

DRY ROT

IS ANYONE LISTENING?

Is anyone listening to the pleas for help with our Squadron?

In case you haven't realized, the "same few" people are needing help to run the activities. Our main concern is Training, the reason for our being. Instructors, proctors, yes the loyalies who spend hours of their time helping instruct. You, too, can become involved; all you have to say is "I would be interested in helping". There is a CPS course to teach you how to be an instructor. It's not hard, anyone can do it! Besides, each one of us has no problem talking or bending someone's ear about our favourite topic!

Have you attended any of our fun nights, such as the Pizza and Wing night in February or the Haul Out Party in the fall? No? Shame on you! This is the time to meet with like-minded people who have a common interest – boating. But we need help with the functions. Will you help set up, be on a committee to plan/organize the do? It just doesn't merely "happen"! These events are a fun way to become involved.

What about being on the Bridge/Executive? Have you ever taken minutes for a meeting? No, it's not hard; merely the important items are recorded. What about helping with advertising? If that isn't your expertise, what about helping with the writing or publishing of Dry Rot? We are all not experts in any of these things but with help from your co-workers, the task at hand is not onerous.

If everyone gave a little, then the burden would be lessened. Do you remember those thankless heroes who so generously gave of their time to teach you so many years ago? Well, now it's time for you to return the favour. Our Squadron is 60 plus years old, the 4th oldest in Canada. There is a lot of history and talent dedicated to the ideals of CPS.

Is anyone listening to the pleas for help with our Squadron?

Now is the time to say "yes!" I'd like to help. Our most recent Bridge members have been around far too long! They have been

...continues

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Hamilton Power & Sail Squadron

7th Annual Pizza & Wing Night

February 24th, 2012

6:30 pm

at

Macassa Bay
Yacht Club

Reserve by calling Vicky Grimshaw at 905 628 0645, or via the Hotline at 905-388-1227, or purchase tickets during classes at Westdale High School on Tuesday evenings.

Check our website for updates on events! www.hamiltonpowersquadron.ca DRY ROT |

there to enable our Squadron to move forward; they would rather have stepped aside for new blood (which didn't come about) but the time has come for new people to step forward and bring their energy, ideas, and fun spirit to help carry us ahead and not get stagnant. This is a serious problem that no one wishes to discuss let alone write about.

In my heart I know that the Past Commanders, many of whom I have known personally, would be

upset to learn that no new people have come forward to volunteer to be on the Bridge.

Please give this your undivided attention and step up to the HPS batting plate.

IS ANYONE LISTENING?

*Marney Warby, AP
Past Commander, Past District Commander,
Past Rear Commander*

Ever Tried To Dock With No Reverse?

I bought a C&C 29 last year and after finishing the paperwork the previous owner walked around the boat with me and explained a few things he thought I should know. That is when I found out that it was being launched within the next three days.

One of the items discussed was the care and maintenance of a variable pitch prop. He showed me the special grease that has to be used and how to inject it. What he didn't mention was the fact that since he'd had it installed it had never been adjusted.

I spent the next three days frantically waxing the freeboard, repairing some cracks and painting the bottom with anti fouling paint.

Finally it was ready and in she went. I spent the next few minutes checking to be sure I had no water coming in and then proceeded to try and back out of the launch slip. Everything was running nicely and the previous owner said "give 'er lotsa gas she's a slug to back up." Sure enough with the engine revving at almost max she started to move in reverse. What I didn't notice was the launch staff guiding her out. We took her over to a wall where we could be close to the locker where the previous owner had the sails. I impressed myself by coming to the wall slowly in forward and putting her in reverse to gently bring the stern over to the wall.

We loaded the stuff and I said my thank you and good bye and started out to park her in my slip. Keep in mind that I am doing this alone now. The previous owner gave the bow a push away from the dock and I started out in forward.

