

DRY ROT

An Invitation From Our Commander Cal Traver

The Squadron's annual Christmas dinner/dance is being held at the Marquis Gardens again this year. In the past we have had a great meal followed by dancing to the tunes you like the best. The most enjoyable part of the evening is renewing acquaintances with those Squadron members that we have not seen for some time.

Once again we are able to keep the price for this event at a modest \$20 per person. Reserve tickets for yourself and your guests now, by calling the "Hot-Line" at 905-388-1227. Tickets go fast so don't miss out - **Book early.**

The cash bar is very reasonably priced and there are lots and lots of door prizes.

Where

Marquis Gardens
1050 Rymal Road East
Hamilton

When

Friday December 03, 2004
Cocktails - 1830
Dinner - 1915
Dancing to DJ &
High Fives - 2100



The Bridge and I are looking forward to seeing you there!

Sincerely;

Commander
Cal Traver



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REGISTRATION For Boating Classes

Classes start on January 10 and
continue for 12 weeks

For more information, please call:

**HPS Hotline:
905-388-1227**

A HISTORY OF THE HAMILTON POWER SQUADRON

Part # 11

(With personal comments by Ralph I. Probert N)

As another year of seeing new students enter the introductory Boating Class, you may be sure that those members of "The Bridge, charged with the preparations for the new classes have been working hard at their various tasks of arranging for Instructors for the various courses to be offered; setting prices for those classes; thinking of ways to get the word out to the public and the present members of H.P.S. concerning the classes plus what has become a real chore in recent years - finding suitable places for classes to be held.

Several years ago P/C Rick Crook and I had been in negotiations to obtain space for our classes at the HMCS "STAR" on the waterfront, without success. This is a pity, as the building is lightly used. It has bright, well set-up classrooms that are perfect for teaching a boating group - and, of course is in a great location. Security of course is their main concern. (In case someone reading this may not be aware, "HMCS" stands for "Her" (or "His" if a male monarch is on the throne) Majesty's Canadian Ship.

For a bit of present history, those of us who have boats moored in the area alongside the Royal Hamilton Yacht Club (RHYC) in an area owned by the Hamilton Harbour Commission (HHC), and administered by the Yacht Club have been in a mad scramble trying to find out what the future will bring. This year we were unable to schedule any work to be done by the Harbour Commission either in working on our boats or storing them under cover this winter- although I have heard that there is a chance that my beloved Barcarolle II just possibly may be lucky in that respect as the HHC has stored and looked after both of my boats over many years.

The reason for all this of course, is due to the ambitious new plans for Hamilton Harbour. The "Waterfront Trail" has already leveled the shed where Barcarolle II has spent the last 35+ winters and I gather that the

present, or similar, facilities will be re-located on the north side of Hamilton Bay near the Centre for Inland Waters. I hope that I will still be able to have the services of the mechanic who has babied my two engines along for all these years (I mentioned in my last historical episode, that they are Chrysler marine engines with hemispherical combustion chambers which that company has just put in their new line of 2004-300C models).

Needless to say the "Hemis" in the car I drove had none of the power that the massive "Hemis" in my boat have -nor- did they need that much power as they were not pushing a heavy steel-hulled vessel through the water.

However the new Chryslers did not excite me in other respects so I finally settled for a Lexus whose accessories are mind-boggling - the car comes with two thick instruction books - one for the car and one for the accessories. Now if I could just get the knack of the correct setting which turns on the windshield wipers whenever even one drop of rain hits the glass!

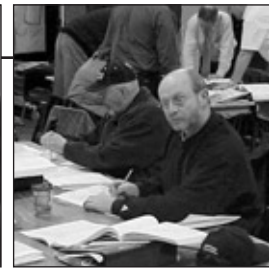


Gary Young showing some boating students chart work.



Mike Gray, our new Training Officer

*Hamilton Power
& Sail Squadron
safe boating
classes.*



To return to our historical status there are a couple of events which can be mentioned here. The first concerns a book in my library called "The CUSTOM of the SEA" which describes a very old custom which occurred when a ship was wrecked and a few survivors were left adrift in a small lifeboat on a vast and desolate ocean with few provisions which would quickly run out unless help was nearby. The book asks the question. "Faced with the almost certain death of every man in the boat, what would you do to survive?"

The book then relates the true tale of the sailing vessel "Mignonette" which in May 1884, left Southampton, England, bound for Sydney, Australia - a 12,000 mile voyage. Halfway to their destination, a huge freak, wave was encountered a thousand miles from land. The ship sank and the captain and three crew members were set adrift in a leaky thirteen-foot dinghy with only two small tins of turnips for food, no water, and no shelter from the scorching sun.

