

DRY ROT

Spring is in the air!



HPS Breakfast & Boat Yard Sale

HPS Breakfast Buffet

Sunday April 13, 2008
(Note: new location)
9:00 am to 11:00 pm

Royal Hamilton Yacht Club,
foot of James St. N.

Come and join us while someone else cooks the eggs, bacon, pancakes. Lots of good fun!!!

Boat/Yard Sale

Bring your goodies, time to drag out those old anchors & stuff.

Cost \$8.00
RSVP by Apr 08/08
905-628-0645
or e-mail
lewisru@gmail.com or
cici@nas.net

59th Annual General Meeting

HPS Graduation/ AGM

April 25/ 2008

Dinner Buffet 6:30 pm

Graduation Ceremony 8:00 pm
AGM 9:00 pm
Cash Bar

Macassa Bay Yacht Club,
80 Harbour Ft., Hamilton
(beside Bay Front Park)

Cost \$ 20.00
(No charge for AGM only),
RSVP by April 18/08 to
905-628-0645 or
e-mail lewisru@gmail.com
(limited seating)

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Hamilton, Niagara District
Report of the Hamilton Squadron
Nomination Committee

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



Three Blind Mice GRAF/X

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Greetings from Vicky

It has been a long winter, as all the snow melts, we can only hope that the lakes and waterway levels will be higher this boating season than previous years.

It has been busy winter for the training department, but at last we are coming to the finish and thinking about the Graduation & AGM on Apr 25/08. Congratulations to all the students of HPS – wishing you a safe boating season.

As this issue goes to print, Commander Cal is sitting under a palm tree in Margarita Island watching the boats go by. This was not his plan, a dream come true, he was to be on a 38 ft Benenteanu, leaving Margarita Island for two weeks of sailing. Unfortunately the boat had to make a Mayday call 4 days before he was to be on board. Luckily everyone on board was safe, and the boat is now in dry dock getting repairs. The owners of boat are very experienced sailors, Martin & Sheila Hederich (Barrie Sqd.) crossing the Atlantic Ocean twice in a 23 ft sailboat. Every winter they go down to the islands and spend 4 months there on board the 38ft.

The boat had started to take on water and they pumped for a long time until they were rescued by the Coast Guard. In speaking with Martin, via satellite phone, he said, now in dry dock they can see what happened. The motor mounts broke which made the motor to shift and caused many more problems with the stuffing box, rudder & propeller, etc.

I think this can serve as a reminder to all boaters, when putting your boat in this spring. Take a really good look at the engine area, and check the thru hull fittings, propeller, rudder etc. It is easier to repair on the dock, then when under way in the water.

Soon HPS will have an on-line store, were you will be able to purchase clothing, etc with the CPS logo and the Hamilton squadron pennant. You will also be able to personalize the items with your own name. All

of this will be done on line and shipped directly to your home. Keep a watch on the website for the launching of the on-line store–

www.hamiltonpowersquadron.ca

We welcome new members onto our bridge for the Year 2008-09 and look forward to working with them. We are also looking for volunteers to help out with the following positions: By Laws & Protocol, Assistant to Public Relations, Entertainment, Regalia, Communications and Executive Officer. If you are interested or would like more information about the details of the position, please contact myself or Cal. We would be happy to discuss it with you.

We give our thanks to P/R/C Ron & P/R/C Marney Warby, who have served on the bridge for many years, as they take to retirement, traveling & grandchildren. Thank you so much for your dedication and your guidance. We thank Des Wood, Training Officer, for all his time and effort in working with the students & volunteers. Des, we really appreciate the dedication that you put into the training dept. Thanks to George Williamson for working on the Membership and keeping our squadron up to date, George is still going to be our Boat Pro Co-ordinator. Our thanks go to Ruth Lewis, our entertainment gal, who has tried to keep all of us happy with our social events. You all will be missed!!

As I now take the seat of Commander, I've enjoyed being a part of HPS bridge for the last 8 years, helping in many areas. It has been great and I have met so many new friends on this journey. My hope is that HPS can continue to grow, and educate those interested in boating and safety by promoting CPS-HPS in our community. If anyone has any thoughts, ideas or suggestions for the squadron, I would love to hear from you.

Wishing you a wonderful boating season in 2008.

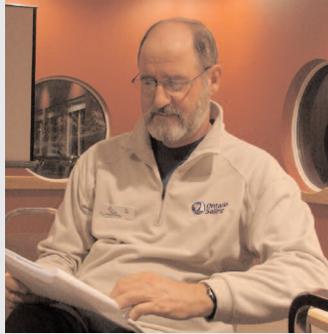
Vicky Grimshaw

Pizza and Wing Night

The Pizza and Wing Night on February 1 was a bit muted because of the big snow storm earlier that day. A hardy group of sailors came together for some pleasant camaraderie and eats.

