



From the Commander

CAL TRAVER

Vicky and I have just returned from the Toronto Boat Show held in the coliseum on the grounds of the Canadian National Exhibition. While there we worked a few hours at the CPS booth; Vicky at the front telling people about CPS and directing them to the appropriate squadron for course instruction. I stayed out of sight in the back room helping administer the PCO challenge tests.

I found it incredible that anyone without any and I do mean without “any” boating knowledge or experience would plunk a twenty down in the hope of obtaining a card.

Two of them failed in the first dozen questions of a test that features multiple choice answers, four for each question, two of which are close to ridiculous. One is a Canadian born university student and the other accompanied by his very young daughter didn’t know what a transom was but thought it was probably something up near the front of the boat!

It gives one pause to consider why anyone would want to have certification without some instruction. Think about it. If by pure luck one or both of those two had passed they could have taken a boat of unlimited horsepower out on the same water upon which you boat. To obtain a driver’s license one must pass both a written test and a road test prior to receiving a license that may restrict one to certain roads. It is unlikely that one would get a license without some instruction and without studying the manuals.

To get my firearms acquisition certificate I had to attend 12 hours of classroom instruction, write a comprehensive test, and perform safe handling of several types of firearms.

So why is it that there seems to be an almost cavalier disregard for the potential sudden and enormous consequences that unknowing, untrained and inexperienced people can encounter on a boat?

CPS charges for the first attempt and for the rewrite if one is

IN THIS ISSUE!

- 1 From the Commander
– Cal Traver
- 2 West Harbour Master Plan
– Vicky Grimshaw
- 3 Boat Show Review
– Vicky Grimshaw
- 4 Sea Breeze
–Mike Kott
- 5 Book Review
–Bill Hazell
- 6 Training Activities
–Des Wood
- 7 Another Beginners Story
–Ron Hayward
- 8 The Weather is Changing
–Mike Kott
- 8 Bridge List

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

...from the Commander

necessary. There is no chance of rewriting without taking a manual to study Also there are now fifty questions to answer.

Other organizations which have only 36 questions charge only if the applicant passes. There a very few

failures. What do you make of that?

The PCO card is too easily obtained. I suggest that the challenge tests be abandoned and that there should be mandatory instruction with organizations that are certified by the office of boating safety.

Information on the West Harbour Waterfront Recreational Master Plan.

To all Hamilton Power & Sail Squadron Members,

I have been working on a committee called the Waterfront Advisory Group that has been meeting with City of Hamilton planners with regards to the West Harbour. The key goal of the plan is to achieve an appropriate balance between recreational, marine & ecological functions of the West Harbour.

The first public information was held on May 16/06 and this was to get public input on ideas for the waterfront. Unfortunately those that are interested in the waterfront and boating have not been getting this information to attend these public sessions.

The second one was held on Dec 14/06 and at the same time an article in the Hamilton Spectator showing the four proposed long-term alternatives for the waterfront. At this meeting 200 hundred of the public attended. Since this meeting, I have been hearing from some of our members that they are not happy with the proposed changes which will affect all of our boating clubs and boating areas.

The proposed changes will have the Macassa Bay for passive non-motorized boating (rowing, dingy sailing, dragonboats & canoe/kayak) and there will be one centralized club/ marina facility and one public marina building. The dock areas for both of these could accommodate from 500 to 800 boats. This would have the clubs sharing buildings with private areas for members and common areas to share.

The final outcome of the harbour is still in the planning stage – this is NOT a finalized plan.

So I encourage boaters and members of the local clubs not to give up hope, but instead to become

more involved in the process and speak up NOW!!! Before it is to late. The next public meeting for will probably be in late March 2007. I will try to get it posted in our next copy of DryRot.

The planners were pleased that 200 people came out to the public meeting, but they need to see that there more of you out there. Or call them – e-mail them let them know your concerns.

At the bottom of this I will put the contact name and numbers.

Also all of the information regarding the Setting Sail plan and now the West Harbour Master Plan are available on the City Hall’s website at www.hamilton.ca/waterfront/plan

If any person reading this article would like more information from me with regards to this waterfront plan, please contact me at 905-628-0645 or e-mail at cici@nas.net

Hope to see some of you out at the next public meeting. As recreational boaters, we need to keep reminding City Hall that we do exist and want a space to enjoy it on the Hamilton Harbour shores.