Out in the basin I checked the steering to see how she handled, revved her up to check the speed capabili-

ties, all the good stuff. Then it was time to return to the slip. I had all the fenders still out so there was no issue about leaving the helm and the dock lines were still attached to their respective points.

Since the boat is a lot heavier than my previous one I approached the slip dead slow allowing for wind drift and made a wide turn to put her on a straight on approach. I got within a boat length of the slip and put her in reverse and gave her some gas.

That was the OMG moment.

She was not slowing fast enough and the stern was walking sideways to port.

There was a really pretty boat in the slip next to me on the port side that was getting **very large, very fast**. So, I put it in forward and cranked the wheel the other way to bring the stern back straight. When you are already going forward that is not a good idea.

There is a comfortable feeling about a marina in the middle of the day in the spring. There are always people hanging around chatting or working on their boats. Today they were all running toward my slip. I managed to bring my latest purchase to its new slip with only the help of 6 people a lot of shouting and no collisions.

You can imagine the colour of my face after I said thanks to everyone, emptied my beer locker and told them that I have been sailing for the past

25 years.-- really!

The moral of this story is that checking the pitch on your Vari Prop in BOTH directions is always a good idea before launch.

Pete Boothroyd, AP

Balm for the Winter Blahs

Now that winter is here at last it compels us to look ahead, planning new exciting things to do. At this time of the year after the huge build up for Christmas, the gut of winter looms. Those fortunate enough to journey to warmer climes have an ideal antidote for the winter Blahs! Those of us left behind need all the help we can muster to beat the Blahs.

The **Toronto Boat show** is over for another year, but we still yearn for some sort of boating activity to keep us primed. It helps that the days are getting noticeably longer, but we still need some sort of meaningful nautical activity to motivate our senses!



Squadron members, may I suggest a very pleasant way to banish the blahs without beating up your bank account?

Each winter, the Hamilton Power and Sail Squadron holds various functions encouraging members to come out for an opportunity to enjoy some pleasant food, conversation and entertainment. This is a great way to communicate with boating friends, sharing our common interest. There are always stories to tell and things to learn. I will bet that the people who have been south to warmer climes would love to share their new experiences too!

On Friday, February 24th The Hamilton Power and Sail Squadron will be hosting our **7th Annual "Pizza And Wing Night"** at Macassa Bay Yacht Club. There will be a cash bar, enjoyable food, door prizes, a raffle and also a revealing talk by Terry Gillespie from the Guelph Squadron about the weather during the sinking of the Edmund Fitzgerald on Lake Superior.

Tickets are \$15. Please RSVP by February 20, 2012.

On Sunday March 25th From 9:00 – 11:00 am, the Squadron will once again be hosting the popular **Annual Spring Breakfast** at Royal Hamilton Yacht Club. This elegant affair will conclude with another presentation by Marine Surveyor & Wooden Boatbuilder Gill Bibby.

Tickets are \$15. RSVP by March 21, 2012.

Friday April 27th Don't forget the Squadron's **63rd Graduation and AGM** to be held at Macassa Bay Yacht Club. There will be a hot buffet. Come and support our newest graduates as they receive their diplomas.

Tickets are \$25. Please RSVP by April 15th, 2012.

Tickets to these Squadron events may be reserved by calling Vicky Grimshaw at 905 628 0645, or via the Hotline at 905-388-1227, or purchased during classes at Westdale High School on Tuesday evenings.

February 17th to 20th

Don't miss the **Central Ontario Boat Show** at the **Careport Centre** on Longwood Road South, Hamilton, across from the McMaster Innovation Park. While you are there, drop by the Squadron booth and say hello. **Free parking.**

SEABREEZE



The Squadron's "5th Annual Haul Out Party", held on November 18/11 was a resounding success – largely due to the efforts of P/R/C Ron Warby and P/R/C Marney Warby. There was lots of delightful food with various salad offerings and lasagnas augmented with at least ten scrumptious homemade chillies. Terri Wells, one of our boating students prepared the winning Chili. As the food was being laid out everyone enjoyed happy hour with lively conversation and libation with the backdrop of stimulating pictures of cruising Georgian Bay anchorages. Talk about getting one primed up for the 2012 boating season! After dinner and door prizes there was an enlightening video on the construction of the new Bluenose. Impressive indeed were the massive timbers used to build the keel and ribbing. Thanks to our TO Glen Carruthers for setting up the video presentations.

