

DRY ROT

From the Commander

CAL TRAVER

This summer in late July and early August Vicky and I motored to Nova Scotia where we had the good fortune to stay at a house owned by one of Vicky's clients on the shore of Sheet Harbour. Sheet Harbour is approximately 120 kilometres east of Halifax and about an hour from any centre of significant size, so is by our standards remote; the remoteness manifested by the lack of big city newspapers and the for those without satellite only one TV station, *Coronation Street*.



Commander Cal Traver presenting Past Commander Ralph Probert his 50th Merit Mark.

As well there were a couple of weekly publications which in the main reported local events, church dinners, the announcement of the new ownership of the only garage within an hour's drive, and fishing and logging newsworthy items.

The latter two industries are not ones that we see here in south-western Ontario so some of the things reported were of a different vein entirely than our main stream news items.

Fishermen who have had their quotas reduced are trying new ways to eke a living from the Atlantic. Some take tourists out whale watching and one fellow is harvesting ice from icebergs that come down from the glaciers. One article describes the inherent dangers of being in the proximity of enormous and treacherous ice masses that can rise hundreds of feet above the surface with 9 times that amount below the surface. These things can without warning turn over creating tremendous havoc. Just imagine a small mountain say 2000 feet high

...continues

IN THIS ISSUE!

- 1 From the Commander
-Cal Traver
- 3 Upcoming Events
- 4 Sea Breeze
-Mike Kott
- 7 Pics & Pans
- 8 Training Activities
-Des Wood
- 9 Greetings
-Vicky Grimshaw
- 10 Comments
-Ralph Probert
- 10 AGM Vote October 2007

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



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by a few kilometers long suddenly rolling over in the water!

Because of the halt of the seal hunt the herd is increasing and consuming more fish and lobsters, also the seals have worms which infest various fish species.

Special interest groups for and against the seal hunt are in constant conflict with those who have invested their lives in fishing licenses and boats having very difficult times.

Boats and licenses are offered up for sale regularly; with prices ranging from 150k to 550 k. And you thought your boat cost a lot!

Did you know there is a shark derby? No it isn't a regatta for the popular 24 foot sailboats but a contest called the Annual Shark Scramble to see who can catch the biggest shark, the record as of Aug 10, 07 was a 1090 lb. Mako.

On the ferry from Digby to St. John I had time to read a weekly called the *Sou'Wester*. The Aug 10, 07 publications had an article titled "RESCUED: Three fishermen rescued after drifting at sea for 21 hours".

Their boat, the "Coastal Raider" with the captain and two crew had two strings left of six to haul aboard and were well loaded and had turned to head for home. A swell lifted over the side of the boat adding more weight. More swells added even more weight and the pumps could not keep up. The cap-

tain turned into the wind and in his words the boat stood up on her stern and slid back under the water. With the boat rapidly sinking the crew inflated the lifeboat and cleared it so that it too would not be sunk with the vessel.

The captain who was last off only had time to grab one survival suit for three men and had to swim out from underneath the water to escape the sinking vessel.

Their distress signal was not noticed and the three spent a very wet and cold night in the dense fog.

It was the next morning that the search began with 20 boats leaving the harbour, its wharves filling with families and friends of the crew.

About 9:30 a.m. one of the boats *Joyce and the Boys* came upon gear that they knew was from the "Coastal Raider" and they realized that the "Coastal Raider" had sunk. They slowed to listen and search in the thick fog.

Those aboard the life raft heard the motor of *Joyce and the Boys* slowing down and attempted to ignite a flare which did not work. Most of the flares they had tried that night didn't work but finally one did flare and one of the rescuers spotted it off to one side.

The men in the raft were found wearing only their underwear; their clothing having become too wet and cold to wear.

There is more to the story regarding the emotional homecoming but I will not relate any of that.

This article has made me reflect upon the many lessons that I have been taught by my CPS instructors. That even those who work with boats daily and are far more experienced on the water than most recreational boaters ever can be are not always prepared for emergencies and reinforces the adage; **no accident waits for you to be ready.**

Accidents happen under normal conditions. The weather was not extraordinary, thick fog is normal, the boat was not unusually over loaded, but a swell, not a wave just happened to catch the boat when it was heavily loaded then another and she was doomed.