Thank you,
Vicky Grimshaw
Executive Officer

Contact at City of Hamilton –
Waterfront Recreation & Enviromental Planning
Justin Readman, Project Manager
Phone 905-546-2424 Ext 2218 or
Fax 905-546-4435
e-mail jreadman@hamilton.ca

My thoughts & tidbits of the Boat Show,

Vicky Grimshaw, EO

Old man winter has finally shown us here in southern Ontario that there is winter; giving us an icy blast and reminding us that summer is a few months away.

On Sunday, Jan 14/07, Cal & I volunteered to work the CPS booth at the boat show. Walking around in the old exhibition grounds, beside boats longer and bigger then my home. I started to wonder who would buy these!!!! Never mind, “why oh why” isn’t there a license especially for vessels of this size? I do realize that if someone has the 1/2 million dollars or so to buy it, hopefully they would have some boating experience.

I watched the young svelte men running around dreaming of the commissions that they will be making from the sales of these big boats. Young families taking off their shoes to board these magnificent vessels in their sock feet, dreaming, that maybe one day this might be theirs.

One day I hope Transport Canada, the Federal & Provincial governments wake up and take notice that boating accidents are still happening, people are drowning. Most of which could be prevented with the need for a higher standard in education and licensing of the boaters. It is crazy that you can operate a vessel 60 ft long with 550 hp or greater, without being licensed until 2009, but to take the dingy to shore with the 4 hp motor, you must have you license now!!!

Another section of the show that shocked me was the amount of large, I mean large outboard motors. It would take a small hoist or 4 men to mount them onto the back of the boat. All I can picture is the boat’s stern sinking and the bow coming out of the water. What kind of boat’s need 255 hp and bigger (I admit I am not big on speed) I cannot imagine paying the gas for that little trip down the bay.

I am sure there must be people that are buying, but it just seemed at the Toronto Boat Show that the big & bigger overruled the small and efficient.



I spoke with people coming into the boat show about CPS training programs, and must say I was pleased that some were looking for the education before making the purchase of their boat. There was variety of young & middle age, male & females making the inquiries regarding CPS and the courses.

Hopefully some of the attendees of the boat show will think of going to a local squadron and taking some CPS training.

Something that might be of interest to our local members, a new website has been setup to help boaters, find crew or become crew. All you have to do is go into this website, www.CrewBank.ca and setup your profile, whether you are interested in crewing, or helping deliver someone else’s boat. Or if you are need of crew to move or go on a holiday with your own boat. I encourage you to check it out, I know my husband, Cal that is now semi-retired will definitely being setting up his profile on this website. But for those members who currently don’t have a boat, or are inbetween boats, what a great way to still enjoy the boating world.

Another interesting area at the boat show was **Derek Hatfield** and his 60’ *Spirit of Canada*. The volunteers at this booth were certainly having fun and talking with the visitors about Derek’s up coming race. His boat looks wonderful, apparently almost ready for the spring trials. We wish him luck on his voyage.

It seems for me I need to go to the Boat show every few years to see those beautiful boats from all sides, instead of in the water, and appreciate the shape of the hulls ...and to dream....

Look forward to seeing you on February 23, 2007 at Macassa Bay Yacht Club for Pizza & Wing night; don’t forget to RSVP to 905-388-1227. Wishing you warm thoughts, as we get through these winter months.

Vicky

At the last Bridge meeting on January 9, I had the pleasure of meeting Warren Hyde. He transferred from the Port Dover Squadron and is interested in helping out on our Bridge. As well he is expanding his boating skills at the current Piloting Classes running at Westdale High School. Welcome Warren!

As Warren and I chatted, I was once again reminded of the importance of local knowledge. Anyone who has boated for awhile can fully appreciate the advantages and importance of local knowledge. Warren described the shoal that extends out on the west side of the Port Dover pier. This shoal is not clearly marked on the chart; I know because I bumped into it a few years ago! At the time, it felt like it was a dead head, something not too hard.....certainly not rock. It turns out that this shoal is an abandoned railway trestle once used to load and unload ships. Warren and some others from the Port Dover Squadron examined this area carefully in a dinghy under ideal calm conditions, when the water was less turbid and they saw it clearly.

