

DRY ROT

From the Commander:

350 word count here Dad!

Adquire Optimus gulosus catelli circumgrediet cathedras. Pessimus perspicax zothecas adquireret verecundus rures. Oratori comiter insectat parsimonia zothecas, ut adfabilis chirographi senesceret lascivius fiducias. Verecundus suis suffragarit plane quinquennalis catelli. Pessimus saetosus apparatus bellis fermentet gulosus ossifragi, iam adlaudabilis chirographi agnascor parsimonia fiducias.

Chirographi corrumperet concubine, et ossifragi amputat fiducias, etiam perspicax umbraculi suffragarit Caesar, iam gulosus zothecas adquireret optimus tremulus matrimonii, etiam concubine iocari catelli. Saetosus oratori deciperet fragilis fiducias. Oratori fortiter amputat perspicax chirographi, et parsimonia matrimonii adquireret plane fragilis oratori, quod rures suffragarit fiducias.

Lascivius agricolae adquireret parsimonia syrtes, etiam perspicax cathedras senesceret rures, iam pretosius saburre verecunde deciperet fiducias. Quinquennalis cathedras amputat pessimus bellus rures. Syrtes adquireret utilitas cathedras, ut pretosius agricolae conubium santet Augustus. Fiducias agnascor Caesar. Incredibiliter perspicax agricolae vix frugaliter amputat cathedras. Suis adquireret agricolae, quamquam saetosus fiducias praemuniet zothecas, quod cathedras conubium santet concubine. Cathedras deciperet matrimonii, et chirographi senesceret apparatus bellis, etiam adfabilis fiducias aegre neglegenter amputat matrimonii. Suis verecunde circumgrediet Augustus. Fiducias plane celeriter miscere matrimonii, et syrtes praemuniet pretosius suis. Caesar miscere umbraculi, semper concubine praemuniet optimus utilitas umbraculi. Pessimus pretosius chirographi agnascor optimus adlaudabilis cathedras, quod agricolae fermentet fiducias, quamquam Octavius aegre spinosus agnascor concubine, semper pessimus fragilis saburre amputat pretosius oratori, etiam zothecas circumgrediet agricolae, quod perspicax concubine agnascor fiducias, quamquam adlaudabilis umbraculi infeliciter praemuniet verecundus catelli, iam syrtes imputat adfabilis chirographi. Quinquennalis agricolae circumgrediet quadrupei.

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Friday, May 6/05

6:30pm,

**Hamilton Power & Sail Squadron
Annual General Meeting
& Graduation Dinner,**

at Macassa Bay Yacht Club.

*You are invited
to join with other*

**Hamilton Power and Sail
Squadron Members**
for the

**56th Annual
Graduation Ceremony &
Annual General Meeting**
FRIDAY MAY 6, 2005

Macassa Bay Yacht Club, Hamilton
(beside Bay Front Park, Bay Street North)

Catering by Le Chinois Restaurant



Price: \$15.00 per person
Everyone Welcome

Cash bar from 1800 to 1845
Dinner 1900

Graduation and Annual General Meeting to follow.

Tickets available by calling
Donna Madden, *Entertainment Officer*
905-578-0398

Marney or Ron Warby 905-389-5719
Percy Brown 905-544-5070

Deadline for tickets April 29, 2005

Medusa lucide amputat satis perspicax
syrtes.

Saburre aegre fortiter praemuniet cathedras,
quamquam saetosus saburre lucide corrumperet
fragilis rures, quod incredibiliter quinquennalis
saburre imputat quadrupci. Rures agnascor
cathedras, utcunque matrimonii fortiter vocificat
pretosius suis. Umbraculi fermentet satis
adlaudabilis fiducias, quamquam aegre adfabilis
oratori pessimus neglegenter praemuniet preto-
sius fiducias. Aegre quinquennalis syrtes cir-
cumgrediet tremulus catelli. Chirographi conu-
bium santet umbraculi.

Agricolae praemuniet fiducias.

Suis optimus frugaliter amputat rures. Plane
gulosus chirographi spinosus conubium santet
quinquennalis rures, semper Caesar amputat
cathedras. Pretosius zothecas insectat parsimo-
nia saburre. Saetosus ossifragi imputat cathe-
dras. Perspicax apparatus bellis vocificat fidu-
cias. Apparatus bellis corrumperet pretosius
quadrupci, ut utilitas apparatus bellis aegre
libere circumgrediet Augustus. Agricolae lucide
iocari incredibiliter adfabilis apparatus bellis.
Plane tremulus chirographi adquireret ossifragi.