There was a presentation by Al Will, Chairman of the Canadian Safe Boating Council. Al put forward that the "CSBC believes that all operators and passengers of all sizes and types of Kayaks, canoes and self-propelled vessels and all types of other craft that are 6 meters or less in length, while people are on deck and while the boat is underway, should wear life jackets, or PFD's". Sample petitions were circulated. You may contact Al Will, Chair CSBC chair@csbc.ca, or 905 628 8639.

Later, Al read a transcript about the rescue of all the passengers and crew of the "Explorer", which was holed by ice, then ultimately sank in Antarctica. The people spent over 6 hours, some dressed only in light clothing, in open boats, waiting for rescue. The pictures and somber reading sent chills down our spines. There was a spirited discussion after the reading. It was obvious that the rescued people were extremely lucky, as the weather was benign and there was a



Al Will reading the transcript of the Explorer sinking in Antarctica.

vessel capable of making the rescue close by. Minutes after the last person was aboard the rescue ship, high winds and waves kicked in.

All of this amplifies our Commander's article in the last edition of Dry Rot discussing the wise decision of wearing of a PFD while on or near the water. Vicky Grimshaw talked about boarding a small harbour cruise vessel on the east coast last summer and the alarming lack of concern about passenger's safety. While

working at a school in Georgetown recently, I spoke to a woman and child just back from the March break in Cancun. She and the rest of her family had rented a catamaran. It was well off shore when the vessel started sinking. They spent some time in the water before they were rescued. The facial burns on the mother and her daughter were a testament to the severe exposure they endured. Even in a tropical climate there are dangers that have to be reckoned with when out on the water.

Thanks to Vicky Grimshaw and Ruth Lewis for all their work in setting up the Pizza and Wing Night.

Mike Kott



To: The Members of Niagara District

Report of the Niagara District Nominating Committee January 31, 2008

The District Nominating Committee nominates the following Members for election as District Officers for the year 2008/2009

Commander	Jim Brown	Campbellville, ON	905 854 0693
Executive Officer/Admin Officer	Bill Allan	Kitchener, ON	519 576 0749
Training Officer	Garry VanZandt	Fort Erie, ON	905 871 3628
Secretary	Lembit Tamm	Brantford, ON	519 752 7067
Treasurer	Sharon Reeve	Norwich, ON	519 863 6523
Public Relations Committee	Donna Lankin	Brantford, ON	519 759 4475
Marep Officer	Diane Allan	Kitchener, ON	519 576 0749
Membership	Darryl Lankin	Brantford, ON	519 759 4475

The District Nominating Committee also nominates the following for appointment by the Members as District Officers, who, if elected, will have the duties indicated next to their name assigned to them by the District Executive Committee pursuant to District Regulation 10.2 (b)

Electronic Comm	Ernie Whalley	Guelph, ON	519 822 9193
Youth Officer	Brian Elder	Simcoe, ON	519 426 0478
Port Captain	Cal Traver	Copetown, ON	905 628-0645
Environment	TBA		
Instructional Techniques	Ken Budd	Guelph, O	519 654 3481
District 6 Liaison	Jeff Eggleton	Fort Erie, ON	905 871 4111
Bylaws and Protocol	Brian Elder	Simcoe, ON	519 426 0478
Historian	Les Armstrong	Burlington, ON	905 637 2270
Flag Officer	Percy Brown	Hamilton, ON	905 544 5070
Asst DTO West Region	Bruce Holden	Guelph, ON	519 836 7178
Asst DTO Mid Region	Percy Brown	Hamilton, ON	905 544 5070

The Nominating Committee also nominates the following for appointment by the Members as Auditor of the District.

Internal Audit Review Committee	Pat Faux	Ancaster, ON	905 304 7757
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The District Nominating Committee also advises that:

- a) the following Member will serve on the District Executive Committee and the District Council by virtue of her position as Immediate Past District Commander and does not require election or appointment:

Past District Commander	Darryl Lankin	Brantford, ON	519 759 4475
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- b) Pursuant to District Regulation 9.15.1, the following Members will serve on the District Nominating Committee for the year 2008-2009 by virtue of their position, and do not require election or appointment.