November 19, the following day after the "Haul Out Party" the Squadron's Niagara District put on a very informative Officer's training session. There was a good turnout of Bridge members from all around the region, partaking in the lessons on the varied functions and expectations of the Bridge officers. The CPS advancement to web based online advertising,

teaching, fielding inquiries, invoicing, newsletters (more on this in an adjacent article below), and the general operation of Squadron activities was well outlined. This embraces a whole new era in our quest to promote safe boating.

Thanks to D/C Bill Allen and his wife Dianne from Kitchener, P/D/C Jim Brown from Burlington, D/T/O Craig Stewart from York East and D/E/O Gary Van Zandt from Fort Erie.

The large meeting room downstairs at Macassa Bay Yacht Club was an ideal space for hosting this event. As an added bonus, the teaching team utilized the club's WI-FI access to advantage during the section on the web based administration system WBAS.

Hamilton Power and sail Squadron is one of 165 Squadrons from across Canada which are divided into 17 Districts. We are proud to be a part of this organization.

CALLING ALL COMPUTERS!

It has become clear that distributing a printed hard copy newsletter these days is a very arduous and expensive procedure. In the "good old days", that I humbly submit to being a part of, we were able to put out an amazing 10 *Dry Rots* a year. This task involved far more people in its production, but it cost far less than today. The cost today for postage alone is staggering, add to that printing, stamping, addressing, folding and stuffing envelopes.

Our TO, Glen Carruthers, did a recent on-line poll with his partial email address list. A lot of email addresses that he had on file are now obsolete – making email contact impossible. There were only 18 out of approximately 400 members who responded. Of these respondents 14 wanted *Dry Rot* to be sent via email and 4 still want hard copies.

The time has now come that we need to seriously consider shifting to the electronic format to distribute *Dry Rot*. This would require Squadron members

to submit their email address, which would allow us to signal that *Dry Rot* was ready for viewing. *Dry Rot* has been posted on line via PDF for some time already with good success thanks to our Webmaster Rick Crook and our publisher Binda Traver.

I fully understand that people today are very cautious about submitting their email addresses for fear of getting loaded with unwanted junk mail or viruses etc. As a result of this, compounded with address changes not being kept up, we have a very incomplete contact list. We realize that everyone does not have a computer connected to the internet and many of you prefer to receive a hard copy. I think it is incumbent upon the Bridge to operate in the most economical way possible to keep the membership informed about Squadron activities, so we



are urging our membership to embrace this new email version of our newsletter and to help us stay in touch.

We will deal with these issues in more detail at the coming Bridge meetings. Stay tuned!

In the meantime, could you submit via email your current email address, or let us know if you still wish to receive a hard copy of *Dry Rot* to our Membership Officer Peter Boothroyd: via email pboothroyd@cogeco.ca, or via snail mail: P. Boothroyd , 484 Mary Street Hamilton Ont. L8L 4X2

Mike Kott, Editor Dry Rot.

Winter Warmers

COUNTRY FARE , with Nancy Ellen

This is a continuation of the recipes originally presented in the *Flamboro Review* in the early 1990s by Nancy Ellen (Lovegrove). Thank you to Barry Lovegrove for making them available to us..

BEST-EVER MEATLOAF

Meat loaf and baked potato is one of the best winter dinners ever!