After nineteen days with no help in sight, and all near death, the captain determined that they must resort to the horrifying practice, well-known among seamen of the time called "the Custom of the Sea". While the others watched, the captain killed the weakest of them, the seventeen-year-old cabin boy, and his body was eaten. Not too long afterwards the survivors were rescued and returned home to relate their story. All were charged with murder but in the end, that sentence was commuted, and they received lesser punishment.

Because of the publicity, and the abhorrence of the crime, the custom fortunately died out - at least as far as official records are concerned. What is the opinion of my readers? Should the survivors have been hanged - or, as all in the boat were facing imminent death, was their pardon justified?

And now for a bit of more recent history concerning some members of HPS. Anyone who had a chance to

read the Toronto Star newspaper of Saturday, October 2nd could not have missed the prominence of the story headlined "FLASH BACK 50 YEARS" "A STORM CALLED HAZEL" together with an extremely dramatic picture of a small boat trying to manoeuvre in a wild storm. They were trying to rescue a man, up to his chest in water, who was clinging to some bushes in an attempt to save his life. The date was the night of October 15th, 1954. If you can get a copy of the paper I urge you to do so- it was an event that touched many local boaters - including the writer of this report.

Some may remember my own first-person account of my own involvement in this storm which I mentioned in a past copy of "Dry Rot". At that time the present large cement dock of the Hamilton Harbour Commission was not yet built and only a small wooden platform about 14 feet long was built out from the

...continued on page 4

Annual Christmas Dinner/Dance



Where

Marquis Gardens
1050 Rymal Road East
Hamilton

See map on our Web Site:
www.hamiltonpowersquadron.ca/

When

Friday December 03, 2004
Cocktails - 1830
Dinner - 1900
Dancing to DJ - High Fives

**Door
Prizes!**

**Book
EARLY!**

**\$20
per person**

**Call the "Hot-Line" at
905-388-1227**

A HISTORY OF THE HAMILTON POWER SQUADRON

Part # II

...continued from page 3

shore. It could accommodate about 8 relatively small boats moored bow-in to the dock including the 28 ft cruiser I owned before my present vessel "Barcarolle II".

I was on duty at the Henderson Hospital on the mountain brow, so I had a clear view over the waterfront on the evening of the storm and so I was able to see the storm as it hit Hamilton Bay, churning up waves higher than I had ever seen before at that location. Luckily, boaters had a previous warning of an approaching storm but certainly not of that magnitude and definitely *not* a hurricane!! Hurricanes were things that happened in other places-like in Barbados and similar places, weren't they? Thank goodness however, I had put extra lines on my boat to the amusement of some of the other boaters moored to that dock.

As soon as I could get a replacement for me at the hospital I got in my car and raced down to the waterfront just as the hurricane hit with its full blast. I had hoped to be able to get on my boat for a final check of my lines but I had to give that idea up as the bow of my vessel was at one moment pointing straight up in the air, the next moment it was trying to bury its bow in the water thus making any attempt to get on board stupid - if not suicidal!

When I got back to check on the damage, after the hurricane had passed, I was pleased to see my vessel in its cocoon of lines safe and sound. Otherwise. the dock

Past Commander Murray Thompson (on right) preparing to fly the CPS flag at the RHYC Blessing Of The Boats.



looked strangely bare. The boat on the outer side of mine had sunk and was out of sight; the boat shoreward of mine was under water but could be seen, still attached to the dock by its lines. The other boats were probably strewn on the shore at the canal end of the bay, where a very large number of boats were found the following day - those that had not disappeared entirely.

I was to feel the wrath and power of the elements once more when a beautiful 38 foot sloop, which I had been able to see in its various stages as it was being built for me in the well-known Irwin Boat Yards in St. Petersburg, Florida before it was shipped to the British Virgin Islands, was lost. Everyone who has ever cruised among these islands agrees that it is among the world's beautiful cruising grounds - if not the most beautiful.

Then one year disaster struck and a hurricane, one of many that routinely visit the area, lifted the boat, which was in a supposedly hurricane-proof location, away from its mooring and dashed it on to some large mangrove roots, damaging it beyond repair.

Fortunately, it was well covered by insurance, but as any boater knows, losing a beautiful boat is like a death in the family.

Amen "Windsong"

The author may be contacted at rprobert@interlynx.net.



Squadron Commander Cal Traver addressing the gathering at the RHYC Blessing Of The Boats.



Commander Cal Traver (left), with Vincent Coombs and his wife.



The Hamilton/Halton police boat receiving the salute at the RHYC Sail Past.

Public Health

Drowning in Canada
CMAJ 2000;162(13):1867 Epidemiology
Published June 27, 2000.