The event occurred so quickly that the crew was unable to don the survival gear.

If you haven't got it on it can't save you.

The flares did not work as they should have. **Are yours up to date?** Do you have enough so that if some don't function you can try to light another one?

I read in another paper's account of this accident that the EPIRB also may not have worked. Perhaps it went down with the "Coastal Raider".

Article by Amy Woolvett appeared in the August issue of Transcontinental Media's *Sou'Wester*, originally appeared in the Shelburne Coast Guard newspaper.

To obtain a copy of the *Sou'Wester* article contact via email; info@souwester.ca.



Commander Cal Traver being pledged by District Commander Daryl Lankin



Placing of the wreath at the RHYC Blessing of the Boats June 2, 07.

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	Vicky Grimshaw	P	905-628-0645
Training Officer	Des Wood	S	905-304-5136
Assistant Training Officer	Barry Courtman		905-387-9220
Secretary	Debby Conderan		905-643-0499
Treasurer		Vacant	
Membership Officer	George Williamson	AP	905-592-1107
Public Relations Officer	Vicky Grimshaw	P	905-628-0645
MAREP/ Environmental Officer	Warren Hyde	P	905-385-5639
Supply Officer	P/R/C Ron Warby	AP	905-389-5719
Entertainment Officer	Ruth Lewis		905-317-3453
Communications Officer		Vacant	
Editor Dry Rot	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	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

UPCOMING EVENTS

Hamilton Power and Sail Squadron Annual Christmas Dinner and Dance

Friday, November 23,
2007 @ Marquis Gardens,
1050 Rymal Road East.

Tickets \$30.

DJ, Door Prizes and Draws. Cocktails 1830
Dinner 1900.

Class Registration for Boating and Piloting Courses:
Saturday October 27, 2007.
1000 to 1600 at Marine Discovery Centre.

Start of Boating and Piloting Courses:
November 6, 2007 at 1900
Westdale High School
700 Main West at Longwood Road.

SEABREEZE

The summer just ending was one of the best ever for me, while cruising from Wiarton to the North Channel. The weather was superb with no bad storms to deal with. My "new to me" trawler performed flawlessly.

TL was launched from Wiarton, where she was wintered. About 4 days were spent getting the winter cover and hoops off and stored, installing modifications to the fuel system, installing new primary and secondary diesel fuel filters, bleeding the fuel system, getting the boat launched and tested and purchasing final food items, etc. All these jobs were interspersed with several fine meals with friends.....after all, I was on holidays.

Had a shake down cruise with Rich Brooks, who publishes the MBYC Mariner. Rich was going to help me take TL up to the North Channel, but with a delayed start and limited time, we just relaxed and enjoyed a trip up the east side of the Bruce Peninsula, plus a few days at MacGregor Harbour. We had a good chance to discuss future plans with the club newsletter.

We returned to Wiarton to drop off Rich, topped off the foods again, then had a very enjoyable BBQ with friends Ernie and Judy. I phoned sailing friends Ann and Bill from Lions Head and confirmed they were leaving soon for their annual trip to the Soo and that we should meet somewhere along the Bruce. After another stop for me at Macgregor Harbour on the way north again, we did in fact meet at Wingfield Basin, which is a well protected anchorage located at the North-East tip of the Bruce Peninsula. I found it was a bit tricky entering there in a following sea, but it has a range and I just had to speed up to maintain steerage.....all part of my learning curve. I was expecting Ann and Bill around midnight, but they anchored nearby at around 2000, so we all got a good sleep.

Ann and Bill left at 0700 and I followed around 0830. It was very comforting traveling in company, with radio contact, as we saw and heard no other boats during our eight hour run north. Ann and Bill ducked into Snug Harbour, just off the Lansdowne Channel. I

continued further west to Browning Cove at Heywood Island, wanting to drop the hook in relatively shallow water with no fuss. Snug is very well protected, but it is very deep and you need a lot of scope, or need to anchor, then tie off to a tree.