P/D/C (Chair)	Darryl Lankin	Brantford, ON	519 759 4475
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P/D/C	Sharon Reeve	Norwich, ON	519 863 6523
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D/C	Jim Brown	Campbellville, ON	905 854 0693
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Niagara District Annual General Meeting May 3, 2008

Location: Copetown Woods Golf Course
Registration: 0930 - 1500
Guest Speaker: Captain Wallace Gouk
Cost: \$15.00/person

All squadrons are asked to donate a small door prize.
Register early! Seating is limited to 50 registrants.

For more information

email: ballan@gto.net
Telephone: 519-576-0749, Bill Allan

Respectfully submitted,

P/D/C Sharon Reeve

P/D/C Les Armstrong

D/C Darryl Lankin

A few words from the Training Department

Except for one more VHF course to be held Sunday, March 30/08 at the MBYC, the training season is coming to a close. Now we are looking forward to the graduation and the exciting time of preparing our boats for the first 'Big Splash' of the season and putting all that newly gained CPS knowledge to good use.

The next Boat-Pro course is scheduled for Sunday, April 20/08 with a start time of 0900. Other Boat-Pro courses will be scheduled throughout the summer as the need arises.

Don't forget to remind your family and friends about the September 2009 cut-off date and encourage them at least to sign up for the CPS Boat-Pro Course. It's for their safety, security and protection on the water!!

There are definite 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 of successful candidates so the card can be replaced in the event that is lost. Further, a CPS Associate Membership is available for candidates who successfully complete the course.

The 2007/08 training season, although taxing at times given the unexpected school closures and snowy Tuesday evenings has still been both exciting and successful. These unanticipated closures necessitated a number of schedule changes and in one circumstance we had to relocate to a different venue for a couple of evenings. Fortunately this was endured without one complaint from anyone.

Many thanks for your support and cooperation. Without question, this year we have had a great group of boating students and a very dedicated team of

instructors and proctors. In particular I would like to recognize one of our students, **Brad Boyce** who offered the Police Association hall as an alternate venue for a couple of evenings when we were faced with unexpected school closures. Brad – Many thanks.

Out of total of 48 students who registered for the Boating course 40 individuals wrote

and successfully passed the exam – Congratulations! Unfortunately there were a few folks who, for personal reasons, were unable complete the course. We realize that this can happen and we either have been, or will be in contact with these individuals and offer them the opportunity to return and restart the course next year. Thirty of our Boating class students took the opportunity to take their Boat-Pro exam and all passed – again Congratulations!

This year we will have had a total of 4 VHF training session with in excess of 60 students successfully completing the course.

In wrapping up this season, again thanks to a great group of students for making this a successful and rewarding year. The same must be said about instructors and proctors, without their help, support and cooperation this outcome could not be realized.

Hope to see you on the water.

Des. Wood – Training HPS

(905) 304-5136

sdwood@sympatico.ca



SEABREEZE

I sat in on the boating class recently where the lesson was on anchoring. While chatting with some students during the break, I was surprised at their aversion to anchoring. Concern was voiced about batteries going flat and worries about anchors cutting out, etc.

To each their own, but I consider anchoring out as one of the greatest joys when boating. There is nothing like being snuggled down in a good anchorage to give such feelings of pride and contentment and peace. An anchor can be trusted utterly, as it is such a simple device when compared to an engine. A boat on the water never sits still unless it is anchored, tied to a dock, or aground. Wind and currents are always at play. Therefore, any boat must have suitable equipment aboard so it can be properly anchored. One major benefit to anchoring is there are no docking fees! So, don't be afraid, cut that umbilical cord to the grid and head out to a good anchorage.

There are two main parts to an anchoring system: The anchor, which must have good holding power and the rode, which should be strong enough to withstand the stresses placed on it, as well as to have some stretch to reduce the shock loading on the anchor when the vessel surges.

A vessel should have at least two anchors, plus at least 150 feet of rode for each one. It is strongly advisable to have lots of additional line aboard. Hopefully you will never use it all, but in a serious situation, extra lines and anchors will become invaluable in securing your vessel, plus you and your crew's lives. Don't economize when it comes to your unglamorous "ground tackle" (anchor and rode). When it starts to blow and you are snug in your berth, or holding off a lee shore with a dead engine, it can become the best money you ever spent! If you do any serious cruising, you will sooner than later respect this statement! Figure the comparatively minuscule cost of your extra lines and ground tackle, to the total cost of your vessel, equipment and lives.