There were 566 deaths from drowning in Canada in 1997.

Most of these were related to boating activities (176, 40%), swimming (103, 23%) and unintended falls into water (104, 23%).

Populations that appear to be at particularly high risk of drowning include:

toddlers aged 1–4 years (1.85 drownings/100 000), youth aged 15–19 years (1.28/100 000), people with seizure disorders (8–20/100 000), recreational fishermen aged 65–74 (0.72/100 000) aboriginal men aged 25–34 (25.6/100 000).

1. **“Drowning”** is death by suffocation after submersion in a liquid medium. **“Near drowning”** occurs when a patient recovers, at least temporarily, from a drowning episode. Patients who initially recover but then die within 24 hours are classified as drowning victims.
2. **“Secondary drowning”** refers to death from complications of submersion at least 24 hours after the episode.
3. **“Immersion injury”** is a generic term that refers to all patients who have experienced submersion, while **“immersion syndrome”** refers to sudden death after contact with cold water. Immersion injuries have a high case-fatality rate.

SEABREEZE

by Mike Kott

THE BLOCKHEAD AWARD

This year at the Spring AGM, I received the “Probert Blockhead Trophy”.

I remember so many AGMs in the past where we all awaited those dreaded minutes at



announcement time to see who was bestowed with this rather infamous award. There was always a good laugh at the recipient’s expense on being selected, after some real boner that he or she had pulled while boating that past season.

Well, it was my turn this year. It seems yours truly was so anxious to extract just one more day of sailing last November, that the boat actually got frozen in. This was followed by some desperate antics with an axe, a dandelion weeder, a rake and whatever else I could muster to smash and shove my way to open water. There was further humiliation when a member of Macassa Bay Yacht Club said to me later, they were all watching up in the clubhouse, laughing their heads off at my predicament.

When I got the trophy home and examined it, I was quite surprised at my company of fellow Blockheads. Many names of people in this sport whom I have long respected are represented. I now feel somewhat vindicated, a true member of the fold, as it were. All I can say is thanks crew, for your welcoming me into this prestigious inner group of the Hamilton Power and Sail Squadron; here’s to ya!

To the Bridge

On the question of what the CPS position on the mandatory wearing of lifejackets on boats less than 6 meters should be, I would like to make the following points.

First and foremost is the question of whether CPS should take a position at all. CPS has, in the past, provided technical input to various issues that have come along, but has not seen itself as an advocacy group. This has given the organization a lot of credibility, and has cemented its reputation as being independent, non political. For CPS to take a position now should be a carefully considered decision which must be made independently of whether the lifejacket question should or should not be supported.

With respect to the question itself, I share the belief that any drowning that can be prevented should be. CPS has a long history of safety training and teaching the boating public to use good common sense based on knowledge in a wide variety of boating situations. CPS goes to great length to recommend and support the wearing of life jackets. CPS has not, however, been an advocate for any mandatory regulation. CPS certainly accepts the wisdom of the Canada Shipping Act Rules of the Road, and minimum boat equipment regulations, but had not actively lobbied for these or anything beyond them, relying instead on teaching competence on the water.

I have a number of personal concerns with supporting mandatory wearing of lifejackets.

1. I am fundamentally opposed to attempts to legislate common sense. CPS teaches boaters a wide variety of skill to help them assess all on-the-water risks, and teaches the ways to ameliorate these risks, including the wearing of life jackets. Simply mandating the wearing life jackets suggests that that is all that is needed to make everyone safe – a real danger in its own right. There is much more to safety than simply wearing a life jacket, particularly this time of

year when the water temperature will kill in minutes.

2. I am deeply suspicious of emotional wording such “an extremely large number of deaths”. Attached is a presentation to the CMAJ that gives some numbers. While 176 deaths is certainly not to be ignored, it pales in comparison to the 3700 auto deaths and even the 348 deaths due to surgical/medical misadventure (doctors errors). I always sense that in the absence of fact, emotion and gut feel are substituted.
3. If there is so much support for such action, why is CPS support being sought? While the Coast Guard sought CPS input into fundamental equipment regulations it did not seek CPS support for them, rather accepted that regulation is the role of competent authorities, and not of lobby groups.
4. The argument is made that compliance will be high, because seat belt compliance is high, but then goes on to say that more than a third of boats don't even have the mandatory complement of life jackets on board. People wear seat belts because they believe that seat belts save lives, not because they are mandated. Simply mandating the wearing of life jackets will not guarantee compliance any more than mandating that they be on board guarantees compliance with that requirement. If people don't believe they need to wear them, compliance will be low unless enforcement is extreme – clearly a condition in stark contrast to all the efforts to create personal competence and responsibility that CPS has tried so hard to foster.

