

DRY ROT

It's winter and the 2010 boating season is well behind us.

What are your recollections?

There were some days with humidity and temperature so high that just preparing the boat at the dock was a bit of an ordeal. My husband, Cal perspires so much in those conditions that his eyes sting with the salt and even a sweat band provides only temporary relief - just thought I'd mention that for you to contemplate while you guide the snow blower toward the end of your driveway that the city plow has just filled again.

Hamilton Squadron had a slow summer which is as it should be, although we were to participate in the **Safe Boating Awareness Day** in May 26/10. This event was cancelled because the Board of Education did not want to risk the students' safety at the water. This gives pause to reflect upon the opportunities that may be available for us (CPS) to work with the board of Education to provide training to students. HPS made an attempt seven or eight years ago, but our timing could have been better as far as getting the schools to include us in their curricula.

We did participate with the **Bay Area Restoration Committee** (BARC) and their **Multicultural Waterfest** on Sept 25/10 at Pier 4. The Hamilton Squadron set up a display showing life jackets, safety gear & educational material. The Hamilton Marine Police Unit brought one of their boats and welcomed the attendees to board it and see all the high tech equipment that is used to keep us recreation boaters alive and well. Murray Thompson took a lot of people out to the Bay and despite having a cantankerous outboard he persevered much to the delight of those who had never before had a boat ride. Hamilton Bay Sailing Club was there as well with two of their cruising sail boats. Hats off and in the air to them!

Iroquois Canoeing & Outing Club brought several canoes but the wind was strong and the canoes were kept at the dock - children and adults got in them for only a short time, but had a very thrilling experience. To see pictures of the day go to BARC website and look at the events or their fall newsletter at the following link www.hamiltonharbour.ca/

We had our **registration days** on **Sept 25 & Oct 03/10** - where we offered a disposal service for outdated flares. **The Hamilton Marine**

...continues

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Great Social Evenings Coming up:

Friday, FEBRUARY 18th 2011 HPS 5th Annual Pizza & Wing Night

6:30 pm at Macassa Bay Yacht Club
Tickets **\$13** pre-paid by February 14th, 2011 or **\$15** at the door
RSVP by February 14th 2011

Sunday March 20th, 2011 HPS - Annual Spring Breakfast

9:00 - 12:00 pm -
Royal Hamilton Yacht Club
Tickets **\$15** RSVP by March 14, 2011

Friday April 29th 2011 HPS Graduation & 62nd AGM Macassa Bay Yacht Club

Hot dinner buffet at 6:30, Graduation at 8:00 pm, AGM at 9:00 pm
Tickets **\$22** prior to April 22nd and **\$25** at the door
RSVP by April 22nd, 2011

FROM THE COMMANDER

Police accepted them for safe disposal.

Our course registrations have been relatively low this year, as they are all across the nation. We suspect this is in part due to the fallout from the economy. We need to spread the word about what we offer, **we encourage our members to tell their boating friends that our courses are not only good—but are an absolute necessity.** We will never be safe until we are all well informed.

If you are interested in taking **courses** like **Maritime (ROC) Seminar**, or **GPS** please contact Glen Carruthers directly at 905-387-8127 or e-mail gcarruthers@mountaincable.net

Last summer HPS offered the **RVCC (Recreational Vessel Courtesy Check)** which were done by our own members, Glen Carruthers, Barry Courtman, Charlie Mitchell and Vicky Grimshaw. The checks were performed free and a Transport Sticker was provided upon the satisfactory rating of the vessel. There were some problems with the sticker's delaminating; hopefully Transport Canada will provide better ones for the next season. Please contact us early in 2011 if interested in booking an RVCC for your boat.

Nov 26/10 was our **Chili Cook-off** and a nice variety of really good chili was enjoyed along with lasagna, Caesar salad & buns. We featured speaker Glenn Macdonald, a hydrographer who has just completed his second tour of work in the Arctic. Glenn's presentation "*Charting the New Arctic*" and his 20-minute slide show captivated a very appreciative audience; we were pleased to have him again.

HPS's 5th **Annual Pizza & Wing night** is coming up in **Feb 18/11** at **MBYC**. Our guest speaker will be the famous Captain Wallace Gouk, a marine surveyor whose talk and slide show I have seen on three previous occasions. It amused me sitting in the audience, hearing people laugh then later groan when he illustrated a negative aspect of their own vessel. The price of the **Pizza & Wing** night is \$13.00 if you prepay OR \$15.00 at the door. Great food and great entertainment for the price of a twelve pack!

