

# DRY ROT

## From the Commander: A Down Easter

This summer, during the month of June, my wife and I were guests at a wedding in Halifax, NS. The ceremony united a beautiful young lady from Halifax and a local hero -Joe Stankavicius from Dundas. Joe, a crewmember of the men's eight that competed in the Olympics recently held in Greece.

We seized the opportunity to turn the invitation into a vacation, and set off leaving Canada in the renowned Thousand Islands, at Gananoque. Motoring through beautiful upstate New York, verdant Vermont, New Hampshire and Maine we were in a continuous state of reverent admiration for the scenery that lay before us. The mountains, with their streams and rivers that were heading to the sea, produced an endless supply of some of the most beautiful vistas that we have ever seen.

We could not help noticing how clean the highways and streets were; there being no fast food wrappers, discarded coffee cups, and beer and liquor bottles that are all too easily found along our thoroughfares.

There were signs posted in the aforementioned states as well as in Nova Scotia and New Brunswick advising of fines ranging from \$190.00 to \$250.00 for littering. We also learned that all plastic drink containers and liquor bottles whether plastic or glass had a refundable deposit. We wonder why Ontario does not have these programs in place.

We returned to Canada via the Cat ferry from Baa Habba (Bar Harbour) in Maine to Yarmouth on the southeast coast of Nova Scotia.

The Cat was a neat experience. It's four 9500 horsepower diesels transported motor homes, cars and passengers the approximately 165 miles in three hours. The same company will operate a similar vessel between Toronto and Rochester. Well worth the fare. From Yarmouth we traveled northeast along the Evangeline Trail so named for the many magnificent churches along the route. We stayed

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DRY ROT  
DESIGNER

in Digby on the Bay of Fundy and witnessed the famous Fundy tides and the remarkable friendly hospitality of Nova Scotians, which throughout our trip remained unbelievably constant. They do Canada proud.

We spent a few days based in Halifax and did some local touring. I will touch on only a few of things that are a must do if one has the opportunity. In Halifax allow at least four to six hours for the Marine Museum of the Atlantic, three hours for the Citadel, and a day trip down along the east coast to Lunenburg to see the Bluenose Two. We went aboard her but because of the fog could not go for a sail, pity.

One cannot go to Nova Scotia and not do the Cabot Trail which circuits the top of Cape Breton Island, now a part of Nova Scotia and joined by a causeway. The trail starts and ends at the town of Baddeck where Alexander Graham Bell kept a residence and a boat. The boat according to locals is being restored. Close to the north end of Cape Briton at Ingonish we stayed at a small hotel that had just been built and had only been open a short time. It was located high up on a hill with a magnificent view of the beautiful blue Northumberland We spent a few hours out on the deck despite the cold air watching the lobster boats patrolling their trap lines. We were also looking for ships and whales but spotted neither from that vantage point. We did however see a four engine Aurora aircraft patrolling the coast line It was below us.

While on the Cabot trail we boarded a schooner for a whale watching excursion .The crew hoisted the sails but did not actually sail the boat Sails only provided shade, the engine provided the power to drive the boat. We saw a lot of Minke whales some of which came very close to the boat, some diving right under it at a very shallow depth. Although we did not see one breach, one did release a blast of foul smelling air close enough that it produced a few grimaces.and then chuckles.

I was surprised and sort of disappointed that prior to leaving the dock there was no orientation talk about where to sit or stand, no information given regarding emergency procedures, or safety equipment. Not even advice on the location or availability of life jackets. In

retrospect the life jackets would probably just have prolonged death in those cold waters should immersion have occurred. The pack ice had just departed three weeks before so the water was still just above freezing. Another curiosity occurred albeit perhaps just mental slip of the helmsman whom I engaged in conversation about the boat and the lobster fishing etc., etc. He was steering a compass course of 220 and not having a clue as to the value of the local variation I asked him what his true course would be, His response was that he thought the local deviation was about 10 degrees so his true course would be 230. What about that?

