great condition, Diesel Farryman Engine, Spinnaker, Main & Jib Sails, Custom Cradle heavy gauge (new) included

Asking \$ 12,000 OBO

Call Lee Wood 905-304-5136

### **Foul Weather Gear**

3 sets, one full one piece suit (M) 2

Top & bottom -Size S & M

Make an offer

Call Lee Wood at 905-304-5136

# Hamilton Power and Sail Squadrons 101

## Where do we sign up? *By William Napier*

September 22, 2008; local time – 23:41:  
position 20° 36' S; 167° 31' E: bearing 196°  
T: Barometric pressure – 1011 mb: wind 20 to 25 knots SE:  
swell 3–4 meters: skies cloudy.

**G**ee—I wish I had paid more attention to Cal when he gave the weather session during our iPower Squadrons® boat course and I really, really should have taken his advice and enrolled in the power squadron's meteorological course... but let's back up a bit.

In late summer 2005, Lois, my wife, and I were looking for a summer leisure activity. We talked about renting or buying a cottage but the idea of joining the weekend traffic along Highway 400 was unappealing. We looked into various other activities but none offered what we were looking for. After some time and investigation, we decided to purchase a watercraft and do some cruising in and around the Great Lakes. After all, living in Burlington, only 100 meters from Lake Ontario certainly has its advantages. Our next decision was the type of boat should we purchase: sail vs power, new vs second hand, size and features - all valid questions and options. Simultaneously, we began to investigate power squadron courses, a necessity in our minds being first time boat owners (owning an 5.5m Kevlar canoe doesn't count). That October, we registered for the Hamilton Power and Sail Squadrons CPS boat course at the Canada Marine Discovery Centre.

By the time we started the course we had decided to purchase a new 30 ft Maxum powerboat, (a stinker as the Aussies say!). In early 2006, we took the CPS course followed by the VHF course. As we attended the lessons, our minds drifted when the instructors provided information on sailing techniques, docking sailboats etc. After all, we owned a powerboat! We would be well on our way before the tack was set, the first jibe

occurred and all the other stuff associated with sailing....

We spent an enjoyable first summer docked at Hamilton Harbour, staying in contact with some of the power squadron alumina and sneaking occasionally across to the Macassa Yacht club to visit with the Power Squadron Instructors who were docked there. Exploring our part of Lake Ontario was rapidly becoming our favourite activity.

However, in 2006 the winds blew differently than what we had anticipated. A takeover of the company I worked for led to an opportunity to work in New Caledonia for 12 to 18 months. After looking on a map to see where New Caledonia was - somewhere east of Australia and north of New Zealand - we decided to pursue the opportunity. That meant the Maxum, which was put in winter storage, would have a longer dry-dock period. We left for New Caledonia in the spring of 2007. Captain James Cook named 'New Caledonia' because his first view of the east side of the Islands bore a strong resemblance to Scotland. In 1853 New Caledonia became a French possession and ever since then, the Islands have been part of France's "Outre mer", as a semi-autonomous territory.

Amongst its many attributes, New Caledonia has inner and outer reefs surrounding a large portion of the main island. In size, this reef is second only to the Australian Great Barrier Reef. In mid 2008, portions of the New Caledonian coral reef ecosystem were designated as a World Heritage Site.

During our first couple of months in New Caledonia we spent most of our leisure time with friends on the lagoon, the area between the land and the coral reef.



We were strongly considering the idea to purchase another boat for our use while living on this South Pacific tropical island.

Not long after moving to Noumea, we considered purchasing a half interest in a powerboat with another Canadian couple. This arrangement works well for most short-term residents like us, but first we want to assess other types of sea craft.