Heywood is one of my faves, as it is easy to enter and is close to the amenities of Killarney and Little Current. In the high season it is very busy especially on weekends, when the locals come in droves to the fine beaches there. At Browning Cove, the main harbour, it is a bit open to the north, and you sometimes get wakes from passing power boats. Therefore, if staying for a few days, I like to put out two anchors fore and aft, to keep the bow pointed to the open entrance. You can then dive off the swim platform and enjoy the lovely sandy beach.

From Heywood, I traveled east along the Lansdowne to Killarney, as I wanted to get my Killarney fix over before the June/July weekend. The Sportsman's Inn went into receivership last fall and seeing that it provides almost 2/3 of the dockage in Killarney, it would soon be a zoo. The Sportsman's Inn was fenced off limits during my stay, but I heard it was purchased in late June and the docks were made available again. I stayed at Gateway Marine for three days. Gateway by the way, has a nice clean restaurant and laundry. A highlight

was in the morning, enjoying their amazing Morning Glory Muffins and coffee in air conditioned comfort, while my laundry was on the go.

No article I have ever read or written about Killarney has ever failed to mention the "World Famous" Mr. Perch fish and Chips, available at the red school bus right at the government dock. There are no finer fish and chips and humbly submit I consumed 3 feeds while I was there.

After a pleasant stay in Killarney, TL moved on to Collin's Inlet, anchoring north of the main channel, near Keyhole Island, a total of 6-7 Nautical miles. This is a good quiet spot, as you are shielded from any monster wakes from the odd inconsiderate passing power boat. This is as far east that I traveled, as the water levels were quite low this year (just above datum) and as well, it is quite weedy further east in Mill Lake.

It was here that I discovered visitors to my verandah....bats! It took me awhile to shoo them away. During the winter, the canvas at the back of the boat had been removed for repairs to the screens and zippers. Probably, it was when the back was open, that the bats set up shop.

After a couple of days, TL was pointed west and we motored about 30 nautical miles to Rouse Harbour (between west and east Rouse islands), passing by Killarney and Little Current. It was really nice having lots of power for a change, when coming through the narrows at the bridge at Little Current.

Rouse is relatively easy to get to, but you must clear the rocky point at Palliser Point guarding the entrance to the harbour. If there is a strong west wind blowing, it funnels in right on the nose north of Narrow island, which can make for some rough going. When Narrow Island is abeam at the bottom of the Wabuno Channel, head for the north-east side of Mink Island. Once you are near Mink there is a nice lee to protect your final passage into the harbour. I like Rouse, as you are only a mile or so from Little Current and there is lots of swinging room over a mud clay bottom. I did spot a deadhead this year though, about half way across from

the reedy bay on the west side. Rouse is well protected, but with the low tree line you get a nice cool breeze in hot weather. One other caution here is the deer flies....you absolutely must have good screens, or they will drive you nuts. By using Rouse, one can avoid the overnight dockage fees and time their arrival



at very busy Little Current for early morning, to get a spot on the wall, to do shopping or transfer crew.

During the July/August "Hawewater Weekend" at Little Current, the docks get all taken up. I was lucky in getting the very last spot at Spider Bay Marina for Hawewater. The town really comes alive with all sorts of things to see and do. One event that is a real hoot, is the Annual Cardboard Boat Race held at noon on Saturday. The Sunday evening parade of boats and the following fireworks show on the waterfront should not be missed!

After that wild weekend, TL was pointed west again and continued 13 miles to Logan Bay, on the east side of Clapperton Island. Logan is exposed to the south-east and should be used with discretion. There is lots of room and you can just drive in, tuck in behind Carling Point and when the depth is about 2 metres, drop the hook onto a smooth sandy clay bottom. If the weather makes up from the east, you have the option of Croker Island, to the north, or Beatty Bay on the west side of Clapperton. You are right in the mid-

SEABREEZE

dle of prime cruising territory! The world famous Benjamins are just west of Croker; too crowded for yours truly at high season.