Realizing that my questions may be a distraction I retired to the foredeck to lookout for everything and to consider becoming religious.

Upon returning the crew prepared for docking by lowering the sails and securing the two booms that were like telephone poles. Dock lines were made ready and fending poles were at hand. Most of the thirty or so passengers had made it up the steps to land when the foresail boom which was in a large “y” shaped crutch attached to the after (main) mast slipped out of it’s support and came down upon the head of a passenger who was under it on his way to the gangway. The force of the blow knocked the poor fellow down on the deck writhing in pain. He was fortunate that it was only a glancing blow. The full impact could have been much worse but for the running rigging which limited the downward travel of the boom to about a foot.

The crew, to my complete astonishment offered neither assistance nor comfort seeming first to ignore him then to admire him for having such a hard head. I do not know what if anything has been the product of that incident, but the possibilities do give one pause. My wife and I still upon reflecting upon our vacation think about that whale watch adventure and shake our heads. We wonder about the capabilities of the hands to which we had entrusted our lives and well being for a few hours.

That experience sure made me upgrade what I do when guests join me for a few hours of boating. Sadly it seems that the best remembered lessons are the hard ones.

## In Memoriam

To the families and friends of the three young men from the Hamilton area who were lost while boating in Georgian Bay: On behalf of all members and officers of the Hamilton Power and Sail Squadron I am truly sorry for your loss.

Their passing will not be forgotten. They will be especially remembered by those of us who are involved in the instruction of safe boating courses.

We have been forcefully reminded that even the wearing of protective clothing and life jackets does not provide ultimate protection from the cold waters of Canada.

The loss of these three young men will serve to strengthen our resolve to make boating as safe as possible for all of us.

God be with them.  
Cdr. Cal Traver

### PC Edna Down

Sept 10,2005.Dec

Edna was a member of the Hamilton Squadron for several years and was commander in the early 1980s.

Edna is well remembered by some of our members and current officers who were on the bridge with her.

Edna's obituary was published in the *Hamilton Spectator* September 12,2005.

## Re Membership dues:

**A**very few members at this writing have not remitted their annual membership due.

Perhaps you are the ones who no longer take courses or attend squadron functions such as our annual breakfast, our Christmas party. or our annual general meeting. You may even no longer be a boater. You may feel that there is no reason for you to be a participant in HPS any longer.

Let me assure you that you are important to us. We as you know are a not for profit organization staffed by volunteers. We do require funds to continue our work, that of instructing courses to make recreational boating as safe as we can make it.

We need the funds to support national headquarters, the districts, and the local squadrons. Your annual dues are dispersed to a broad range of expenses, which are ultimately channeled toward making boating safer for all of us.

All for the price of a case of beer.

# Annual Christmas

## Dinner/Dance

### Where

Marquis Gardens  
1050 Rymal Road East  
Hamilton

See map on our Web Site:

[www.hamiltonpowersquadron.ca/](http://www.hamiltonpowersquadron.ca/)

### When

Friday November 25th, 2005

Cocktails - 1830

Dinner - 1900

Dancing to DJ - High Fives



**\$25**  
per person

### Limited Seating

Call the "Hot-Line" NOW!

**905-388-1227**

**Book  
EARLY!**

Mike Kott.

Last winter during the Hamilton Sail and Power Squadron bridge meetings, our By Laws And Protocol Officer P/R/C Marney Warby presented talks on the by-laws and protocol of CPS. Most



Bridge members found this very helpful. At the Boating classes held at the East End Police Station, the question arose about the proper way to fly flags and burgees on one's vessel. Marney took up the challenge again and with help from the CPS operations manual, presents information in this issue of Dry Rot. Thank You Marney.