This whole scenario further confirms the advantage of some sort of affiliation, as in Power Squadron. One of the joys of this sport we call boating is that we never stop learning. Through pleasant conversation with like-minded boating friends, many precious bits of information about water hazards, boat design, good places to eat, etc, are realized. This is in part what makes boating such a pleasant and rewarding hobby.

The last issue of Dry Rot was one of the best ever, with input from all levels. The issue was informative and entertaining. Thank you to contributors:

Cal Traver, Des Wood, Rick Crook, Ed Conderan, Percy Brown and Vicky Grimshaw.

The Squadron Annual Christmas Dinner and Dance was a strong success. It was nice to get "dolled up" and get an early start into the spirit of the season. Our new Entertainment Officer Ruth Lewis made sure of this! Where else could you get a complete dinner, a dance and almost everyone received a door prize, all for \$25 per person!

The Boating Classes at Westdale High School are now in full swing, with reported good turnouts.

Fast approaching is the Member's Pub Night, which will be on February 23 at 1900, at Macassa Bay Yacht Club, featuring free pizza and wings, with a cash bar.

P/D/C Les Armstrong will be making a presentation on sailing the 5 Great Lakes. RSVP so we can estimate the amount of food required: 905 388 1227.

In closing, I have to "fess up" and tell you that Vicky Grimshaw has been the real editor of the last few issues of Dry Rot. I just wanted to let the readership know about all the work she and Cal have done on this newsletter behind the scenes. She has done an amazing job on this, as well as many other tasks she has accomplished with the Hamilton Power and Sail Squadron. Through her hard work and dedication she has brought HPS more into the public eye. I even saw her on TV Cable 14 lately, spreading the good word on what we do. Thanks again to Winnie and Percy Brown for preparing the envelopes for mailing Dry Rot; they have been doing this for longer than I can remember!

Mike Kott

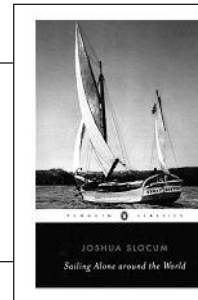


Book Report

by Bill Hazell

Sailing Alone Around The World

By Joshua Slocum



Title: Sailing Alone Around The World
Author: Captain Joshua Slocum
ISBN: 0-911378-20-0

"Sailing Alone Around The World" is a legendary classic and is Joshua Slocum's personal account of his solo voyage around the globe. In the world of books, it is considered one of the most remarkable and entertaining narratives of all time.

This book defines the Gold Standard for the sailing genre. It is about a man who single-handedly attempted to circumnavigate the globe in a 36 ft. sailing sloop, the Spray, almost 110 years ago. He was also the first to accomplish it.

Joshua Slocum took a friend's gift of a decrepit oyster skiff as a departure for the defining episode of his life. He was an accomplished boat builder and a merchant sailing ship captain, now into middle age and without a pension or a career, having been made professionally irrelevant by the advancement of Steam. After 11 months rebuilding, 3 years and 46,000 miles sailing, he returns to New England having beaten the Oceans, the raging tempests of the Magellan Strait, the treacherous Barrier Reefs, and the precarious hostile world of real Indians, pirates and criminals. Despite his illustrious background, sailing hither and yon most of the days of his adult life, he met his match on several occasions in his enlightened journey. Modern sailors take note. He had no electricity, no engine, no GPS, no refrigeration, no radio, no autopilot and any money that he had, he earned along the way. He did manage a compass and an alarm clock.

It is no surprise that a lifelong sailor would be a good story teller, but Slocum's proficiency as a writer is startling. His eloquence and turn of phrase is delightful. His wit is lively. He paints a literate and absorbing narrative. One would suppose that this lifelong sailor would be a gruff, hard-bitten, tough individual but Slocum reveals himself to be benevolent and thoughtful, at one with nature and rejoicing in the beauty of the world around which he sails. He speaks tenderly of the people and the creatures he encounters in every

climate and locality. He is a self-effacing, humble man. There is no whining, even about his most serious ordeals.

Yachts have changed and equipment has changed. Spray was only a yacht by virtue of its use, and few yachts of the day would have been up to the job she did. Spray served her experienced master well, due to her superb course keeping ability and her overall strength and durability. Traveling mile after mile with her helm tied in place, and under the guidance of a crew of one, the Spray sailed "as no other ship had ever sailed before in the world".