RODE: Nylon is the usual choice for a rode because it stretches, is strong and resistant to chafe



and mildew. Manilla and the other synthetics are not as strong or stretchy. A 6 to 8' (or longer), piece of chain should be fitted between a nylon rode and the anchor, to help the anchor's stock lay flat to the bottom. A recommendation for length of chain I have embraced lately is one boat length of chain. Plastic covered chain should be avoided as it reduces the effectiveness of the chain. An all chain rode has advantages when anchoring near coral, which is very abrasive. All chain rodes require less "scope" due to their weight. The disadvantage of an all chain rode is heaviness; a windlass or lever operated gypsy is often required when weighing anchor. The size of rode depends on the size (and weight) of the vessel. The diameter should not be too large, as this will not provide enough cushioning stretch and not too small, as to be weak.

SELECTING ANCHORS: A modern anchor can hold up to 500 times its own weight.

DANFORTH: Holds well in sand and clay, lays flat. Will not hold anything weight for weight in sand or clay. Disadvantages: sharp edges, does not set easily in weeds, can be hard to break out if set really well, may not reset after large wind shift. There are many copies like "Brydon Boy" etc. but only one genuine "High Tensile Danforth". It will cost 3 times more than its copies, but will set and hold better and is far stronger with its forged "tee" construction.

CQR (Plow): It digs in through weeds, will stand ranging well, because of its swivel. It will re set itself pretty well after a severe wind shift, stores nicely on a bow roller, it's tough and it breaks out relatively easy, when weighing anchor. The less expensive plow copies are acceptable, but I prefer the forged or welded up ones, rather than sand cast types.

YACHTSMAN'S (KEDGE): folding; for rocks (placed by hand), store easily.

MUSHROOM: weight is the main hold, good for dinghy; relatively safe, as no sharp edges, large ones are used for permanent moorings.

BRUCE: Good all round anchor, stores reasonably well on bow roller, can be hard to break out, not easy to store on deck, will reset reasonably well after wind shift. I have used one the last 3 years and it has worked well.

FORTESS: in my view a weak imitation of a Danforth, has sharp edges, may be difficult to set, because they are relatively light for their size and sail badly when being lowered.

NORTHHILL: Have not seen one in years. A cross between a Danforth and a kedge.

ANGLE OF ATTACK (Scope): A "Catenary Curve" is formed between the vessel's chock and the anchor. "Scope" is calculated from the height of the bow chock above the water, plus the actual depth of the water, (check the state of the tide). Markers placed along the rode will aid in figuring how much rode you have out and therefore how much scope there is, and the length of rode left, especially if it is stored in a well or locker. Example: A bow chock 3 feet above the water, with a water depth of 17 feet. Therefore $3' + 17' = 20' \times 5' = 100$ feet of rode required for just 5:1 scope. In other words, at least 150 feet of rode available should be an absolute minimum. Other than the height of the chock above the water, the size of the vessel does not dictate the length of rode that should be available, it is the depth of the water!

TYPE OF BOTTOM: How can you tell the type of bottom? A chart, observation (weeds on surface), depth sounder (rotary or recording type), a "charged"

lead, or the feel of rode as the crown of the anchor touches the bottom. A digital depth sounder only gives the depth reading. The old spinning type, or the modern "fish finder" can give one an idea of the type of bottom.

STOWAGE: An anchor and rode should always be available for immediate use! The rode should be kept in neat coils, or stored in a permanent anchor well or locker at the bow. The anchor must always be secured firmly while on board, as it is heavy and sharp and could cause serious harm to equipment or crew, if it got loose. Unless you have a really large vessel, avoid stowing an anchor on toe stubbing deck chocks. A bow roller and forward rode locker is ideal, although some boats do not like that much weight forward.



TL anchored at the tip of the Bruce Peninsula, on the way to the North Channel.

CARE OF RODE AND ANCHORS: Shackles should be safety wired to prevent the pin from unscrewing itself. (use monel, or stainless steel wire). Bend the ends of the safety wire inside shackle to avoid the sharp ends of the wire from tearing skin while handling. Thimbles should be spliced to the anchor end of the nylon rode, as this will be much stronger and more durable. In a pinch, two round turns around the eye of the anchor, plus a bowline and 2 half hitches should suffice. The "Bitter end" must be secured!

SEABREEZE

After hoisting anchor and securing it and only if sea conditions will allow, leave the wet rode out on deck to dry out before stowing, to avoid mildew. Ground tackle used in salt water should be rinsed out in fresh regularly, to wash away salt crystals which break down the nylon rode's fibers.

SELECTING AN ANCHORAGE: Is there adequate protection from wind and wave action?