The next morning after breakfast, just as I was pulling up the anchor I heard "TL, TL, this is RLII". It was Gregg from Kincardine calling me; he was on the west side of Clapperton. We met on the north side and heaved to for a short time. Gregg has a very nicely set up Great Lakes 33 trawler. After our short rendezvous and resolving to get together at Gore Bay, I nosed TL north to the Macbean Channel and met Ann and Bill aboard Talysin at Gibson Cove, situated at the very east end of Fox Island. Ann and Bill were now back from the Soo and were meeting Richard and Alice from Papayando. That evening after we all arrived, we had a campfire and a pot luck feast on shore.

The next day, I moved further west to Oak Bay. It had been 22 years since I was last here. Oak Bay is a cruising area, within a cruising area, a popular spot, but one can almost always find a private little gunk hole here. I searched for and found Don and Marion aboard "Pretty Penny" on the north side of Hotham Island.

The learning curve with the new boat was to continue. The next morning, I was swinging rather close to "Kidstuf". I was not totally used to anchoring with the all chain rode. "Kidstuf" was secured with an all nylon rode with a lot of scope. When the wind had done a "180", and switched to the north. "Kidstuf" with her big long rode swung around fairly close to me. TL circled in only about a 50 foot radius from her Bruce anchor. I apologized to skipper Ken explaining the problem; he was most gracious. As always, the first boat in to an

anchorage has priority. It is up to a visiting skipper to analyze ALL the variables in an anchorage, before anchoring!

The groceries were getting low, so I now headed south towards Gore Bay for provisioning, with a stop at John Harbour. The new boat being a trawler, does not like the weather on the beam.....the very opposite to my sail boat.....again, more learning. The day I headed for Gore Bay from John Harbour, it was pretty fresh from the west, which meant it was right on the beam. It did not take long for me to realize the situation,

altering course more to the west and slowing down some. TL does not mind the weather on the nose, but she will launch herself off the big ones to fall with quite a wallop, if the speed is too high. By slowing down about a knot or two and taking the waves on the quarter, she does quite well. But, you have to be vigilant, concentrating on the coming waves and rounding up a bit for the really big ones. At one hour out, I altered course

directly for Gore Bay. Now the waves were on the stern quarter and I found that I needed to run her above my normal cruising speed to maintain good steerage. It was in these conditions that I really started to respect TL's abilities.

It was so nice to get back to Gore Bay after missing last year. One of the first orders of business was to top up fuel and get pumped out. I was completely amazed at TL's modest fuel consumption. After servicing and docking at a transient slip, I looked up Norm Fogal who now runs the yard at Gore Bay. He welcomed me with open arms and said he had a spot to winter TL. I was not really enthralled with the long trip up from



Wiaraton. Being a full blooded senior now, a three to four hour run in a day is enough for me! Needless to say I was very happy indeed, as this is where I have successfully wintered Christina for several years.

After a few days of socializing and renewing friendships, I phoned Ernie and Judy at Wiaraton to see if they would be at home. A fellow I work with was returning south from his cottage at Gore Bay and I was able snag a ride with he and his wife back to Wiaraton to get my van. John and Cathy kindly dropped me off at Wiaraton Marina after a long drive around via Sudbury. After a needed shower at the marina, I teamed up with Ernie and Judy, then we went out to dinner in town.

The next evening, after an amazing BBQ, I fired up my old van and headed back up north to Gore Bay, this time via the Ch-cheemaun ferry, which runs between Tobermory and South Baymouth.

The Chi-cheemaun has undergone a ten million dollar refit. Over the past winter she was completely



repowered with four, six cylinder 2300 hp Cat diesels, yielding 9200 horsepower in total, plus three new Cat diesels for auxiliary power, which also drive the new electric bow thruster. On my trip, I was privileged to have a tour of the engine room, guided by Murray, second mate and John, the engineer on duty. The new engines normally run at 600 rpm while underway. The old pair of Ruston diesels were 3500 hp each, yielding 7000 total horsepower. During sea trials Murray said the maximum speed with the new engines was 18 knots and an astounding 14 knots in

reverse. The new very efficient engines run much cleaner and meet all the new environmental standards. During the off season the ferry runs slower to conserve fuel and they run on only 2 engines. There is an arrangement of clutches and transmissions that combine all that power, driving 2 propellers, giving great redundancy.