The 56th Annual AGM and Graduation was held at Macassa Bay Yacht Club on May 6th. A fine group of Boating Graduates received their certificates. The dinner was catered again by Le Chinois and most seemed satisfied with the fare provided. This is the second year we

have combined the Graduation and the AGM. There are varied opinions on the merits of doing it this way, but most everyone seemed to enjoy the proceedings. Doing the AGM this way gives the new Grads a chance to see in a partial way, how Squadron works. Donna Madden, Marney and Ron Warby, Cal Traver, Vicky Grimshaw and Bonnie Hazel, as well as others worked hard to make this event a great success.

At the AGM/Graduation, I had the pleasure of meeting Tony Hilton, one of our new inductees. He works for the Port Meteorological Office. He has a

fascinating job working on the Canadian weather reporting buoys located on the Great Lakes. These stations record the air temperature, water temperature, wave heights, wind speed and direction, barometric pressure, etc. These data are transmitted to our weather forecasters and are invaluable in providing important information, making more accurate forecasts and warnings. Tony talked about the difficulties in boarding these weather buoys in all kinds of weather. The soft-sided inflatable boats used now, are a major improvement in doing this work, because of their stability and they are less likely to damage the buoys. I hope to communicate more with Tony to learn more about his work.

Several Hamilton Power and Sail Squadron members attended the RHYC Blessing of the Boats and Sail Past. For a change the weather co-operated this year and the whole affair went very well. I always look forward to Anne Washington's zesty reading of John Masefield's "Sea Fever"; she does this so well. Pastor Harold Miner gave a thoughtful homily and the Hamilton Concert Band led us all musically, with rousing versions of

O' Canada, God Save The Queen, I Feel The Winds Of God Today, and Eternal Father Strong To Save. The Blessing was a touching ceremony and it was finished with a lovely simple Benediction written by Richard Bode, read by RHYC Commodore Paul Vayda. Afterwards P/C Murray Thompson continued a tradition in presenting long time HPS members Bruce Smith and Vincent Coombs with stars for attending the Blessing. Both Bruce and Vincent's Certificates are almost completely covered over with stars, as members receive one for each year they attend the blessing. Following the Blessing, the well organized RHYC Sail Past was commented on by Master Of Ceremonies Anna Fricker.

## From the chart table of Flo Laminar

All our lives we are reminded to dot our “i”s and to cross our “t”s, however, crossing the T in some instances could be very ill advised.

The first person to tell the Editor when this could be dangerous will receive two free tickets to the HPS annual breakfast.

The first person to identify the person famous for crossing the T will also receive two free tickets to the HPS annual breakfast.

Respond via “E” Mail only

Winners will be advised via “E” Mail & posted on our Website.

Answers will be in the next issue of DryRot.

From an old salt I got some advice which I am taking with a grain of the same. It was to stand up and paddle my own canoe.

Time to set the hook.

Flo



[www.hamiltonpowersquadron.ca](http://www.hamiltonpowersquadron.ca)

## Greetings Members of Hamilton Power & Sail Squadron:

I would just like to take a moment of your time to introduce myself. I am the new Public Relations Officer and the Executive Officer of the current bridge. I have been involved for 6 years and really enjoy working with volunteers in the squadron to get the message out on safe boating practices.

This year we are having our registration for classes in a different setting and we are looking for HPS members to help out.

Our registration dates are Oct 29 & 30/05 1000 to 1600 at Canada Marine Discovery Centre. We will have a table set up in the lobby and also a room for the actual registration. Any member who participates will also receive a complimentary admission to the centre. What a great place to have the class registration, right on the waterfront!



If you are able to help with the registration, even a couple hours on one of those dates, it will be greatly appreciated. Please contact me at 905-628-0645 and I can tell you what kind of help we are looking for.

It is sad to say this, we have over 400 members, but rarely do we get to meet many of them. We would appreciate any help that you can give to educate new & old boaters that haven't taken the courses yet.

During the cold winter months, it is a great way to keep your mind on boating.