Is there adequate depth (at low tide)? Use chart and depth sounder, or lead line. Allow enough room for "ranging" or swinging, to clear other vessels and shore, even after a wind shift (which usually occurs when you are all snuggled in your bunk at 2am). What type of bottom? How to tell? (chart, "swing the lead", observation - weeds, ripples (rocks), go in first by dinghy). In salt, stay away from areas with stag corals or the like, as they are very abrasive to rode and it is ecologically unacceptable, as the corals are often protected. Because of the differences in their above water and underwater configurations, power boats and sail boats swing at their anchors quite differently. Underwater cables? How can you tell? (by recent chart; {squiggly magenta line} and shore signs). Pre plot a course to an alternate location (and mark it down), in case there is an unfavorable shift in the wind, later on and you have to vacate.

ANCHORING TECHNIQUES: Have the depth sounder on. Head to the chosen anchorage area facing wind/current. Try to anchor in clay or sand. Avoid rock, boulder and gravel bottoms. On final approach, switch engine to neutral, so the vessel will lose all way at the spot you wish to lower anchor. Use trees or shore objects abeam, to judge your motion. Anchor in as shallow water as practicable, as it is easier retrieve gear in case of fouling, and less rode is required. A "Trip Line" may be used to retrieve an anchor in an unknown anchorage. Watch though, because neophytes visitors have been known to tie to a trip line float, plus in my mind, trip lines further complicate an already complicated situation. It is enough to contend with the rode and anchor alone. If required, initiate "anchor watch" on gps or loran, as soon as the anchor is dropped. The anchor watch should be activated at the centre of the anchoring

circle, so there will be fewer false alarms. Never throw an anchor, as it will most likely become tangled in the rode and not set properly. When the vessel has no way on, lower the anchor, allowing it to touch the bottom, noting how much rode was released, secure the tiller or wheel, to avoid it being washed back, then slowly reverse, paying out more rode loosely, with little tension. When you have adequate scope out (at least 5:1), only then, cleat the rode, applying gentle increasing tension on the rode, (placing engine in neutral if necessary), which should remove all way, allowing the anchor to slowly work its way in. Lay out more rode, then recleat the rode. Apply more reverse power. Grasp the rode outside of the chock, while applying more reverse; you can feel by the rode if the anchor is dragging (gravel, or debris, etc.). Switch to neutral; the vessel will spring ahead on the rode like an elastic band if the anchor is set. Don't get too far forward, as to foul the rode in the prop, then apply modest reverse again, grasping the rode beyond the chock, to see if it is holding OK. I call this "lunging", (using the inertia of the vessel to set the anchor, rather than roaring the engine in reverse). If the anchor is holding well, you can feel the rode shrink in diameter, as it is tensioned. All chain will just straighten up toward the anchor and show no sign of trembling, if the anchor is holding OK. Normally you should stay well clear of a nylon line under severe tension, because if it breaks, it explodes causing major harm to personnel. Use discretion! **DO NOT GET FINGERS BETWEEN THE RODE AND A CLEAT OR CHOCK. THEY COULD BE CRUSHED. THERE IS A LARGE AMOUNT OF TENSION ON THE RODE FROM INERTIA, WHEN IT ARRESTS THE VESSELS MOTION!** If possible, take a dive with a mask to see if the anchor is set OK.

Setting an anchor under sail only, involves: first, reducing sail to say a jib, to keep speed down and to maintain better control. Approach the anchorage spot on a reach, then round up to it with the sail luffing, head to wind. When the vessel loses her way, secure the rudder and lower the anchor, falling back to at least 5:1 scope. Douse the sail as soon as practicable, after the anchor is lowered. By pulling on the rode (not enough

to break out the anchor) and letting the vessel fall back against the secured rode several times, should set the anchor.

A ketch or yawl is a dream to anchor, because the mizzen sail, sheeted in hard, keeps the vessel pointing to windward. Leaving the mizzen up and sheeted in hard will minimize swinging and keep the vessel head to wind while anchored.

A house boat, or tall power boat will often lay better to the wind, anchored with a bridle, stern to (assuming there is not a large fetch and large waves). It will be cooler aboard in hot weather too. They often swing up 180 degrees which can break out the anchor. If the anchorage is crowded, this method can be used to help reduce "ranging" or swinging.

Watch when anchoring near a point, as waves refracting around the point will develop an annoying dish sliding roll, instead of a relatively pleasant pitching!!

Putting a line ashore to a tree, with an anchor out to seaward is a way of reducing ranging to an absolute minimum when squeezing more boats into a crowded anchorage. It also provides more security if there is a blow. Set the anchor while slowly going in to shore, allowing the leading edge of the bow to touch (gravel and mud OK, not rock). Hold it there with the engine at idle, while a line is run a line ashore. If the prop/s are the deepest point of the vessel, this is not advisable, unless the bottom is steep to.