HPS Spring Breakfast is on **Mar 20/11** so highlight

your calendar; it's our annual breakfast at RHYC, which has a new restaurant manager and will put on a great AM buffet feast of fruit, pancakes, sausage, bacon, scrambled eggs and coffee or tea for only \$15.00 We will have Gill Bibby as our guest speaker with the presentation and slide show on "*Time Below the Waves*" 200 years after the sinking of two sailing schooners in fresh water. Gill is a very experienced man in all things marine, especially in older wooden vessels and artifacts. Either Gill or the Breakfast are worth more than \$15.00 per person. So get your tickets soon, seating is limited and both are good hits.

Hamilton Squadron will be participating with the **Niagara District** in the **Central Ontario Boat Show & Sale** in Hamilton on the weekend of **Feb 18-21/11** at the Careport Centre on Longwood Rd. Come out and see our booth. The show will have The Muskoka Militia, featuring a team of professional wakeboard and water ski team members and will be performing wakeboard and water ski demonstrations in the 12,000 sq ft indoor mini lake. There will be 30 boat dealers there from Ontario. Parking is free and admission is only \$8.00 if you purchase your ticket online at www.boatshowandsale.com. If you would like to help volunteer at the booth, please contact Walter Plater at 905-388-7339 or Vicky at 905-628-0645.

We have opportunities on the HPS Bridge for individuals who can help us with our endeavor – that of providing training materials, venues and instructors – to recreational boaters. The annual requirement in terms of time is less than thirty hours (on average). We do almost nothing from the end of April to the end of September. In August the bridge and spouse enjoy non working BBQ and it has come to be an event that no one willingly misses.

We would like to have you with us. Call any of our bridge officers whose telephone numbers appear in every issue of Dry Rot. You will feel better if you do.

Cheers

Cdr Vicky

ATTENTION BOATERS:

THERE ARE **CHANGES** IN APPLYING FOR A PLEASURE CRAFT LICENCE

Did you know that any pleasure craft powered by one or more motors adding up to 10 hp (7.5 kW) or more must have a valid licence? A pleasure craft licence allows search and rescue personnel and other agencies to quickly identify your boat in the event of an emergency.

As of November 1, 2010, to get your free pleasure craft licence, you must mail the following documents to the Pleasure Craft Licensing Centre:

1. a completed application form;
2. proof of vessel ownership; and
3. a signed copy of a valid piece of government-issued identification. (Further information is available on the form.)

Application forms are available online at www.boatingsafety.gc.ca, or for pickup in person through your local Service Canada Centre. For Service Canada locations, visit www.servicecanada.gc.ca.

Mail to:

Pleasure Craft Licensing Centre

P. O. Box 2006, Fredericton, NB E3B 5G4

To learn more about pleasure craft licensing, visit **Transport Canada's Office of Boating Safety** at www.boatingsafety.gc.ca, or call the **Boating Safety InfoLine** at 1-800-267-6687.

This is the latest news from CPS Headquarters:

To CPS Members

If you trailer your recreational vessel you may be interested in a magazine from CPS partner Kerrwil Publications, publishers of *Canadian Yachting magazine* in which English speaking members of CPS receive the Port Hole as an insert. *Trailer Boating Canada* offers information on trailering your boat, boat reviews, destinations, and more.

CPS has signed an agreement with Kerrwil Publications allowing you access to a digital version of this magazine. Please click on the link www.specialcps-epctbcoffer.ca or click on the link found on the CPS Member Benefit Web page, and proceed to log in to access the summer 2010 issue of *Trailer Boating Canada* as well as past issues of the magazine and the *2010 Buyer's Guide*.

Please note that the information you use to log in to view the magazine is strictly for that purpose and to provide CPS with relative statistical information. In keeping with our privacy and confidentiality policies, this information is fully protected from any other use by any party other than CPS under the signed agreement with Kerrwil Publications.

If you have any questions or changes to your membership status please respond to me via email or call me at the number below.

Pete Boothroyd AP

Hamilton Power and Sail Squadron

Membership Officer

pboothroyd@cogeco.ca

905-527-4087

COWAN INSURANCE UPDATE

Dear Carla:

Can you please remind me how to receive a quotation from Cowan Insurance?