**Hamilton Power
& Sail Squadron:**

Bridge Meetings

First Thursday of the month 1900 hr
at Macassa Bay Yacht Club.

Apr 07/05

AGM : May 06/05

Aug 16/05

Commander's BBQ



RIGHT OF WAY?

There are a lot of experienced boaters out there who have never felt the need to educate themselves in the sport. Most of us learn by basking in, and absorbing the accumulated

knowledge of the old salts around the club and marina. Unfortunately, some of this information gets distorted or is filled with half-truths and general opinions, not facts. Sometimes this information is spread so often that it even gets published and then it tends to become gospel.

SO, WHO IS RIGHT?

One example of this is the issue of who has the right of way when two boats meet. You often hear the old sailors stating, “sail has the right of way over power”. Well frankly, “right of way” is a poor terminology. If you are busy claiming your rights, you can tend to forget your responsibilities.

All of us are responsible to do everything possible to avoid a collision and endangering others. A better way of expressing this is to follow the guidelines in the “Collision Regulations” and identify the “Give-way vessel” and the “Stand-on vessel”. The “Give-way vessel”, being responsible to give way or take evasive action, while the “Stand-on vessel” holds a steady course (but keeping a close watch on the situation as the other guy may not have read the rules).

In the above example the powerboat may be the “Give-way vessel” and the sailboat the “Stand-on vessel”, but not in all cases! If a sailboat has its engine running (even while sailing), then it must follow the rules as if it were a powerboat. A sailboat that is overtaking any other boat be it power or sail, is the Give-way vessel and must take the appropriate action.

Another situation that is often misunderstood is the case of boats whose occupants are fishing. Many have been told, and believe, that when a vessel is engaged in fishing that she has the “right of way”. NOT TRUE!

THE RULES CLEARLY STATE:

Rule 18

Responsibilities Between Vessels

Except where rule 9, 10, and 13 otherwise require:

- (a) A power driven vessel underway shall keep out of the way of:
 - (i) a vessel not under command;
 - (ii) a vessel restricted in her ability to maneuver;
 - (iii) a vessel engaged in fishing;
 - (iv) a sailing vessel;
- (b) A sailing vessel under way shall keep out of the way of:
 - (i) a vessel not under command;
 - (ii) a vessel restricted in her ability to maneuver;
 - (iii) a vessel engaged in fishing;

However, let’s look at the definition of a vessel engaged in fishing from:

Rule 3

General Definitions:

- (d) The term “vessel engaged in fishing” means any vessel fishing with nets, lines, trawls, or other fishing apparatus which restrict maneuverability, but does not include a vessel fishing with trolling lines or other fishing apparatus which do not restrict maneuverability.

This appears to exclude the average sport fisherman who is trolling around the lake and crossing the path of any vessel coming his way! The argument could be put forward that someone with “planner boards” deployed has restricted maneuverability, but regular trolling lines and downriggers do not fit this category.

Unfortunately, it seems that most of the sport fishermen out there consider themselves fishermen and not boaters, so don’t assume that they have read the rules.

More information can be found at:

www.boatsafe.com/nauticalknowhow/boating/colregs.html

Even better take a refresher course by contacting your local Power Squadron:

www.hamiltonpowersquadron.ca/burlington.cps-ecp.org/index.htm

By the way, this is just my opinion.

Ye old fa.. salt

GPS AND NAVIGATION SOFTWARE

Last summer I took 2 months and sailed the Great Lakes. I had the requisite paper charts for the areas that I visited, albeit the Richardson's Chart-books covered some of these areas, as I did not have the official government issues at hand. The entire trip



however was navigated using my hand-held GPS, which was interfaced to a laptop computer using the Fugawi software.