In good weather, the Spray would sail over 120 miles a day. But what slowed down Slocum's voyage were the stopovers he'd make at different ports. He would avail himself of the hospitality offered by royal families and island governors. He was a celebrity because no one ever attempted what he was doing and the word of his travels preceded him wherever he went.

Combined with the wholesomeness of the story that is told, Slocum's way of looking at things is a good reason to recommend this book for young and old, who are bombarded daily by just the opposite kind of thing.

The one problem some readers may have with this book is that it's written in a seaman's vernacular. It may be a little difficult for lay people but nothing a sailing enthusiast can't get his head around. This book provides many illustrations and maps, as well as an appendix where Slocum describes the physical structure of the Spray.

"Sailing Alone Around The World" was first published in 1900 and as a record-breaking adventure, sold very well. Even today, with the advantage of short wave radio, GPS and weather computers on most all off-shore boats, few brave seaman have surpassed what Joshua Slocum did almost one hundred and ten years ago.

Give yourself a treat and read it!

This is just a brief note to keep Squadron members abreast of the current training activities and what's on the horizon.

Both the Boating and Piloting programs got underway Monday January, 08 at Westdale High School. We are quite pleased with results of the registration efforts, particularly for Boating. Our current enrolment for the Boating course stands at 48 students and 9 for Piloting. Many thanks to those Squadron members who are always there with a willing hand to make this happen. New students and those taking additional courses are the lifeblood of CPS and the Hamilton Squadron in particular.

We have been very fortunate in securing Westdale High School as a venue. This central location is ideal and known to many of the students. Also, the cooperation of the administration and support staff has been excellent.

It is interesting to note that we have recently had a number of requests for Advanced Piloting. Unfortunately, the queries came in rather late. Further, we don't have a qualified person prepared to teach the course at this time. Hopefully, this is something that we can resolve for next year.

Monday's ice storm provided us with the first little glitch of the year and will probably result in some delay in completing the courses this year. But hey! Aren't we 'boaters', we're supposed to have a 'back up plans', be able to adjust and react on the spur of the moment.

Arrangements have been made with the Marine Discovery Center to have our one day Boat-Pro course there on Sunday January 28th. We are also considering offering Boat-Pro on a scheduled basis on the third Sunday of every month, this has yet to be finalized.

This venue also has proven to be an excellent environment for registration, some types of training and a great place to promote CPS and the Hamilton Power Squadron.

I'm sure that there are many Squadron members who have boating family members and friends who do not have their Pleasure Craft Operators Card (PCOC) as yet. Please encourage them to contact us to register for this or one of the many other courses. Remember, it could save their lives. Also keep in mind that the PCOC card is mandatory by September 2009. It's coming faster than you think!

Other courses planned for later in the year are VHF and possibly GPS. More on this later.

An excellent way to keep up to date with your boating knowledge and what's happening in the Squadron is to participate in the training process either as a proctor or possibly teaching a particular section of the course i.e., knots etc.. If you are motivated along these lines in any way please don't hesitate give me a call or sent me an email.

Des. Wood
Training HPSS

COURSES COMING UP

For those who still need to get their Pleasure Craft Operator's Card.

Call to pre-register
Des Wood
905-388-1227 or
905-304-5136
Or e-mail us at
boating@hamiltonpowersquadron.ca

Location of Course:
**Canada Marine
Discovery Centre**
57 Guise Street East,
Pier 8, at the foot of
Hughson St., Hamilton, ON

BOAT PRO Cost \$ 75.00
includes Boat Pro Manual & PCOC
(Pleasure Craft Operator's Card)

Sundays
10:00am – 4:00 pm

January 28/07
February 18/07
March 18/07

Another Beginners Story

Last year about this time I was joining about fifty other people in the Hamilton Power and Sail Squadron Boating course. I was very surprised that there were that many people in the class. It soon became apparent why. The course material, books, and high quality instruction are given at a very reasonable cost. I now know that this course is respected on an international level for skipper qualification.

At the time I did not own a boat but had been scouring the used sailboat market for some time, much to my lovely wife's dismay. In early May soon after passing the boating course exam, I located a 31 foot Hughes Columbia sailboat for sale in the Hamilton area. I consulted an old friend who has owned the exact boat for over 20 years. He agreed to accompany me and assist in evaluating the condition of the boat. Soon after that day I was the proud owner of the "Ilios".