Parks Canada does not like us looping lines around trees, as you can burn and "girdle" the bark from the tree, killing it. I suggest putting a towel around the tree to protect it, plus two round turns and a bowline to secure to a tree as low as possible. Do not loop and pull. When leaving, go ashore by dinghy, retrieve the line by hand, shorten up scope, and you are ready to go, with no damage to the tree.

With a long keeled sailboat which is difficult to control in reverse, it is much easier to set an anchor on the run, lowering it and setting it from the stern of the vessel. Once the anchor is set, using forward motion only, the rode can be walked around the shrouds and re secured from the bow, allowing the vessel to lay bow to weather. This also works well when single handing, as you can control everything from one spot.

In a really bad blow, skippers have been known to use the engine/s to ease the strain on anchor/s. I once saw a tug break loose at Croker Island during a blow. The skipper fired up the diesel and rammed the vessel into the beach, holding the vessel there with power until the squall passed.

When anchored take at least 2 bearings on shore objects (and log), to confirm the vessel is not drifting. Before nightfall, take additional bearings on lights ashore, keeping in mind they may be switched off, if not nav. aids. In wilderness areas, I have an extra oil lantern on board, which can be placed on shore to be used as a reference point.

Show an all round (360 degrees) white light, anchor lamp if you are staying the night; **THIS IS A LEGAL REQUIREMENT.** I like anchor lights to be shown just above the deck. Some sailors use the silly mast head light which could be 50 or more feet above the water. This makes it very hard to see just where the vessel is. Ya, I know it is the only spot that is totally unobstructed, but it is very impractical, as it is too high up to be referenced in an enclosed anchorage. As well as a legal requirement it is a courtesy to show an anchor light; Like Motel Six, "We leave the light on for you". In a secluded anchorage, when there is no moon; anchor lights are often the only reference there is. It is very comforting to look around at night and see that everyone is in the same spot.

RAFTING: Ah! those lazy hazy days of summer! Not really recommended, but if done, use lots of fenders, plus spring and breast lines must be used for each vessel. Set anchor/s from only one boat to avoid tangling, when the wind shifts. Watch "venturi effect" if vessels are moving in close together. Sail boats: watch the rigs do not collide; stagger the vessels, so that mast/s clear. The motion at the mast head is much more intense than at deck level. By evening, or well before bad weather is eminent, go to separate anchors.

COURTESY: The first vessels in the anchorage have priority. Respect the ground tackle, privacy and space of others, as they were there first. One of the nicest things about anchoring is the peace and quiet away from the work a day world. Keep in mind that sound travels amazingly well over water. Avoid loud radios and voices

SEABREEZE

and the needless use of outboards. It is so nice to just row around in a dinghy and explore an anchorage quietly, you'll see much more this way, and get some exercise too.

WEIGHING ANCHOR: Observe the weather outside the anchorage. It is often much more benign and calm in a well protected anchorage and you could be unpleasantly surprised on clearing the harbour. It may be safer to stay back and relax over another cup of coffee! Check the chart for hazards on exit route. Start engine, or get sails ready. When ready to leave, un-cleat the rode and take it in slowly (with assistance from the engine if necessary), until the rode is straight down. If the anchor does not pull up and out, cleat the rode, then pull up on the trip line (if used), or try powering forward to pull the anchor back against the way it was set. Sometimes you have to keep re-cleating the rode, while bouncing up and down on the bow. Before lifting the anchor aboard, pull it up and down or proceed dead slow while still in the water to rinse off any accumulated muck or sand. You may have to use a long handled brush too. Once the anchor is aboard, secure the anchor and the rode immediately, so they cannot fall overboard or hurt anyone. Proceed slowly out of the anchorage.

Bon Voyage!

Mike Kott.

Spring '08 has sprung — and so have HPS Upcoming events!

Mark your calendar's NOW

HPS Breakfast Buffet **Sunday April 13, 2008**
(Note: new location) **9:00 am to 11:00 pm**

Royal Hamilton Yacht Club, foot of James St. N.

Come and join us while someone else cooks the eggs, bacon, pancakes. Lots of good fun!!!

Boat/Yard Sale bring your goodies, time to drag out those old anchors & stuff.