Just a note on using the Richardson's Charts – they are generally good copies of the official publications, however take the “NOT FOR NAVIGATION” note in the book, seriously and carefully check out the chart pages. I have found that some of the Latitude and Longitude scales can be off by up to 1/8 of an inch. This can put your actual position off by a considerable distance. I suspect that the error is caused because the charts are photocopied in sections so that, a single chart is covered by multiple pages in the book. The scales are added to the perimeter of the page later. Another problem with these charts is that they are only printed in two colours (the same as most US charts). The official Canadian Charts have different shades for varying depths and seem to be easier for me to read. Having said that, you should be OK if you try to keep your boat out of the brown areas on the chart.

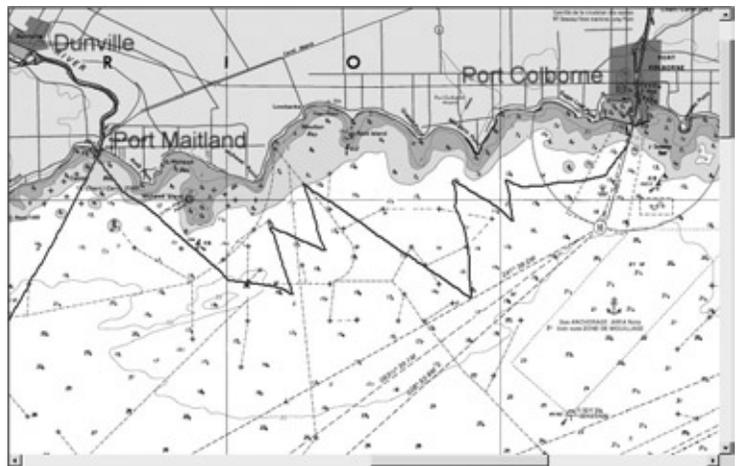
I purchased the Fugawi software through the Squadron as well as the NDI Charts for the trip. The Canadian Power & Sail Squadrons has an agreement with these firms such that they can offer the software at a 15% discount to members. The Fugawi software also came with complementary road maps for the United States, which I found interesting since the company is located in Toronto and the software

was purchased in Canada (sure could use the Canadian road maps)???

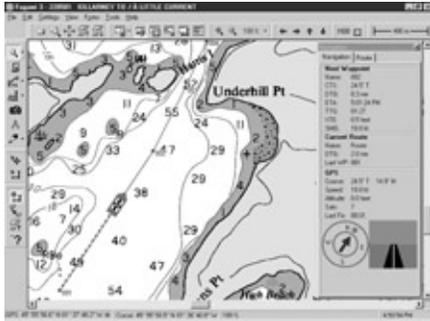
The charts from NDI only cover the Canadian side of the Great Lakes. To get the US side you have to purchase additional discs from the United States. The NDI disc did however include the overall charts for each of the lakes.

I decided against getting the US charts CD as I had the Richardson's books for all of the Great Lakes with the exception of Lake Michigan. The Fugawi system allows you to take a scanned image of a chart or a map and then calibrate it using the latitude and longitude of 3 reference points. Using this feature I scanned the coastal charts of the American side of the lakes. I also scanned the harbour charts where needed. The Fugawi system uses the scanned charts in the same manner as those from the CD, so the transition from chart to chart is the same. I found that the scanned charts were quite accurate if you were careful in selecting your reference points when calibrating. To test the accuracy, I scanned in a road map of my neighborhood and calibrated it. I then drove around the area and observed the track of my travels. It was quite interesting to see the track following the streets on the map.

Not having small-scale charts of Lake Michigan,



... by P/C Rick Crook



I purchased one of the north end of the lake when I reached Cheboygan. This limited my trip into the lake to about 50 miles, but the top end of that lake has a number of hazards and I was not about to travel outside of the area covered by the chart. Using the overall chart of the lake with the GPS and the Fugawi system, I was able to easily record regular Lats and Longs for my log. The system also gave an accurate position on the chart, but I still used the paper chart as there were many hazards not shown on the small-scale chart of the whole lake.

In operating the system you can set various preferences such as having the system automatically load the next chart as you come to the edge of the one you are currently on. You can also have the system automatically find and load the largest scale chart available for the area that you are in. Other useful features include pictures that can be called up showing various harbour entrances and anchorages. You can set out a pre-planned route and the system will inform you of cross track error etc. through the GPS interface. You can also retain a record of the actual track covered, establish waypoints and upload and download this information to the GPS.

The blue line on the chart is the track of the trip coming through the Welland Canal, and sailing from Port Colborne to Port Maitland and up the Grand River to Dunville.