Jet skies, or as we know them, sea doos, provided a quick means of visiting the local islands within the lagoon and were great for a couple of hours of touring, but soon the novelty wore off. RIBs can travel a greater distance than jet skis and are shallow enough to safely visit the nearby islands without hitting one of the many coral pinnacles found throughout the area. However they but lack the amenities such as a head to make daylong or weekend excursions enjoyable. We rented a powerboat but unless it is longer than 12 meters, the waves and chop make the boating experience very uncomfortable. We found the constant pounding unnerving and for anyone who spent any time in the galley, there was the added discomfort of hitting their heads. Another time we rented a catamaran with work colleagues. Shortly after our catamaran trip we had the opportunity to experience a couple of day trips on a sailboat with new friends. The sailboat appeared to be ideal for our purpose. As the heavier vessel effortlessly cut through the water of the lagoon, the soft snap of the canvas and the twang of the rigging felt comforting and familiar like an old friend. More often than not, dolphins enjoyed riding along the boat's bow wave while sea turtles casually sunbathed not far from where we would anchor in any of the numerous bays the lagoon offered. We were sold!!

Coincidentally, an American couple, passing through Noumea and tired of three years at sea, put their US built Endeavour on the market. After some haggling and soul searching, we purchased the sailboat (a "stick" as the Aussies say) in the latter part of September (2007). Fortunately, Lois was back in Canada moving

our children to their respective universities, so we were able to register the boat in Canada. The Endeavour 37 Mark I Model, built in December 1982 comes equipped with a tall mast, a bowsprit (a redeemable feature for docking) and a retractable cutter stay. She is 37'5" on deck, and displaces 16 tons net and 18 tons gross. She has a cutaway full keel drawing less than 5 feet (another nice feature when skipping over reefs). Her name is iMag Mell and since Lois' ancestry is Irish, we decided to keep the name. In 2004 iMag Mell was refitted with



*Mag Mell docked in the South Pacific*

a Yanmar 4 cycle 56 horsepower diesel engine, two aluminum fuel tanks - 65 and 35 gallons respectively, new rigging, refrigeration, a 75 gallon water tank, hot water heater, manual windless, autopilot, and 4 propane aluminum tanks. There are two 75-watt solar panels, one on the port and the other on the starboard.

On two occasions she has crossed the Pacific Ocean with each of her previous owners. Lois and I toyed with the idea of crossing with her but we would have to go from west to east and this seemed to be a very aggressive undertaking for two beginners. Since the boat was built in the US and traveled to the South Pacific, she was equipped with a shore power transformer 220V to 110V. To assist in navigation and communication we have a Raytheon GPS, radar, auto helm and depth sounder, knot meter and wind monitor and an Icom M710 SSB/ham radio, VHF and wind vane. We subsequently purchased a new computer with a linked GPS system and two hand held GPS units and two hand held VHF mobiles to complete the navigation and communication system.

The boat came with a full set of sails including a 130% Genoa and 90% Yankee located on the forestay and managed with a Harken Roller Furler. For the cutter sail we have a staysail and storm staysail and finally there is a fully battened mainsail and a trysail with its dedicated track on the mast. For anchoring, we have a Simpson Laurence Sea Tiger manual windless, 300 ft 3/8" High Test BBB chain, 200 ft 2" anchor rode with 30' chain along with five anchors (a 35 Lb Delta, 35 Lb Bruce, 19 lb high test aluminum Spade, 15 lb high ten-

## Hamilton Power and Sail Squadrons 101

sile Danforth, and a dingy anchor). Some of the safety equipment includes a 6 man offshore life raft, ditch bag, GPIRB, masthead tricolor with strobe and a Man overboard pole and life sling rail mount.

As my work term neared its end, Lois and I had a choice to make before returning to Canada: Should we stay just a little longer in this part of the world? New Caledonia is near the end of the trade wind circuit, a locale where decisions are made - does one continue west and find the coast of Australia, after all Brisbane is only 800 nm away? Those wishing to continue their way encircling the globe, can sail towards Papua New Guinea, past Indonesia and when crossing the Indian Ocean, contemplate going through the Suez Canal or around the Cape of Good Hope. Others wishing to linger in the Pacific head south-east to New Zealand as a jump off point during the next sailing season and then head north west for Tonga or Fiji. And finally one could make the relatively short hop (339 nautical miles) to Vanuatu and visit the 80 some odd volcanic or coral based islands. We decided to stay in the area a while longer and do the latter — sail to Vanuatu. The lure of exploring these wonderful islands was too great.