I hope this is useful input to formulating a Squadron consensus and providing that to HQ.

**Past Commander
Hank Brunnader**



COURSE DATES

VHF **Cost \$ 55.00**
 Dec 04/04 (Sat) 0900-1600
 East Hamilton Police Station
 2825 King St. E., Hamilton

Boat Pro **Cost \$ 75.00**
 Dec 11/04 (Sat) 0900-1600
 East Hamilton Police Station
 2825 King St. E., Hamilton

Boating **Cost \$ 195.00**
 12 weeks starting Jan 10/05
 1900- 2100
 East Hamilton Police Station
 2825 King St. E., Hamilton

Call 905-388-1227

to register a seat for the above classes!

VHF, GPS and Boat Pro spring class dates to follow.



Hamilton Power & Sail Squadron safe boating classes.



A windy day at the RHYC Sail Past

FROM THE CHART TABLE OF FLO LAMINAR

The global positioning system that is available for civilian use is truly a great tool for use in electronic navigation.

The GPS system was developed and is controlled by the U.S. military. It is important to remember that the accuracy may be changed at the whim of the U.S. military. It is also important to remember that GPS must be used with a paper chart for the area in which one is boating.

The GPS provides a lot of information, fixes, speed over the ground, (course over the ground), position of man overboard and more.

There are some very important pieces of information the GPS will not provide. For instance, GPS will not provide depth information, or hazard information, i.e. rocks, shoals, wrecks. So, use of a chart with your GPS is imperative.

Safe Boating: Flo

XMAS STOCKING STUFFERS!

Looking for a little something to tuck away in the Skipper's/Admiral's stocking? We have the perfect gifts!

CPS Flags For Boats: Under 20 feet \$10 / Over 20 feet \$12

Hamilton Squadron Pennants: Cost \$12

Note: Our Hamilton Pennant may only be flown with the CPS flag. *Never* by itself.

The design, created by two of our Past Commanders, is a Golden Horseshoe surrounded by blue water. The history/rationale of the design is that the Hamilton Squadron is situated in the centre of the Golden Horseshoe in Niagara District. We are 1 of 12 Squadrons encompassing Squadrons from Fort Erie to Port Dover and Kitchener.

We also have CPS members' ties and CPS blazer crests. Not all items are in stock. Feel free to call me if you would like more information about any of these items – they can be ordered from CPS Headquarters via a toll free number.

Reminder: If you wish to have flags/pennants mailed, please add \$2.00 for postage and handling.

For details, please contact
 P/R/C Marny N. Warby, AP

Classes start on January 10 and continue for 12 weeks

For more information, please call:

HPS Hotline: 905-388-1227

Boat Pro –

Pleasure Craft Operator's Card



Saturday December 11
from 9 am – 4 pm
at

Hamilton Police Service
East End Station
2825 King St. East

VHF

Restricted Marine Radio Operator's License

Saturday December 4
from 9 am till 4 pm
at

Hamilton Police Service
East End Station
2825 King St. East

Call 905-388-1227

HAMILTON POWER & SAIL SQUADRON

2004/2005 BRIDGE

Squadron Commander	Cdr Cal Traver	P
Immediate Past Commander	P/C Rick Crook	JN
Executive Officer	Lt/C Gabriella Lorincz	P
Training Officer	Lt/C Mike Gray	
Assistant Training Officer	(Vacant)	
Secretary	1st Lt Bonnie Hazell	P
Treasurer	1st Lt Michael Finkbeiner	
Membership Officer	1st Lt Art Carey	AP
Assistant Membership Officer	Lt John Nydegger	
Public Relations Officer	P/D/C Percy Brown	JN
MAREP/ Environmental Officer	(Vacant)	
Entertainment Officer	Lt Donna Madden	P
Communications Officer	1st Lt Vicky Grimshaw	P
Editor Dry Rot	1st Lt. Mike Kott	S
By Laws & Protocol	P/R/C Marney Warby	AP
Historian	P/V/C Ralph Probert	N
Regalia Officer	P/R/C Marney Warby	AP
Boat Pro Coordinator	1st Lt George Williamson	AP
Port Captain Hamilton	P/C Murray Thompson	AP
Auditor	1st Lt Frank Lauinger	JN
Halton Police Services Liaison Officer	Rob Garland	

Hamilton Power & Sail Squadron: Bridge Meetings

First Thursday of the month
at Macassa Bay Yacht Club.

Jan 06/05

Feb 03/05

Mar 03/05

Apr 07/05

May 06/05

AGM - Date to be finalized

Aug 16/05

Commander's BBQ