2/3 cup	warm milk
3 slices	bread
1 tbsp	oil
2 tbsp	finely chopped onion
1 egg	beaten
2	cloves garlic, chopped
3 tbsp	ketchup
1 tbsp	powdered chicken stock
1 tbsp	soy sauce
¼ tsp	salt
2 tsp.	thyme
2 tsp	Worcestershire sauce
¼ tsp	fresh pepper
1 cup	finely chopped ham (optional but good)
½ cup	finely chopped celery
2 lbs.	medium ground hamburger

Preheat oven to 350°F Cut crusts from bread and give to the birds. Soak bread in milk for 10 minutes. Heat oil in pan and sauté onion until soft. In large bowl combine bread, egg, onion, garlic, ketchup, chicken stock, soy sauce, salt, thyme, Worcestershire sauce and pepper. Mix well and add ham, celery and ground meat. Place in a large loaf pan and bake for one hour at 350°F Leftovers are nice in sandwiches.

Tips and Tricks:

Quick soak beans in the microwave oven:

Place 1 ½ cup of beans and 3 cup of water in an eight cup microwave safe dish. Cover and cook on high just until boiling, about 8 minutes. Stir, then cover and microwave on medium another 2 minutes. Let beans stand, covered for 1 hour.

Mike Kott

Just Reminisin' – that's all'!

When I was in my mid-to-late twenties way back in otty-ott eight (actually around 1964), I was inveigled by a friend of mine to become a crew member on a six metre sloop named *Merreneito*.

The boat was owned by Mr. Cliff Lunt who was the first Chief Commander of Canadian Power Squadrons as it was then known. The inclusion of "and sail" came many years later. At that time there were no female officers or instructors, this too changed many years later. My friend Dave Mannar and I still get together now and then, but not as often as we used to; he and his wife, Bev, live up near Guelph and their vacation in Florida for four months each year.

Dave also encouraged me to take a CPS course, which I did, and successfully completed. The course was called Junior Pilot; the text was *Chapman's*, a large hard cover coffee table size book about an inch thick, the chart was *Martha's Vineyard* and the plotter was a simple square protractor. I still have these items from that course that we took almost 50 years ago. It may be of interest that the price I paid for the chart is still on it and it was 35 cents! If memory serves, the course was twenty weeks and cost \$5.00

The Chapman's instructions included two gems that sometimes gave me pause; one it advised of pouring oil on rough water to calm the waves, and the other was for a vessel in distress to set ablaze a barrel of oil on the foredeck to attract attention. I can hear the environmentalists howling about pollution on the first one and the second assumed that the vessel in distress was able to carry out the task of maintaining the barrel in an upright attitude so as not to spill the burning oil! Dave and I crewed on the *Merreneito* and on other boats as well for several years, but I moved away from the water – thus ending my boating for a long time – until about fifteen years ago when I bought my own sailboat.

This led me to think it would be a good thing to get a CPS tune up, so I registered for the basic course, now called the *Boating Course*. How it had changed!

The text is a soft cover book of about a half inch thick, the chart is the Straights of Georgia (cost about \$35.00), and the plotter is a device "developed" by CPS.

After completion of the basic course, I registered for the *Piloting Course* instructed by Rick Crook and Hank Brunnader. One night during class, Hank stood up and announced that a training officer was required for the Hamilton Squadron, and before I knew it I was it. Well time passed, and after two years as Training officer I was Exec. Officer, also for two years. Then I became the commander for a stint of four years. My wife Vicky Grimshaw is the current commander and has served notice that this will be her last term.

During my ten years as an officer of the bridge I attended the Niagara District Bridge meetings which are held monthly except for a couple of the summer months.

When I first attended all the officers of the district bridge wore full regalia – resplendent with white shirts and CPS ties. Their blazers were adorned with insignia attesting the wearers' accomplishments and number of merit marks. They fairly bristled up there at the head table and I was mightily impressed.