In August we began our preparations. New house batteries were purchased - three Ventra 200 amp hr, the diesel engine checked out, a new dingy and a Honda gas generator were purchased - the existing Balmar diesel genset was operating sporadically. New cushion covers along with a new bimini were added to what would be our home for the next three months. We purchased a satellite telephone with email and weather fax services, which supplemented our existing communications systems. We were ready to leave.

In the past year we sailed a few dozen times, either by ourselves or with friends who have had lifetimes of experience. For example there is Celine, a magical women, who has lived on the water for the past two decades and crossed the Pacific and Atlantic several times both ways. She graciously shared her experiences and stories that filled us with warmth and intrigue. Her 37 ft iSanukí always has a welcome mat. Although Celine is from the

south of France, her second child was born off the coast of Vancouver Island and so, has a special relationship with Canada. Her partner, Klaus, provided the technical information and proved to be an excellent teacher. Klaus, a refugee from the IT boom, has made the south Pacific his home for the past several years on his 45 ft Yangwa ([www.yangwa.com](http://www.yangwa.com)). Their combined talents and experience helped us on our way.

On September 20th we left Noumea. We headed for Port Vila via WE, Lifou, one of New Caledonia's outer islands. We reached Vanuatu five days later, where we will spend the next three months until we return home for Christmas. Now, as I sit here in the cockpit seeing only water along the 360° horizon, I understand the lure of being on the ocean. My mind drifts back to the February 2007, pizza and wing night sponsored by Hamilton Power and Sail Squadron. That evening, Les Armstrong and a colleague gave a presentation of their Great Lakes summer adventure when both speakers stressed the importance of safety and demonstrated their commitment by wearing PFDs during the presentation. Now the wind has picked up and an occasional swell overtops the cockpit. I instinctively pull on my harness and tether to ensure I am buckled in.

There is no better place to be than on the water. It could be having lunch while just off the Niagara escarpment, admiring the numerous hues of blues and greens Lake Ontario serves up or the smell of the salt water clashing with the fragrance of a distant island here, in the South Pacific. When in either of these locations, we are comforted with the information gained through taking the Hamilton Power Squadrons course. Evaluating the risk and recognizing the thought process required to keep us safe was an important piece of knowledge we learned from the Power Squadrons course. Thank you to all the volunteers who are involved with the Power Squadrons.

Now, if I had only listened a little more closely.....

*William Napier*

# TRAINING OFFICER'S REPORT

Barry Courtman - January 2009

Currently we have 31 students in the Boating Course, which is moving along well, and we have 11 students in the Seamanship Course. We have completed a GPS course with eight students, all who passed.

We will run a VHF course and another GPS course on dates posted. The cafeteria has been booked for Monday nights in February and March, excluding Feb. 16 and Mar. 16 due to holidays. Stay tuned for more information.

Due to the large number of interested people, Cal Traver will teach a Boat Pro Course to be held on Feb. 24, March 3 and culminating with the exam on March 10. The venue will be one of the extra classrooms at Westdale.

## Safe Boating Courses – Winter/ Spring 2009

### VHF COURSE (MARITIME RADIO)

Cost \$ 75.00

Instructor: Gary Young

*Includes manual & restricted operator certificate upon successful completion of exam.*

Feb. 09 & 23/09

(2 Monday evenings)

### GPS COURSE

Cost \$ 75.00

Instructor: Glen Carruthers

*Includes Manual & CD*

Mar. 02,09,23 & 30/09

(4 Monday evenings)

### BOAT PRO COURSE

Cost \$ 75.00

Instructor: Cal Traver

*Includes Boat Pro Manual & Pleasure Craft Operator Card (PCOC) upon successful completion of exam.*

Feb 24, Mar 03 & 10/09

(3 Tuesday evenings)

*All courses will be evenings at*

*Westdale High School, 700 Main St. W. Hamilton*

*Call to pre-register: 905-388-1227, or Barry 905-387-9220, or Glen 905-387-8127. E-mail us at [boating@hamiltonpowersquadron.ca](mailto:boating@hamiltonpowersquadron.ca)*

## HPS Graduation & AGM

Friday, May 01/09

Dinner Buffet 6:30 pm

Graduation Ceremony

8:00 pm & AGM 9:00 pm.