Dear CPS Member:

The best and quickest way to get a quotation is through our website: www.cowangroup.ca

Under the heading "Get a Quote", click on the arrow of the drop-down box and choose "Boat Insurance"

Click on the box that says "Get a Boat Insurance Quote"

Fill in the blanks. (Note: no need for serial #s for quotes)

Your information will go directly to the person who handles the quotes. Our standard turnaround time is 24 hours; however, we usually get them back to you same day.

If you prefer, we can also fax or email you a copy of the application. Just call our office at 1-800-268-2628.

Once you receive your quote and it is acceptable, you can provide us with the hull serial # and effective date. We will then issue the policy.

Please note that you must renew your CPS membership every year to qualify for the CPS discounts.

Dear Carla:

Winter will be arriving soon enough! Does my policy cover ice or freezing?

Dear CPS Member:

We will not cover loss to the engine or machinery caused directly or indirectly by ice or freezing unless winterization has been carried out by a licensed mechanic or licensed shiprepairer. However, loss to any other property other than the engine or machinery caused by dampness or temperature change is excluded under the policy.

We encourage you to ask us any insurance-related questions. Please feel free to email me: carla.lettenbauer@cowangroup.ca

Are you getting a discount on your home & auto insurance? You should be. CPS members have access to discounted group insurance rates.

Find out how much money you can save. Just contact Aviva Traders at 1-877-787-7021 or visit www.avivatraders.com/cps for a no obligation quote.

ARE YOU GETTING A DISCOUNT ON YOUR HOME & AUTO INSURANCE?

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THE WRATH OF WREATHS

Once again I was privileged to be present at the Blessing of the Boats and the Sail past at The Royal Hamilton Yacht Club on June 5/10.

When I took on the task of assisting at this annual ritual a decade or so ago, the previous custodian had attached a length monofilament fishing line to the wreath which allowed it to be easily retrieved after the ceremony. This was done in the interest of economy, as well as concern for the environment. No foreign objects are to be thrown into the water, even wreaths! This proved very onerous, detracting from the somberness of the wreath laying ceremony, as that dangled monofilament line got snagged on the rough wooden surface of the dock at RHYC. After the first year that I was involved and with the interest of decorum in mind, the line was dispensed with. The wind co-operated admirably each subsequent year with either an on shore, or easterly, which made fetching the wreath after the ceremony relatively easy with a pike pole.

For a change, this year there was a fairly fresh westerly blowing, which was going to present a few problems in retrieving the wreath after the Blessing of the Boats. First off, I set about trying to find someone who could go after the errant wreath in a dinghy. The only person who might have helped was the junior sailing instructor, who was assembling his charges for the day's outing. Ultimately, he was nowhere to be seen at my time of need after the ceremony!

Another glitch this year was that I could not find the "newer" "Church" flag in the kit of flags I am entrusted with! All I could find was the old Church flag, which is about six feet long and is made of a somewhat stained bunting material. I believe this actual flag was the first one that was flown at this ceremony, dating back sixty years when our squadron was newly born.

The flag staff is located on the west perimeter of the seating area on the front lawn. I located the most leeward halyard, to keep the long fly of the flag from getting fouled as it was hoisted. The flag was hanked on

to the halyard and neatly furled in preparation. I had no assistant, so had to dispense with the raising of the Squadron flag (sorry Commander, I only have two hands!). There was the briefest meeting with the Commodore and the presiding Bishop just as the ceremony started. I had to wing it! This year the usual HMCS Star brass band was not present and the National Anthem was simply played via an i-pod over the P.A. system. I used this cue to unfurl and with as much aplomb as I could muster, slowly hoist the Church flag. There was a noticeable murmur from the assembled throng as the flag flew totally outstretched right above everyone. I thought I had really blown it!

Bishop Ralph Spence was the celebrant and he saved the day! He noticed the Church flag and sensed the assembled throng's apprehension. After a few welcome remarks he started off the service by recanting the amazing history behind this old flag. The Church flag is pennant shaped, being made up of a combination of the flag of St. George and the Dutch flag. It dates back to the time of Oliver Cromwell. The opposing forces would raise their Church flag, then lay down their arms for some brief prayers, then lower the flags and continue fighting! The flag is still used for religious services at sea by the British and Canadian Navies.

Thank you to Bishop Spence for saving the day and passing on this fascinating bit of history. I must also thank some dear soul from our Squadron for marking the top of the flag with a "T", so I had it flying right side up! The wreath was duly thrown to the sea, and then the church flag was lowered slowly at the end of the ceremony.

After a frantic search for the errant wreath, our own sharp-eyed Laurel Thompson spotted and retrieved it while it was sailing east towards the Harbour Commission gas dock!