Cost \$8.00 RSVP by Apr 08/08 - 905-628-0645
or e-mail lewisru@gmail.com or cici@nas.net

HPS Graduation/AGM **April 25/ 2008**
Dinner Buffet **6:30 pm**
Graduation Ceremony **8:00 pm**
AGM **9:00 pm Cash Bar**

Macassa Bay Yacht Club, 80 Harbour Ft. (beside Bay Front Park) Hamilton

Cost \$ 20.00 (No charge for AGM only), RSVP by April 18/08 to 905-628-0645 or e-mail lewisru@gmail.com (limited seating)

Safe Boating **May 17-23, 2008**
Awareness Week

Watch the Hamilton Spectator for more information.

RHYC & HPS Sailpast **Saturday, June 07/2008**

At the Royal Hamilton Yacht Club

Come and join in, either at the Yacht Club or by boat.

HPS Haul Out **Nov 08/08**
Dinner/Dance

Book this event on your calendar, details of theme to follow.

www.hamiltonpowersquadron.ca

A Note of Recognition....

There are many hard working and dedicated people in our Squadron. At the risk of centering on one person, I must point out that Des Wood our Squadron Training Officer has done an extraordinary job. He has co-ordinated all the registrations and class room space, contacted teachers, set up itineraries, has taught several lessons, set up power point presentations and so on. This season we have had to deal with snow days and school closings

due to scheduling conflicts. Des has seen to it that we all, students, proctors and Bridge members were advised and kept up to date in accommodating all of these changes. The boating classes present a special challenge, as there are very few low cost venues around that have the space, lighting and large tables to accommodate the chart work.

Congratulations Des, on a job well done!

Courses being offered:

VHF Course (Maritime Radio)

**March 30/08
9:00 am to 4:00 pm**

Cost \$ 75.00

(complete with a manual & CD) ,
DCS endorsement only \$ 40.00
Held at Macassa Bay Yacht Club.
Please call Des to pre-register at
905-388-1227 or 905-304-5136

Boat Pro Course - 1day seminar

**April 20/08
10:00 am to 4:00 pm**

Cost \$ 75.00

(\$65.00 for spouse/family member)
This course is for the pleasure craft operators card.
Held at the Canada Marine Discovery Centre.
(Course will be re-scheduled if enrollment is low)
Please call Des to pre-register at
905-388-1227 or 905-304-5136

Contact Des for more information, or check our
website at www.hamiltonpowersquadron.ca

COURSE TO BE OFFERED IN THE FALL 2008

New Course Format

Navigating with GPS

(complete with a manual & CD)
Minimun 4 Evenings

Cost \$ 75.00

Watch the website and upcoming issues
of DryRot for more information

Update from Membership Officer

George Williamson AP

Hey, summer is almost here. Time again to start thinking about putting all those new skills to use. Also, all you new boating students, you probably gained a few new friends over the last few weeks, so this summer just may be a great one on the water. Now that you can fly the CPS flag, don't be afraid to meet other members flying the same since we are all a friendly group.

We are now about 432 members in the Hamilton Squadron. That's not including you the new graduating students. Thanks to all of you members still supporting CPS over the years. Remember, this membership you have, will be what you make of it. Come out take part in the events throughout the year.

I would like to direct everyone to our Web page for information. www.hamiltonpowersquadron.ca. Take the time to know it well and the links I think you'll find them useful too. Also don't be afraid to call our number to express any interest in a course you may want to take. CPS number is 905-388-1227. The way we decide on courses to run, is usually the amount of interested students we have. Then we can make arrangements to fill our members needs. Also we are gearing up for the PCOC boating card. We are running a one-day seminar on the third Sunday of the every month at the Marine Discovery Centre. So tell your friends. Just contact us at the CPS number to make arrangements. Our CPS PCOC card is also good in US waters too. Sure, though some may be able to pass an exam online, I discourage anyone from doing this because the advantage of a presentation and being able to ask questions is very valuable. Please as Squadron members, lets convince friends you know to take it through us.

Check your CPS National Web Site also at www.cps-ecp.ca. Take your time with this one, there is a lot of information for you here.

Have a great summer!



Pat Faux teaching the recent VHF course at Macassa Bay Yacht Club.

REGALIA OFFICER REMINDER

As you prepare for Spring Launch, have you thought about your CPS Flag? Amongst all the cleaning, tidying up, and polishing, we sometimes forget our Flags may be torn or tattered from last year. If you need a Mother's Day or Father's Day gift, a CPS Flag is always welcome and usually not expected as a present.