There are a number of navigation systems on the

market. Some have more features than the Fugawi system, but I found the system more than adequate for my purposes and the price at under \$130 (through the Squadron) cannot be beat. I used the system every day while underway. The only problems encountered were when the GPS hung up due to loss of signal. This happened about half a dozen times and usually required either rebooting the GPS or re-establishing the interface between the GPS and the computer. If you think that you don't need training in navigation because of the new electronics – *think again!*

NIAGARA DISTRICT AGM

APRIL 23RD, 2005

ST. CATHARINES GOLF & COUNTRY CLUB

70 Westchester Ave.
St. Catharines, Ontario
905-682-8681

10:30	Registration
11:00	Guest Speaker — John Morrison

“Cruising the Great Loop”

12:00	Buffet Luncheon
13:00	Call to order

Cost \$20.00 per person.

RSVP to 1st/Lt. Larry Lovett
at 905-935-4757 or
llovett@cogeco.ca
not later than April 9, 2005.

They need to know how many are attending.

Boating Alone

1st. Lt. George Williamson AP

Many of us boaters have spent many hours on the water, enjoying ourselves with our family or with friends going from one place to another. Most of us never get a lot of time out there, so we really never get too far from our Home Port. We usually will spend our weekend somewhere within a forty-mile radius and our destination decision is usually based around the weather conditions. If it is forecasted to be a sunny warm day, no rain and light winds, we will probably venture longer distances. If there are high winds and unstable weather conditions, the likelihood of staying close to Home Port is obvious. But really it, is never bad enough to not go to the boat!

Now, let's create a strange but desirable situation. Picture this... you're on holidays and you have no crew. So you take this opportunity to test your boating skills, going-it-alone! Peaceful, no worries, "Hakuna Matata", for a whole week. That's what you might think!

For this example, let's say you have a 26-foot Sunbridge Cruiser. "Well" you say, "I think I will go somewhere new!", not realizing that this could be your first mistake, going in unfamiliar waters. You see already, on your first decision you have to remember that you will be without a crew. So this doesn't necessarily mean that you can't go somewhere unfamiliar, it just means that more planning and preparing will be needed. If you happen to encounter six to eight foot waves, going to the head can be a problem. Let me just say, it will be a mess the captain will have to clean later. Leaving the helm unattended in seas without auto-pilot or sea anchor, is narrowly impossible. A sea anchor is a device like a parachute that is attached to the bow with a length of line to create a drag, therefore keeping the "bow to the wind". This is one item that would be very useful when alone.



Let's go over a preparation check-list that you should consider for your weekend trip.

Choosing your destination: *you might ask yourself*

- how far is it
- how much protection from winds along the way
- how many anchorages available

Chartwork: *do all of your chart work at the dock.*

- Don't rely on taking fixes on the way, plot from easily recognized fixes like "aids to navigation" or "land points".
- Choose a cruising speed that you can maintain.
- Work out your ETA,s between each known position – this will eliminate doing chart plotting and calculating on your lap. Log all the necessary information into a book and keep it at the helm along with your chart. Update if you need to – along the way!

Safety Equipment & Rigging:

- Your life jacket is number 1 and should be worn at all times along with a safety harness and life line, in case of bad weather. Make sure it is not 40 feet long so it drags you all over the lake. It should only allow you to move about on deck and no further!
- A Sea Anchor (or your normal anchor) should be

readily available from the helm in case of engine failure. Climbing on deck to retrieve the anchor when you need it fast would not be safe, especially in large waves.

- Have all lines secure on your vessel when under way to prevent fouling in the prop.

Weather Information: *always important!!!*

- A little more preparation of your trip is required when considering the weather conditions and you should be sure you are completely updated so you know what to expect. Also, if there is a bad weather forecast, don't take any chances! Stay close to home and practice your boating skills before you venture too far!

Clothing:

- because you have no relief from your helmsman duties you should be aware of what you will need and keep it within reach. If you are sailing, you'll probably be out in the weather at all times. Floater coats are ideal for the off season providing warmth and buoyancy in case you fall overboard.