The "new" Church flag was later found wrapped up with the Squadron flag, which was not flown that day.

— Mike Kott

PRODUCT REVIEW

The Raymarine A-50 Chart Plotter.

Knowing where your vessel is located while underway, is one of the most important considerations a skipper must realize. It does not matter what body of water you travel upon, there are always hidden dangers to be taken into consideration. Areas like Canada's West and East Coasts with their rugged coastline and strong currents and tides, Georgian Bay with its numerous shoals and pinnacles and even our Lake Ontario and Hamilton Bay have spots we should definitely be aware of and avoid.

When I started boating in small lakes in the Haliburton area in the late 40's, the big rock shoal off Whisky Point on Grace Lake taught me at an early age that on the water, all is not as it seems. I remember overhearing comments from the locals about these rocks hiding just under the surface that had claimed many outboard motor's lower units. You can hopefully relate to my fright while trolling for lake trout with 400 feet of copper out, to be suddenly in mere inches of water way off shore! Luckily I was able to warn the skipper early enough to stop our 6 horse Scott Atwater just in time. We were over those yellow/brown rocks covered with aluminum scrape marks from others less attentive and unfortunate! This early sobering lesson was forged into my memory for life. It literally gave me nightmares.

When out on the water, knowing where you are and where any dangers are is essential. For years I have guided my craft with charts, compass, depth sounder. This was later augmented with RDF, then Loran C, then finally GPS in 1992. With each new device that has come along, the positioning accuracy bar was raised higher and higher.

This has been harped on before. In spite of all this electronic wizardry, the navigator's prime tools for positioning and course planning should be good "old fashioned" paper charts, plotting tools and techniques. Paper charts for the waters a vessel is traversing are a legal requirement to have on board!! All this electronic



Depth Sounder, Raymarine A50 Chart Plotter

stuff must only be used as an adjunct to regular chart work.

For the past 5 years I have augmented my navigation mix with a GPS driven lap top computer using Fugawi navigation software, coupled with Canadian Hydrographic electronic raster charts. This setup requires a lot of wires and equipment involving the computer, GPS receiver, inverter for the computer, mouse, plus all the associated adapters and cabling. All this stuff completely took over the boat's generously sized chart table. I ended up placing this whole setup in the vee berth area, where it would better survive rough seas, was shaded from the sun and it freed up the chart table located right below the windscreen. Setting up and packing away all this equipment was done at the beginning and end of any extended trip to free up the vee berth for sleeping. I also used the lap top for internet (when available) and for word processing etc.

A major turning point with this setup occurred 2 years ago when carefully approaching "The Narrows" in the Landsdown Channel, west of Killarney Ontario. The fog had been getting slowly thicker as I proceeded with all the electronics running, including radar. Right when I needed it most, the error message "Your Norton Antivirus Has Expired" popped up on the computer's screen! My progress being shown on the screen came



Greg Kott at the helm of TK with Jeff looking on.

to an abrupt halt and the image left was obscured by this very unwelcome message. To get the plotter working again meant that I would have to leave the helm, grab my reader glasses, go down to the vee berth area, locate the mouse, allow my eyes to focus, then locate and click on the little “X” on the top right corner of the warning message! It was at that point I decided to get a completely self contained, dedicated chart plotter! I was far too busy with locating the entrance buoys to the narrow channel and a quickly approaching target on the radar! It is just as well, as the thought of throwing the whole mess over the side came to mind!

The past spring I had a conversation with Ken Blodgett who operates CYC yacht Charters at Gore Bay on Manitoulin Island. After I mentioned being interested in a chart plotter, we talked about the Raymarine A-50 chart plotter that was in his display case. Ken said that he puts these units on many of the boats in his fleet. On his bigger boats he puts the larger screened Raymarine plotters (a lot more money!). He further expounded on the merits of the Raymarine line of marine electronics that he has had zero problems with them, which is pretty good considering the tough demands of a charter fleet.

The A-50 is a basic unit, with built in GPS antenna and 5 inch VGA sunlight viewable screen (dimmbable for night use). The kicker for me was it was already pre loaded with Navionics Canadian Coastal and Great Lake vector charts. The unit is simple to operate with 7 dedicated buttons and 5 “soft” buttons. This com-

pack plotter is very upgradeable to 3D cartography, plus proprietary integration with radar, depth sounder and engine monitoring. If desired (at additional cost), these upgrades can be brought into play with the rear multi connector and compact flash memory reader. Because I already have these external devices, I will likely not use this feature.