Gore Bay And West (To be continued)

Pics and Pans



HPS member Barry Lovegrove at the HPS Breakfast Buffet and Patio Sale, held at Fishers April 22



Rob Garland receiving the "Angel Award" at the May 11 Graduation Ceremonies



Editor Mike Kott presenting Binda Fraser a token of appreciation for doing such a terrific job of publishing Dry Rot.

A few words from the Training Department

Fellow Hamilton Power Squadron and CPS Members, according to the calendar this is the last day of summer. It's difficult to believe when one looks out the window or listens to the weather forecast. The good news is, it's been a great boating summer and the fall looks equally promising. Unfortunately we are still live north of the 49th parallel and the seasons move on. It's time to consider haul-out and the fact that we will have to think about boating on the hard for a few months!

What better way to do this than to register for one of the CPS training courses or, to participate in the ongoing training activities. There is no better way to hone your skills or to keep your boating knowledge current than to teach a subject or to become active in the proctoring process.

The logistics regarding Registration for all Courses;

Location: Canada Marine Discovery Centre
Date: Saturday October 27th
Time: 10:00 AM to 4:00 PM.

Course start dates are as follows;

Boating and Piloting Classes will begin **Tuesday, November 06**. The location is **Westdale High School at 7:00 PM**.

Note: If we do have a sufficient number of students registered for Piloting to justify a course we will cooperate our efforts with Burlington and other squadrons to accommodate student needs.

in the training season in the **February - March 2008** time frame.

Boat Pro classes will be held on an ongoing basis on the 3rd Sunday of the month dependent on the number of registrants. The web sight will be updated to reflect the actual dates.

Location: Canada Marine Discovery Centre

Time: 10:00 AM to 4:00 PM.

Please remember, the September 2009 cut off date for the Operators card will be here sooner than you think, **ACT NOW!!**

Also, don't forget your family and friends. If you can't convince them to take the Boating course please take the time to remind them of the September cut-off date and try to convince them to sign up for the CPS Boat-Pro Course. It's for their safety and protection on the water!!

There are definitely advantages in taking the CPS Boat-Pro course as opposed to the quickie courses offered at Boat Shows etc.. For example, we provide a full day of instruction by a qualified instructor, the card is valid in US waters and CPS HQ maintains an up-to-date database so the card can be replaced in the event of a lost card.

Finally, we have a great cast of Instructors and Proctors signed up for this 2007-2008 training year, it's going to be an exciting season. Their names will be recognized in our future training updates in Dry Rot.

If your boating safety knowledge and charting skills are getting a little rusty and need a little dusting off please give me a call, we can always use a hand, particularly with proctoring.

Des. Wood - Training HPS (905) 304-5136

Both the VHF and GPS courses will be offered later

Greetings HPS Members,

I sure hope that everyone has enjoyed our glorious summer, and now with fall upon us, the rain so badly needed has come. Mother Nature is a wonderful creature, always making us wonder what the next day will bring.

Our squadron has been busy this summer, planting seeds you could say. We had the opportunity to work with **CHTV** and did some live interviews. We launched the Safe Boating Awareness week on May 18/07 with 3 interviews on CH Morning Live with Lesley Stewart. **Special thanks to Warren Hyde, Ruth Lewis & Ray Kirkham from Burlington Squadron.**

We also partnered with the Niagara District Squadron & local squadrons in this area and paid for advertising of *Safe Boating Tips*. These tips ran from May/07 to just after the long weekend in September. They were aired on the **CH Morning Live** on Thursday & Friday morning. Live interviews with Warren Hyde were also part of this on Aug 03 & Aug 31/07. Great work, Warren!!!! So far the feedback from the community and the district website has been positive. I would love to hear from any members that might have seen these on CHTV, my e-mail & phone number are listed below.

Don't forget if anyone is **interested in HPS apparel**, please let me know. We are working on getting a link from our website for online ordering.