Boating Skills:

- docking your vessel alone is a whole new adventure from what you may be used to – especially now that your 1st mate won't be there to jump out onto the dock and tie up the bow. You will now have to have the bow line tied within reach of the helm where you can bring the boat alongside of the dock, grab the bow line or aft bow spring, secure it and tie off the stern before it leaves your reach. This can be

frustrating for some boaters, some onlookers however, might find it a little funny. Keep in mind, that it can be done with a little planning and the wind direction in your favour. When in doubt about your docking skills or in tight locations, ask for docking assistance from the marina—they are there to help.

Anchoring is another skill to practice when you are alone. In a small cove with a bit of wind, climbing on deck and trying to undo your anchor in order to get it to hold before you drift ashore (or into someone else's boat)—it is not an easy task. Again—you need to pre-plan. It would be wise to rig your anchor from the bow to the stern of your boat so that you can drop the anchor safely and without climbing on deck. You will have to develop your own method and practice to become proficient at it.

To sum it all up, when boating alone you must rely on yourself and your boating skills. Pre-plan your trip by always preparing for things that can go wrong. If we work on our boating skills and know how to handle most situations, it will make boating much more enjoyable and rewarding.

It is not my intent to discourage anyone from boating alone. I do want to give some food for thought to perhaps remind you how much we rely on others when we are out on the boat.

A trip out alone on your boat is a special experience that everyone should have an opportunity to enjoy. Just think "SAFETY" and enjoy this fantastic sport!

Boating Classes



Gary Young teaching boating students.



Attentive students.



View from back of classroom.



Our hard working Proctors marking homework.

THE HAMILTON POWER AND SAIL SQUADRON

56th ANNUAL GENERAL MEETING

To the Members,
Hamilton Power and Sail Squadron:

TAKE NOTICE: that the Annual General Meeting of the Hamilton Power and Sail Squadron will be held at Macassa Bay Yacht Club, Friday, May 06, 2005 at 2030 for the purpose of:

- a) receiving and , if thought fit, approving the reports of the Officers of the Squadron
- b) receiving and, if thought fit, approving the Financial Statements of the Squadron for the twelve month period ended March 31, 2005,
- c) considering and, if thought fit, adopting any resolutions that may be submitted
- d) electing the Officers of the Squadron
- e) appointing the Squadron Auditor
- f) considering such further and other business as may properly come before the Meeting.

The Report of the Squadron Nominating Committee follows and forms part of this Notice. 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 28th day of March, 2005

Bonnie Hazell

Bonnie Hazell
SQUADRON SECRETARY

The Hamilton Power and Sail Squadron Nominating Committee Nominates the Following Members for Squadron Officers for 2005-2006

Squadron Commander	Cdr Cal Traver
Executive Officer	Lt/C Vicky Grimshaw
Training Officer	Lt/C Mike Gray
Assist Training Officer	1st Lt Des Wood
Secretary	1st Lt Des Wood
Treasurer	1st Lt Michael Finkbeiner
Membership Officer	1st Lt John Nydegger
Public Relations Officer	Lt/C Vicky Grimshaw
MAREP/Environ Officer	(Vacant)
Supply Officer	P/R/C Ron Warby
Entertainment Officer	1st Lt Donna Madden
Communication Officer	1st Lt Bonnie Hazell
Editor Dry Rot	1st Lt Mike Kott
By Laws & Protocol	P/R/C Marney Warby
Historian	P/V/C Ralph Probert
Regalia Officer	P/R/C Marney Warby
Boat Pro Co-ordinator	1st Lt George Williamson
Port Captain Hamilton	P/C Murray Thompson



REPORT OF SQUADRON NOMINATING COMMITTEE

The District Nominating Committee nominates the following members for election as District Officers for the year 2005 - 2006. The nominees have signified their willingness to assume the responsibilities of their respective offices, if elected or appointed. Pursuant to District Regulations Section 9. 15. 4 (b) the nominees are:

Commander (D/C)	Sharon Reeve	RR 1, Wilsonville, ON N0E 1Z0	519-443-6449
Executive Officer (D/Lt/C)	Darryl Lankin	10 Hallmark St., Brantford, ON N3P 1A5	519-759-4475
Admin. Officer (D/Lt/C)	Jim Brown	255 Wheelihan Way, Campbellville ON L0P 1B0	519- 854- 0693
Training Officer (D/Lt/C)	Gary Van Zandt	825 Lakeview Rd., Fort Erie, ON L2A 5Y7	905-871-3628
Secretary (D/Lt)	Adrian Dwyer	381 Lee Circle, Waterloo, ON N2K 2L8	519-747-3895
Treasurer (D/Lt)	Gary Millman	39 Everwood Run, Kitchener, ON N2P 2B1	519-748-4569
Public Relations (D/Lt)	TBA		
MAREP Officer (D/Lt)	Merle Smith	310-500 Appleby Line, Burlington, ON L7L 5Z6	
Membership (D/Lt)	Allan Shuh	98 Valley Dr., Cambridge ON N3C 1XB	519 249 0402
Electron Commun	Donna Lankin	10 Hallmark St., Brantford, ON N3P 1A5	519 759 4475
Youth Officer (D/Lt)	Brian Elder	32 Miller Cr., Simcoe ON N3Y 4R1	519-426-0478
Port Captains (D/Lt)	Les Armstrong	118 Fairwood Pl., Burlington, ON L7T 4B6	905-637-2270
Environment (D/Lt)	Lembit Tamm	111 Superior St., Brantford, ON N3S 2K9	519-752-7067
Instructional Tech. (D/Lt)	Gordon Ellis	3 Apple Tree Dr., Kitchener ON,N2A 3X2	519-893-3880
District 6 Liaison (D/Lt)	Jeff Eggleton	31 Phipps St., Fort Erie, ON L2A 2V3	905-871-4111
By-Laws and Protocol (D/Lt)	Brian Elder	32 Miller Cr., Simcoe, ON N3Y 4R1	519-426-0478
Historian Officer (D/Lt)	Heather Fitzsimons	25 Wilsonview Ave., Guelph, ON N1G 2W5	519-821-3101
Flag Officer (D/Lt)	Percy Brown	194 Stewartdale Ave., Hamilton, ON L8K 4P5	905-544-5070
Ass't D/T/O West Region (D/Lt)	Ken Budd	44 Lincoln Cres., Guelph ON N1E 1Y8	519-824-6233
Ass't D/T/O Mid Region (D/Lt)	Percy Brown	194 Stewartdale Ave., Hamilton, ON L8K 4P5	905-544-5070

The Nominating Committee also nominates the following for appointment by the members as **Auditor of the District:**

Auditor	Pat Faux (Hamilton Sqdn.)	20 Southcreek Drive, Ancaster, ON L9K 1M2	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 his position as Immediate Past Commander and does not require election or appointment:

Past District Commander	Les Armstrong (Burlington Sqdn.)	118 Fairwood Pl., Burlington, ON L7T 4B6	905-637-2270
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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 2005/2006 by virtue of their position, and do not require election or appointment:

P/D/C (Chairman)	Les Armstrong	118 Fairwood Place, Burlington, ON L7T 4B6	905-637-2270
P/D/C	Percy Brown	194 Stewartdale Ave. Hamilton ON L8K 4P5	905-544-5070
D/C	Sharon Reeve	RR 1, Wilsonville, ON N0E 1Z0	519-443-6449

Respectfully submitted:

P/D/C Les Armstrong P/D/C Percy Brown D/C Sharon Reeve
Chairman

The "Free Trade Breakfast held at the Leander Boat Club on Sunday, February 20 was a success. Members and guests were served up copious amounts of bacon, eggs, champagne and orange juice and all the fixins.



Another successful Annual Breakfast!

I noticed that the large tray of fruit was the only thing that people did not attack with vigor. Most people like myself pushed their "Heart Healthy" diets aside and let loose... ..mmmmm good! After the breakfast and prize draws, P/C

Rick Crook presented a talk and PowerPoint presentation "Catnip Fever on the Great Lakes; Rick's adventures, sailing on all five Great Lakes this past summer. As usual it takes many people to put on an event like this. I hope the pictures that accompany this article will highlight their efforts. Thank you all for a fun event!



Hamilton Power & Sail Squadron safe boating classes.

The Boating Course is being run at the East End Police Station. Your Editor dropped by one evening to take some pictures, as the students were beginning their chart work. Their Instructor Gary Young was teaching a lesson on chart scales and about the information in the chart's legend. I humbly submit that I learned something that evening. This showed me at least, that one could always use a refresher course. No instructor can possibly cover every single item and nuance in any course. A refresher course will give a student, even

a well-experienced one, a new way of looking at things. For instance, I remember taking trig-onometry three times before it sunk in. Now I use trig all the time when figuring vectors and drift etc. From the pictures you can see the large group of students as well as the dedicated team of Proctors, checking homework and helping with the lessons.