The adventure began and I began to put into practice the skills I had been taught. I had always sailed small boats and grew up operating small power boats, but had never operated a vessel of this size. (Oh well - go big or go home!!) My old friend (Bill Harris) again came to the rescue and quickly had me at the helm in the harbor. I was thrilled, but still a little intimidated.

Now came the fun part of initiating the crew, aka my very indulging wife Marilyn. She soon fell in love with the boat and worked tirelessly shining and polishing everything she could find. She soon had the cabin looking like home away from home and we were ready to take her out on our own. After several practice runs around the harbor and a firm reminder that I may be

the skipper, but I am by no means the boss, we started to work well together on deck.

We were now ready for the next big adventure of taking Ilios through the Burlington Lift Bridge and out to the lake. I carefully checked the marine weather forecast and being satisfied, set out one lovely June morning. We made the passage and started to get used to using the VHF radio. We also found that we loved sailing out on the lake as opposed to tacking around the harbor. We gained confidence in the vessel and our own abilities the more we sailed. We also gained a third member of the crew being my 22 year old daughter. She had never sailed prior to Ilios but now I can't

leave the slip without her on board. I was delighted.

We had several exciting and a couple of downright frightening moments in our first year. One blustery day out on the harbor with friends on board, we saw what appeared to be a vessel in distress about half mile offshore near the Burlington Boat Club. We dropped the sails and motored in the direction. We found two men in a mostly submerged 17-18 foot sailboat. There was about a 15 knot breeze and 1 meter swells in the harbor at the time, and the small craft had been swamped. We threw them a line and

towed them to the boat club where a smaller power vessel took over the tow and got them to shore. The shaken and cold crew of the swamped vessel could not voice enough thanks. We were happy we could assist.

On another voyage out on the lake about a month later we experienced another type of adventure. We were out for the afternoon and the weather began to deteriorate. The rain began to fall and we headed back

The bridge contacted us by VHF and informed us that the traffic gates were broken and the bridge could not be raised. With a forty foot mast, the rain falling and the swells beginning to rise, that was not good news.

...Another Beginners Story

to the bridge arriving in the channel for the 5:00pm lift. The bridge contacted us by VHF and informed us that the traffic gates were broken and the bridge could not be raised. With a forty foot mast, the rain falling and the swells beginning to rise, that was not good news. Now it was time to test my anchoring skills. We headed back out and picked a spot a few hundred yards off Burlington beach and anchored and waited. It took about two hours for the bridge repairs and we weighed anchor and headed for our slip glad that we purchased good raingear for just such an event.

The one thing that is still a little intimidating is traversing the lift canal with one of the huge lake freighters alongside. After several such encounters I now know to prepare for a bit of a rough ride as the huge prop wash pushes my now seemingly tiny sailboat around the canal like a bathtub toy. I'll get used to it. Maybe???

Overall it was a great first year on the water with no small thanks to the Power Squadron Course. It was amazing how many instances I replied to my wife, "I know how to do that. It was covered in the course." I have enrolled in the GPS and radio course this year and hope to get around doing some proctoring during the boating course this winter, scheduling permitting.

Thanks for reading and happy and safe boating.

Ron Hayward

HAMILTON POWER AND SAIL SQUADRON

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! Complementary 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

Hamilton Power & Sail Squadron 2006/2007 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 Vicky Grimshaw	P	905-628-0645
Training Officer	Lt/C Des Wood	S	905-304-5136
Assistant Training Officer	1st Lt Ed Conderan		905-643-0499
Secretary	1st Lt Debby Conderan		905-643-0499
Treasurer	1st Lt Bonnie Hazell	P	905-689-6690
Membership Officer	1st Lt George Williamson	AP	905-592-1107
Public Relations Officer	Lt/C Vicky Grimshaw	P	905-628-0645
MAREP/ Environmental Officer	1st L John Nydegger		905-389-8830
Supply Officer	P/R/C Ron Warby	AP	905-389-5719
Entertainment Officer	1st Lt Ruth Lewis		905-317-3453
Communications Officer	1st Lt Bonnie Hazell	P	905-689-6690
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	905-637-8726
Regalia Officer	P/R/C Marney Warby	AP	905-389-5719
Boat Pro Coordinator	1st Lt George Williamson	AP	905-592-1107
Port Captain Hamilton	P/C Murray Thompson	AP	905-681-8641
Halton Police Services Liaison Officer	Rob Garland		905-546-4941 X5207