I helped with our early registration on Sept 27/07, at the Canada Marine Discovery Centre. Our turnout was down a bit, but it was such a beautiful day, I am sure no one was thinking about courses. **We do have another registration day on Oct 27/07 Saturday at the Canadian Marine Discovery Centre.** Now is the time to come out and sign up for the class you have been wanting to take.

Cal & I are going to the National AGM in Ottawa,

Oct 25 -27/07. We are honoured to have **PVC Ralph Probert attending to receive his 50th Merit Mark Award.** This means this person has volunteered for the Hamilton squadron for 50 years !!!! An incredible commitment which we are very grateful.

For those of you that have been following along with National and the **Branding Contest**, we will update you on our return in the next issue of *DryRot*. There is a selection of 3 names, which are as follows, *CPS-ECP* (which we are already known by), *CPS Nautique*, and *Nautique Canada*. There will be a vote from the squadrons at the AGM to decide which name to keep.

Please remember we would love to hear from you about your summer adventures, or misadventures, either on or off the water. We can publish this in the *DryRot*.

I look forward to meeting up with you in our social functions this fall and winter. Coming up is our **Christmas Dinner & Dance- Nov 23/07**, always great fun. There will also be a Pizza & Wing night and hopefully a themed dance evening in those cold winter nights.

Call me if you would like more information on the advertising, apparel or anything else.



Cheers,

Vicky Grimshaw
Executive/Public Relations
Phone 905-628-0645,
e-mail cici@nas.net

Graduation Ceremony & Annual General Meeting

In May of 2007 the Hamilton Power and Sail Squadron held its Graduation Ceremony and Annual General Meeting. The event is hosted annually by the Squadron to honour graduates from a variety of courses that are provided to promote safe boating.

Additionally, the Annual General Meeting offers a time of reporting and accountability to the members of the previous year's activities. The meeting was ably lead by Squadron Commander Cal Traver and his officers with special recognition given to our Public Relations Officer, Vicky Grimshaw for her leadership.

In my 50 years of service with the Hamilton Squadron I can enthusiastically state that it was one of the finest gatherings I have attended to honour graduates and new members of the Squadron. I recall my own graduation and invitation to join the Squadron as a very formal affair. Our recent graduation however, while observing the formality of the occasion, was more informal in spirit ensuring that all in attendance enjoyed the festivities very much. I observed the graduating students and their family and friends as well as course instructors and officers of the Squadron actively interacting and socializing thus demonstrating the camaraderie for which the organization is well known. In my view, this friendship complements the teachings of safe boating and hopefully displays to the graduates and new members how rich and rewarding active membership in the squadron can be.

In summation, the mood at the Spring event on the eve of a new boating season was most upbeat and I am sure our new members felt the warm welcome. Whether you are an old or new member, don't miss this event or ensuing events next time! Consider participating in your squadron events and experience the satisfaction and friendship that accrues as a result.

Ralph Probert N
Historian

Update for National AGM from the Commander;

Later this month, Oct 24 to Oct 27/07, there will be the national AGM in Ottawa

This year there are some things to consider. Your comments are requested and welcome.

There are four motions for the governing board to approve. Without getting too wordy I will describe them as follows:

- NM1 seeks approval of the appointment of a "Staff Commander" to oversee the National Rewards Program within the Flags and Etiquette Committee.
- NM2 seeks the approval of the renaming of the Operational manual to the guidebook for the CPS Officers Committee.
- NM3 seeks the approval of amendments to the requirements for Senior Navigator.
- NM4 seeks the approval to change the designation of "Auditor" to "Internal Audit Review Committee".
- The rationales for the forgoing may be had by any member who wishes to see them by going to the member's moorings on CPS website.

For the membership to vote upon there are two:

- One is for the approval of a \$3.00 increase in membership dues to \$32.00.
- And the other has to do with proposed changes to the name of our organization.

The proposed names selected from 200 entries in the branding contest which are put forward are as follows:

- CPS-ECP; CPS Nautique; and Nautique Canada

**Contact me by phone 905-628-0645
or e-mail cici@nas.net**

Thanks,
Cal