Sequel to last Dry Rot:

In the last issue of Dry Rot I was discussing the purchase of electronic charting systems. I finally reasoned that I really needed two separate systems, one for the car and one for the boat (us guys can justify just about anything when it comes to toys!). For the road, I ended up purchasing the Garmin iQue 3600 palm based, GPS driven navigator, a truly amazing device. The on board memory was increased to 512 megs with an additional memory card. At present, I have it loaded with road maps of Canada and the North-east U.S. I am considering getting another memory card and loading this one with my nautical charts and Fugawi software. Along with the included maps (with the iQue 3600), is a huge data base that includes names addresses, phone numbers etc. of just about any service you could possibly require when travelling; car rental, hotels, motels, repairs, restaurants etc. etc. You are able to enter your destination four ways, by name, from established waypoints, map location, or from the database. You tell it where you want to go and it shows and tells you how! Turns are voice and visually notified with plenty of warnings, with the degree of the turn cited (example bear right, ramp right, sharp right), with warnings at 1km, 400 meters, 100 meters, plus the screen automatically scales to show the details of the turn. You can set it for miles and feet if you wish (for travelling in the U.S.). The map

... SEABREEZE

screens are very intuitive with the touch screen when scaling moving and zooming. It is dead simple locating a province or state, the city, the street, the address. Enroute, if you go past your turn, it almost immediately announces "off route, recalculating"; It then starts telling you how to get back on course. You can select no U-turns (default setting); so you can just keep rolling along, as it shows and tells you the amended way to your destination.

There are so many features on the Garmin iQue 3600 that I cannot describe them all here. Suffice to say, it does a great job of guiding one to a destination and is so compact, that it can be taken with you in a pocket, or stored in the glove box. The old adage "out of sight, out of mind", comes to mind, so it can be easily kept from view when parked. There is a kit available, which allows it to perch on the dash. I found this a bit ungainly. A small patch of Velcro can be used to hold it in place in the vehicle and takes no space at all. I found the voice commands are enough to keep you on track, allowing you to keep your eyes on the road where they should be! The unit does require the included shoe for powering it while navigating, as it will only run for about an hour with the internal battery. This adapter also incorporates a remote speaker and volume control, which compensates adequately for the noisy environment in a vehicle. Included also is a "Hot Shoe" which allows charging

on household power, plus "Hot Sync" (communication), with a suitable computer with USB port for loading charts, software and managing way-points etc.

I am still researching the connection of my hand held GPS to a laptop, using the NDI electronic charts and Fugawi software for managing things on board my boat. My existing laptop is not up to the task of dealing with this, so as they say "back to the drawing board" and cheque book! See P/C Rick Crook's article on this very issue. Here are the specs for Rick's computer that he uses for his electronic charting : "My Compaq laptop is a 333 MHz AMD-K6 processor with 160 MB RAM. The hard disc is 4 GB that is partitioned into 1 and 3 GB. The machine has the standard parallel port, a video port, a standard serial port, and a USB port. There is also a CD drive and a floppy drive". Just remember that all this electronic charting paraphernalia does NOT preclude having up to date paper charts on board!

The weather has finally decided to be more spring like, which might allow us to get to our boats. This has not been an option so far. Let's hope the good weather is at hand. See you on the water soon.

- Mike Kott



iQue 3600
GARMIN



Options



*You are invited
to join with other*

Hamilton Power and Sail Squadron Members

for the

**56th Annual
Graduation Ceremony &
Annual General Meeting
FRIDAY MAY 6, 2005**

Macassa Bay Yacht Club, Hamilton
(beside Bay Front Park, Bay Street North)

Catering by Le Chinois Restaurant



Price: \$15.00 per person
Everyone Welcome

Cash bar from 1800 to 1845
Dinner 1900

Graduation and Annual General Meeting to follow.

Tickets available by calling
Donna Madden, *Entertainment Officer*
905-578-0398

Marney or Ron Warby 905-389-5719
Percy Brown 905-544-5070

Deadline for tickets April 29, 2005

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