The ruggedly built A-50 does all I want it to do. I liked the fact that I needed only 1 pair of wires to feed 12 volt power to the unit...dead simple. I used a dedicated 12 volt DC feed with its own circuit protection off the main 12 volt buss. The A-50 does not dominate the bridge, but fits in nicely in with the fog horn/hailer, graphical depth sounder, stand alone GPS and compass.

There are a few minor cartography issues, as when entering the main Turnbull anchorage at Basset Island. The plotter showed I was running over a sand bar shown extending a bit further south than reality. This is not a problem with the chart plotter, but a difference between the GPS position and the charted position. This is not a unique problem. With any chart plotter these spots are being discovered mostly by us boaters with our GPS receivers and chart plotters. These charting errors can be reported to and corrected by the appropriate Hydrographic Office, then the electronic chart suppliers. This is why the prudent navigator must use his/her paper charts as the main positioning tool.

I leave the A-50 in the “track mode” most of the time, except for repeated travels along a particular track to avoid too much mess on the screen. This way, I have a recorded trail (“breadcrumb trail”) of exactly where I have been. These tracks may be labeled alphanumerically, then stored in the track library. This is handy when returning single-handed to an area you have been, as it reduces anxiety somewhat. There are lots of other features, but the only button I use with any regularity on the A-50, is the on/off button, it’s that simple...and that I like a lot.

The Raymarine A-50 chart plotter was priced at around \$1400. all set to go. I liked the good dealer support, easy operation and ruggedness. I recommend this unit.

— Mike Kott

Sailing Lore

In the heyday of sailing ships, all war ships and many freighters carried iron cannons. Those cannons fired round iron cannon balls. It was necessary to keep a good supply near the cannon. However, how to prevent them from rolling about the deck?

The best storage method devised was a square-based pyramid with one ball on top, resting on four resting on nine, which rested on sixteen.. Thus, a supply of 30 cannon balls could be stacked in a small area right next to the cannon. There was only one problem...how to prevent the bottom layer from sliding or rolling from under the others. The solution was a metal plate called a 'Monkey' with 16 round indentations. However, if this plate were made of iron, the iron balls would quickly rust to it. The solution to the rusting problem was to make 'Brass Monkeys.' Few landlubbers realize that brass contracts much more and much faster than iron when chilled. Consequently, when the temperature dropped too far, the brass indentations would shrink so much that the iron cannonballs would come right off the monkey.. Thus, it was quite literally, 'Cold enough to freeze the balls off a brass monkey.'

Pete Boothroyd AP

Membership Officer, Hamilton Squadron

All in a Day's Sail

One day when I was motoring to the North Shore (of Hamilton Bay) to hoist my sails. I noticed another sailboat too close to the shore and was probably aground. I went near him to offer help once I got my centerboard up. I hailed a large heavy powerboat making big waves causing the sailboat to bounce. They did not respond. I got my line attached and started pulling him off, out to deeper water with my mighty 7.5 hp. outboard Honda. I was asked what I wanted for my help. I indicated nothing. The owner said he knew where my slip was and would get me something. A few weeks later I got a bottle of wine. Mr. Powerboat and you did not.

Submitted by a member that has been part of Hamilton Squadron for 58 years and still an active sailor.

Vincent Coome

HAMILTON POWER & SAIL SQUADRON

SOCIAL EVENTS CALENDAR 2011

Friday, FEBRUARY 18th 2011

HPS 5th Annual Pizza & Wing Night

6:30 pm at Macassa Bay Yacht Club

Cash bar all evening – door prizes & raffle

Tickets **\$13** pre-paid by February 14th, 2011
or **\$15** at the door

RSVP by February 14th 2011

Guest speaker: Captain Wallace Gouk, AMSR

Marine Surveyor, Port Credit Marine Surveyors-

Topic "Why Don't More of these Things Blow up?"

Sunday March 20th, 2011

HPS – Annual Spring Breakfast

9:00 – 12:00 pm - **Royal Hamilton Yacht Club**

Tickets **\$15** Buffet style breakfast including coffee, tea, juices – assorted pastries & sliced fruit; eggs, bacon, sausage, home-fries & toast; pancakes & syrup, warm fruit and whipped cream.

RSVP by March 14, 2011

Guest speaker: Gill Bibby, Marine Surveyor,

Gill Bibby Boat Builders

Topic: "Time Below the Waves" 200 years after the sinking of two sailing schooners in fresh water.