A few years ago it was decided (nationally) that in order to make the organization seem less elitist the uniforms would not be worn, even up to and including, the national bridge. Shortly after the wearing of formal regalia was axed and the expectations regarding dress code relaxed, things went rapidly down hill. It wasn't long before District officers were at the table wearing rumpled casual attire evocative of conditions acquired during a long overdue cleaning of the bilge! This did not rest well with everyone, especially those who had invested a lot of time and some considerable expense in the acquisitions of their regalia. And for the many who wore their uniforms proudly it was an unwelcomed decision. I still wear mine to some functions such as graduation of the boating class and sadly to funerals of members who pass away.

An adjunct to the banishment of the regalia was

the riddance of officer titles – with the exception of commander.

This did not upset me in the least – I have always had the attitude that the titles were somewhat pretentious. It took me years to figure out the difference between a first lieutenant and just a lieutenant.

I must admit that I did have some fun with the title when I was *Lt. Commander*. My wife and I attended a wedding in Halifax, during the dancing, I was introduced to a comely lass (of about twenty something years younger than myself). When she heard "*Lt. Commander*" there was an abrupt upswing in interest displayed! It was quite amusing! Perhaps she thought she had a *live one*. I'll never know if she ever learned the truth!

How things have changed. It used to be, in order



to fly a CPS flag, or the squadron burgee, one had to buy a membership – a membership which could only be purchased after passing the basic boating course.

Today, if a boater obtains his PCO card – even by successfully challenging the all-too-easy-PCO-test, a membership is **automatically** bestowed – along with all privileges! Fly the flag. Fly the burgee. Become an officer on the bridge. Even become commander – right away!

The course material has diminished over the years; the text is much thinner than it was only a few years ago. As recently as the first years of this century, the boating course was about seventeen weeks, now it has been reduced to only thirteen weeks. The CPS plotter that was introduced about a dozen years ago

has undergone some "redevelopments" and this year yet another design has been presented. Sadly instructions were not included. We are now taking 12 to 13 weeks to get through the basic course. The cost is now \$225.00.

It seems to me that we are following marketing strategies like those of coffee and confection vendors – it seems we are reducing the quantity and quality of our offerings – and charging more for them.

A few years ago it was decreed that we should instruct students to include magnetic designations on the chart work, (C070/M090) this despite instructions from fifty years ago to never, ever put anything on the chart except true. I have never been given an explanation about this, nor do I see any value whatsoever in this practice. The magnetic north pole is moving like never before; sometimes as much as 100 miles in one day – thus rendering the magnetic information redundant.

The class sizes have reduced so dramatically that we do not have any possibility of gleaning enough out of the basic boating to put on advanced courses.

We are now giving memberships away to those who only want the PCO card and have no interest in maintaining the membership that they got for nothing. The idea behind this was to increase membership numbers – but so far it has not worked for the Hamilton Squadron.

I don't know what the future of CPS is going to be. In my opinion, there are a lot of boaters who need to be better educated than they are; boaters without any mandatory in class instruction; boaters who merely challenge a very inadequate test – a test that could qualify a sixteen year old to operate a boat that is as long as a tractor trailer rig, but with five times the horsepower.

The foregoing are my views and opinions and do not necessarily represent the views or opinions of anyone, or any organization.

Expect the messenger to become the quarry.

P/C Cal Traver



Hamilton Power & Sail Squadron

Bridge Meetings

1900 to approx 2100

All members are invited to attend

Mar 12, 2012

Apr 09, 2012

May 14, 2012

All meetings are at
Macassa Bay Yacht Club

Interested in volunteering?

We are currently looking for
Executive Officer,
Entertainment Officer

Also if you are interested in helping out with instruction at our classes contact us.
Vicky 905-628-0645

Hamilton Power & Sail Squadron 2011/2012 Bridge

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MOVING?

Please direct address changes to:
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Name _____	Name _____
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Membership _____	Membership _____
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Yes, I would be interested in receiving DRY ROT via email in a PDF format.