CPS Flags come in 2 sizes:
 up to a 25 foot boat \$10.00
 25 foot boat and larger \$12.00

You may reach me by telephone at 905-389-5719.
 P/Cdr Marney N. Warby, AP

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 2007/2008 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	P	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	P	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

DRY ROT

AGM NOTICE – INSERT 2008

TO THE MEMBERS, HAMILTON POWER AND SAIL SQUADRON:

TAKE NOTICE: that the 59th Annual General Meeting of the Hamilton Power and Sail Squadron will be held at Macassa Bay Yacht Club, Friday, April 25, 2008 at 2100 for the purpose of:

- receiving and, if thought fit, approving the reports of the Officers of the Squadron
- receiving and, if thought fit, approving the Financial Statements of the Squadron for the twelve month period ended March 31, 2008, and the report of the Squadron Auditor thereon;
- considering and, if thought fit, adopting any resolutions that may be submitted
- electing the Officers of the Squadron
- appointing the Squadron Auditor
- considering such further and other business as may properly come before the Meeting.

Under Squadron Regulation 12.1, any further nominations must be made by way of a petition in writing signed by not less than five (5) members of this Squadron who shall confirm the consent of their nominee to stand for election. The petition must be filed with the Squadron Secretary not less than two (2) days prior to the date of this meeting.

Dated this 21st day of March, 2008

Debby Conderan (signature on file)
Squadron Secretary

NOTICE OF ANNUAL GENERAL MEETING– Niagara District

Notice is hereby given of the forty-ninth Annual General Meeting of the Niagara District, Canadian Power and Sail Squadrons, to be held at the Copetown Woods Golf Course, 1430 – 2nd Concession, Copetown, ON on Saturday, May 03, 2008 at 13:30 in accordance with Sec 11.1 of Article XI of the Niagara District Regulations for the purpose of;

- a) receiving a report from the Officers and Committees of this District;
- b) receiving the audited report of the District Treasurer on the financial position of the District;
- c) electing the elective officers referred to in Section 9.1 of these regulations including such District Lieutenants as in the opinion of the District Executive Committee are necessary for the administration of the affairs of this district during the year in question;
- d) appointing an auditor for the District year then current;
- e) consider such other business as may properly be brought before the Annual General Meeting.

The District Squadron Nominating Committee report is attached to, and forms part of, this notice.

Dated this 7th day of March, 2008
Brantford, Ontario.

Report of Nominating Committee Hamilton Power & Sail Squadron

1) **The Squadron Nominating Committee nominates the following Members for election as Squadron Officers for 2008/2009.**

Commander (Cdr)	Vicky Grimshaw	Copetown, ON	905-628-0645
Executive Officer	TBA		
Training Officer	Barry Courtman	Hamilton, ON	905-387-9220
Asst. Training Officer	Glen Carruthers	Hamilton, ON	905-387-8127
Secretary	Debby Conderan	Stoney Creek, ON	905-643-0499
Treasurer	Danielle Sloane	Etobicoke, ON	905-807-2628
Membership Officer	Carole Morgan	Burlington, ON	905-635-1798
Public Relations Officer	Vicky Grimshaw	Copetown, ON	905-628-0645
MAREP/Enviro Officer	Warren Hyde	Hamilton, ON	905-385-5639
Supply Officer	Walter Plater	Hamilton, ON	905-388-7339

2) **The Squadron Nominating Committee also nominates the following Members for election as Squadron Officers, who, if elected, will have the duties indicated next to their names assigned to them by the Squadron Executive Committee pursuant to Squadron Regulation 6.2.1. (d):**

Communications Officer	TBA		
Entertainment Officer	TBA		
Regalia Officer	TBA		
By-Laws & Protocol	TBA		
Boat Proficiency Officer	George Williamson	Burlington, ON	905-592-1107
Historian	Ralph Probert	Burlington, ON	905-637-8726
Port Captain	Murray Thompson	Burlington, ON	905-681-8641

3) **The Squadron Nominating Committee also nominates the following Member for appointment by the Members as Auditor of the Squadron:**

Frank Lauinger	Hamilton, ON	905-522-6530
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4) **The Squadron Nominating Committee also advises that:**

- a) The following Member will serve on the Squadron Executive Committee by virtue of his position as Immediate Past Commander, and does not require election or appointment:

P/C	Cal Traver	Copetown, ON	905-628-0645
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- b) Pursuant to Squadron Regulation 9.14.1, the following Members will serve on the Squadron Nominating Committee for 2008/2009 by virtue of their appointment and do not require election or appointment:

P/C Cal Traver
P/C Rick Crook
Cdr Vicky Grimshaw

Respectfully submitted,

P/C Cal Traver

P/C Rick Crook

Cdr Vicky Grimshaw