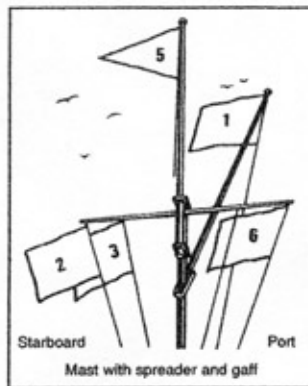
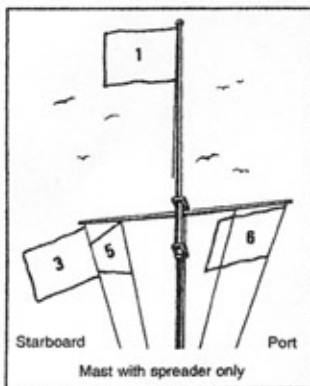
Look forward to hearing from some of you,

Lt/C Vicky Grimshaw

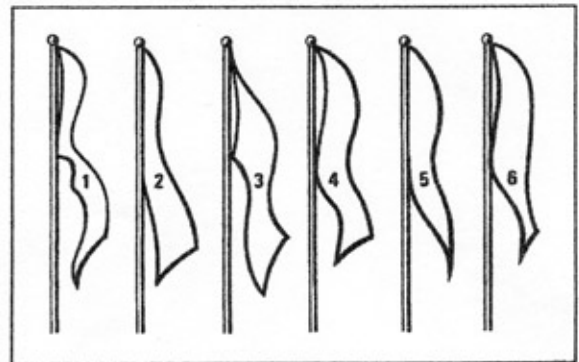


# FLAG ETIQUETTE

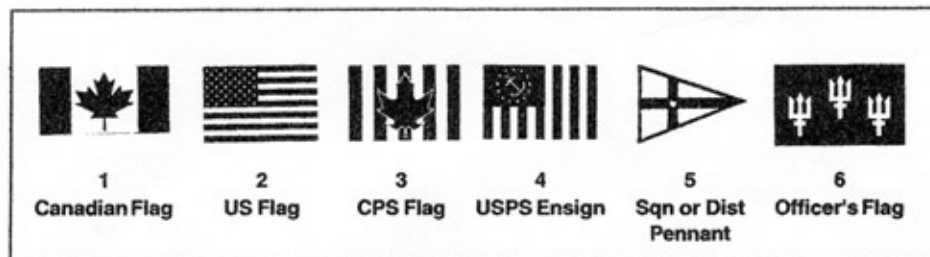
At the recent AGM/Graduation Ceremonies on May 6th, enthusiastic new Boating Class Graduates purchased their first CPS flag and HPS Pennant. Having received many requests for proper flag etiquette recently I have pulled together some information from the *CPS Operational Manual Guidelines to Shipboard Flag Display* and *Display of Flags from Mast Ashore* to hopefully answer your inquiries.



*Display of flags from mast ashore.*



*Display of flags from masts ashore  
(as seen by the intended viewer)*

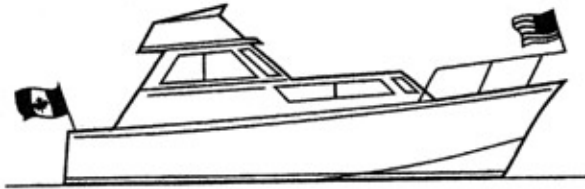


Please note that the CPS Flag must always be flown with the HPS Pennant.

It is hoped that you will find this timely as we prepare to (or have already launched) our vessels.  
Happy Boating

P/R/C/ Marney N. Warby, AP  
Regalia Officer  
By-Laws and Protocol Officer

## ...FLAG ETIQUETTE



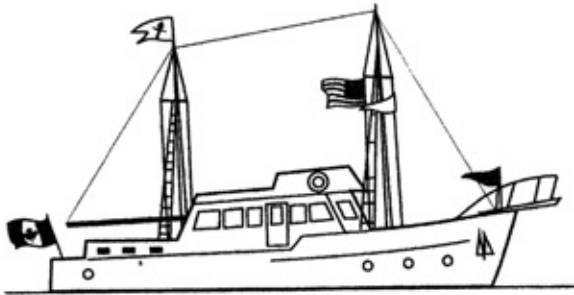
### **Power Boat Without a Signal Mast**