Friday April 29th 2011

HPS Graduation & 62nd AGM

Macassa Bay Yacht Club

Hot dinner buffet at 6:30

Graduation Ceremony at 8:00 pm

and AGM @ 9:00 pm

Tickets **\$22** prior to April 22nd

and **\$25** at the door

RSVP by April 22nd, 2011

To reserve tickets call:

Vicky Grimshaw at (905) 628-0645

or the **Hotline at (905) 388.1227**

or **purchase tickets during classes.**

FOR SALE!

**Hamilton Power
& Sail Squadron
is please to
offer the
following items
for sale, all are
in good
condition.**

- 2- Davis Mark
20 Sextants c/w plastic
carrying case
- 1- US Navy David White
& Co. Mark II sextant
c/w Wood Carry Case
- 1- Azimuth Circle Patt.
1950 No C881 C/W
Wood Carry Case
- 1- US Navy Star Finder
and Identifier c/w
Leather Carry Case

**Open to offers –
Contact Cal at
905-628-0645**

(Funds received will be put
back in the squadron to help
purchase new training aids)

HPS Boating Courses

Now that we have reached the end of the sailing season it's time to think about upgrading your boating knowledge.

How many people have you run into that look like they don't know what to do next when they have launched their boat? How often have you been in a marine store and overheard someone ask, "What does this do?" or "What is this for?" My favourite is "Why do I need that?"

The Hamilton Power and Sail Squadron is just the place to get all those answers. Tell your friends that have boats or want to get into it. I took Basic Boating before I even had a boat to see if I would like it. I flew that burgee with pride when I got a runabout and didn't hesitate to explain what it stood for. Who knew that a propeller moved the boat sideways as well as forward and reverse?

When I graduated to a sailboat I was overwhelmed by the language and terminology used. That's when I decided to take a Seamanship Sail course. It was like learning a new language but when I launched the boat I knew what the parts were called and what they did. I put up the sails and the boat moved.

Don't forget that practice makes perfect and I am a long way from perfect. Every time we go out on the water is a new experience and all factors must be taken into consideration when venturing out on the water. Our courses offer an insight into what to expect in terms of weather, waves, wind, currents, darkness and the other boater.

Please take a course this winter and fly your burgee with pride as a member of the Canadian Power and Sail Squadrons (which is also recognized by the US Coastguard) and the Hamilton Power and Sail Squadron.

*Pete Boothroyd AP
Membership*

In Memoriam

Hamilton Power & Sail Squadron acknowledges with respect and honour the passing of these members.

P/C Winston Webb 1978-1979

Ruth Cross (Life time Member)

Earl Hinton

Hamilton Power & Sail Squadron

Bridge Meetings 1900 to approx 2100

*All members are
invited to attend*

Feb 07/11

Mar 14/11

Apr 11/11

May 09/11

*All meetings are at
Macassa Bay Yacht Club*

Central Ontario Boat Show and Sale

Feb 18th – 21st, 2011

The Careport Expo Centre

370 Longwood Rd S.

Hamilton, Ontario L8P 0A6

(Just off the Highway 403)



Come and see over 30 boat
dealers from around
Ontario, the CPS booth and
more. Over 3 acres of

displays, and
FREE PARKING



Friday, Feb 18

12 noon - 8 pm

Saturday, Feb 19

10 am - 7 pm

Sunday, Feb 20

10 am – 7 pm

Monday, Feb 21

10 am – 5 pm



ADMISSION:

Adults \$10.00,

Seniors \$8.00

Children under 12 **Free**



When you buy your ticket
online and save \$2.00 –
Visit

www.boatshowandsale.com

Hamilton Power & Sail Squadron 2010/2011 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	Glen Carruthers	gcarruthers@mountaincable.net	905-387-8127
Asst. Training	Barry Courtman	barrycourtman@sympatico.ca	905-387-9220
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Historian	Vacant		
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Webmaster	P/C Rick Crook	rickcrook@sympatico.ca	905-627-8954
Officer at Large	P/D/C Percy Brown		905-544-5070

MOVING?

Please direct address changes to:

Peter Boothroyd

Call: 905.527.4087 or Email: pboothroyd@cogeco.ca

Old address:

Name _____

Address _____

Postal Code _____

Telephone _____

Membership _____

Email _____

New address:

Name _____

Address _____

Postal Code _____

Telephone _____

Membership _____

Email _____



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