Tickets \$ 20.00

(no charge for AGM only)

*Limited seating so RSVP Apr 24/09*

Cash Bar at the MBYC

## HPS 60th Anniversary Celebration Wine & Cheese Reception

Saturday May 30/09

2:00 pm – 4:00 pm

at the RHYC

*RSVP – as seating is limited  
by May 15/09*

Tickets for all social events can be reserved by calling  
Glynis Hornsey at  
(905) 527.1606  
or through the Hotline:  
(905) 905-388-1227



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# HPS Social Events

**Winter 2009**  
**DON'T MISS OUT!!!**

**Feb 20/09**  
**4th Annual**  
**Pizza &**  
**Wing**  
**Night**

6:30 cash bar,  
7:30 pizza is served  
MBYC Tickets \$ 15.00  
Limited seating so  
RSVP Feb 13/08

**Mar 22/09**  
**HPS**  
**Breakfast**

9:00am to 11:00 am  
RHYC Tickets \$12.00  
RSVP by Mar 14/09

Call HPS  
**905.388.1227**  
for more information.

## MOVING?

Please send notification in writing to:

Percy Brown  
194 Stewartdale Ave., Hamilton Ontario L8K 4P5

or Email (please indicate "Address Change" in subject line)  
**cici@nas.net**

Old address:

New address:

Name \_\_\_\_\_

Name \_\_\_\_\_

Address \_\_\_\_\_

Address \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Postal Code \_\_\_\_\_

Postal Code \_\_\_\_\_

Telephone \_\_\_\_\_

Telephone \_\_\_\_\_

Membership \_\_\_\_\_

Membership \_\_\_\_\_

Email \_\_\_\_\_

Email \_\_\_\_\_

☐

Yes, I would be interested in receiving *DRY ROT* via email in a PDF format.

## Hamilton Power & Sail Squadron 2008/2009 Bridge

Squadron	Name	e-mail	Phone No
Commander	Cdr Vicky Grimshaw	cici@nas.net	905-628-0645
Past Commander	P/C Cal Traver	cici@nas.net	905-628-0645
Executive Officer	Vacant		
Training Officer	Barry Courtman	barrycourtman@sympatico.ca	905-387-9220
Asst. Training	Glen Carruthers	gcarruthers@mountaincable.net	905-387-8127
Secretary	Debby Conderan	dconderan@cogeco.ca	905-643-0499
Treasurer	Danielle Sloane	danielle@centreisland.ca	905-807-2628
Membership	Carole Morgan	carole-morgan@hotmail.com	905-635-1798
Public Relations	Vicky Grimshaw	cici@nas.net	905-628-0645
Assitant PRO	TBA		
MAREP/Enviro	Warren Hyde	cdnprivateer@gmail.com	905-385-5639
Supply	Walter Plater	walter_plater@hotmail.com	905-388-7339
Communications	Joel Dirks	joel.dirks@facsnagara.on.ca	905-401-3476
Entertainment	Glynis Hornsey	hornsey@hhsc.ca	905-527-1606
Regalia	P/R/C Marney Warby	warby@can.rogers.com	905-389-5719
By-Laws & Protocol	P/R/C Ron Warby	warby@can.rogers.com	905-389-5719
Editor Dry Rot	Mike Kott	mike.kott@hwc.org	905-529-8339
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Historian	P/R/C Ralph Probert	rprobert@sympatico.ca	905-637-8726
Port Captain Hamilton	P/C Murray Thompson	mrthompson@cogeco.ca	905-681-8641
Halton Police Services			
Liaison Officer	Rob Garland	robert.garland@hrps.on.ca	905-546-4941 x5207
Webmaster	P/C Rick Crook	rickcrook@sympatico.ca	905-627-8954