*Bow* – Courtesy Flag, or CPS Flag  
*Stern* – Canadian Flag



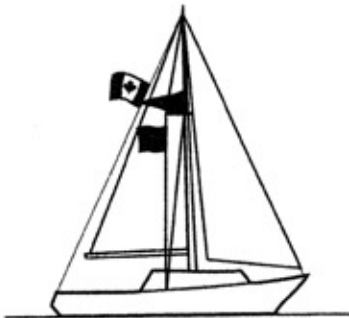
### **Power Boat with a Signal Mast**

*Bow* – Courtesy Flag, or Yacht Club Burgee  
*Stern* – Canadian Flag  
*Starboard shroud or spreader* – CPS Flag  
*Port shroud or spreader* – Squadron or District pennant  
*Masthead* – Private signal, or Officer's Flag



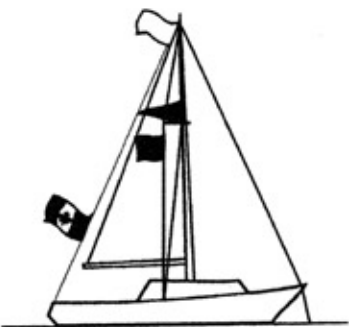
### **Power Boat with Two Masts**

*Bow* – Yacht Club Burgee, or masthead of foremost mast  
*Stern* – Canadian Flag  
*Forward Starboard shroud or spreader* – Courtesy Flag, or CPS Flag  
*Forward Port shroud or spreader* – Squadron or District pennant  
*Aft Masthead* – private signal



### **Sailboat Under Way**

*Stern of 2/3 up Leech* – Canadian Flag  
*Starboard shroud or spreader* – Courtesy Flag, or CPS Flag  
*Port shroud or spreader* – Squadron or District pennant



### **Sailboat at Anchor**

*Stern or Backstay* – Canadian Flag  
*Starboard shroud or spreader* – CPS Flag  
*Port shroud or spreader* – Squadron or District pennant  
*Masthead* – Officer Flag

# COURSE REGISTRATION DATES

**Oct 29 & 30, 2005**  
**10:00am to 4:00 pm**

## **BOATING COURSE**

**Starts Jan 09, 2006 7 -9 pm**

**( 12 evenings )**

**Cost \$ 195.00**

**includes Course Materials, Chart & PCOC**

## **BOAT PRO**

**Cost \$ 75.00**

**includes Boat Pro Manual & PCOC**

## **VHF COURSE**

**( Marine Radio)**

**Cost TBD**

**includes manual &  
lifetime operator's license**

**Call to pre-register 905-388-1227**

**Or e-mail us at**

**[boating@hamiltonpowersquadron.ca](mailto:boating@hamiltonpowersquadron.ca)**

**Location of Registration: Canada  
Marine Discovery Centre**

**57 Guise Street East, Pier 8**

**Hamilton, ON**

**Note: Each registrant will receive a  
complimentary admission to CMDC**

## **Submitted by Bonnie Hazell**

I found the following poem on photocopy paper between the pages of an old book that I bought. I don't know who the poet is, but I do like the poem. Maybe one of our readers is familiar with it. Let us know.

### SHIPS

*You ask me why I wander so?  
I cannot tell you why;  
You'll have to blame it on the stars  
And on the wind and sky.  
Today I heard a silver song  
And saw a ship go by.*

*A hundred voices on the air  
That mock my quiet day,  
Salt winds that whisper to my heart,  
Such happy tunes they play,  
So I must gather up my tools  
And follow them away.*

*If I should live in little towns  
That do not know the sea,  
But only pastures green and still  
Where cattle love to be.  
I might forget the winding roads  
That call and call to me.*

*Beyond the sea the sun went down  
And left a golden sky,  
So I went out to see the ships  
And hear the seagulls cry;  
But when I saw their swinging masts  
I could no say goodbye.*

*Unknown*