

DRY ROT

HAMILTON POWER & SAIL SQUADRON

FEBRUARY 2003

Volume 39, issue 19.

COMING EVENTS:

CHAMPAGNE BREAKFAST
LEANDER BOAT CLUB
MARCH 02/03

ANNUAL GENERAL MEETING
LEANDER BOAT CLUB
APRIL 09/03

HPS GRADUATION
MARQUIS GARDENS
MAY 02/03

BRIDGE MEETINGS
SECOND THURSDAY OF EACH MONTH
1900 HRS. MACASSA BAY YACHT CLUB

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**HAMILTON POWER AND SAIL SQUADRON
2003/2004 BRIDGE**

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Executive Officer:	Lt/C Cal Traver P	905 628-0645
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**Champaign Breakfast and Electronic Chart Demonstration:
Sunday, March 2, 8:30 am @ Leander Boat Club.**

Annual General Meeting @ Leander, April 9, 8pm.

Graduation Dinner and Dance @ Marquis Gardens: May 2, 6:30pm.

?????? ARE YOU MOVING ??????

**Stay connected, give our friendly and able Squadron Membership Officer
Art Carey a call @ 905-383 6672**

Notes from the Bridge

CPS-ECP has established discussion forums with various topics of general interest to members. You are invited to join in a focused discussion group under topic headings that include: CPS-ECP Courses, Squadrons and Districts, Francais, Pleasure Boating, General Discussion, Governmental Issues/Regulations, Electronic Navigation, Maintenance, Newsletters and Web Design-Multimedia.

There are already some great discussions taking place. Join today and participate. If you have any specific questions about CPS, this is the place to get an answer. And you can also read the latest CPS News under the topic, CPS-ECP Announcements. You can choose to receive e-mails of any messages posted to the various topics simply by indicating that interest when registering. Sign up today and let other members know about this improved member feature. Register to participate in the forums at:

<http://ecc.cpsecp.org/ftpacc1.htm>. You will need your membership number and postal code to enter the site via Members Moorings where you will immediately find a link to the new forums. Head out to the forums, check them out as a guest, but then be sure to register and get involved in a discussion on a topic that interests you.

The Canadian Coast Guard is proposing changes to the Pleasure Craft Operator Certification process. They are planning to increase the difficulty of the test and to eliminate the challenging of the test by those who have not taken some formal training. This should eliminate some of those examiners who are simply in the process for the money with little concern for really training people about the rules of the road and safety on the water.

Speaking of the PCOC card, are you aware that, as of September 15, 2002, any youth or adult operating a personal water craft or powerboat of 4 metres (13 feet) or less must have a Canadian Coast Guard Pleasure Craft Operator Card.

This means all persons using motorized tenders for their cruising boats also need this card.

Remind your friends to check out our courses!

Niagara AGM
April 26th

SEABREEZE

We now have a Publisher! Stanely Grandfield has taken on the task of Publishing your newsletter "Dry Rot". The different look of this edition and ones to follow, are the result

of Stanely's skill and dedication. As I write this, I am not sure just how he is going to arrange all the articles, pictures, etc; it will be a surprise for us all. Stanely is also our webmaster and is already posting Dry Rot on the web, at our new web site. So, you are now able to read Dry Rot, check on classes available, plus lots more @ <WWW.hamiltonpowersquadron.ca>; anyone, anywhere, can keep up to date on our Squadron's activities.

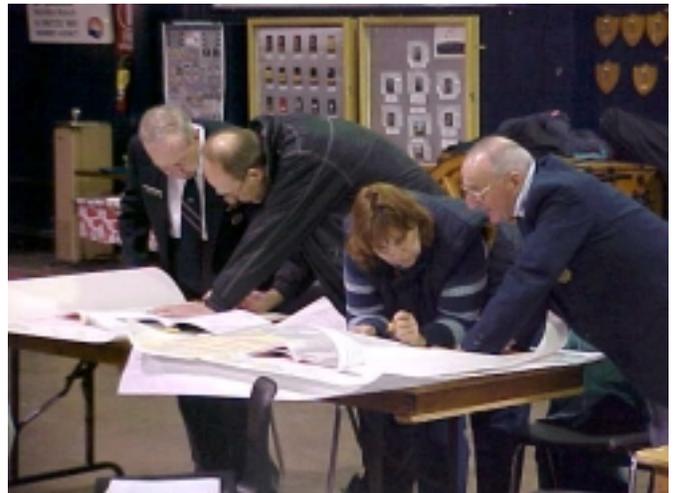
Another less noticeable change, is we have gone all digital. Gone are the days of scissors, paper and paste ups. Further, the copy can now be sent directly to the printers via the internet. Wow, how things have changed since I first became involved with Dry Rot in the mid 70's, just amazing technology! Aside from computer work, the only hands on tasks left in getting Dry Rot to the membership, is in folding, stuffing envelopes, stamping and labeling. This, I might add, takes place at the great assembly parties and gab fests, at Art Carey's residence. This all leads up to the fact that for some time your bridge has been planning to make Dry Rot available on line to those who wish it that way; It sure will save mailing and printing costs for the Squadron. Stay tuned. We just have to sort out those who want it this way and those who still want a printed copy. Stay tuned.

I apologize to our Squadron Training Officer Gabriella Lorincz-Gray, and any new students, for any inconvenience, caused by my posting the wrong phone number for inquiries on classes, in the last issue.

I hope to see you all Sunday morning, March 2, at Leander Boat Club, at 0830, for the **Champagne Breakfast and Electronic Charting Demonstration**. Breakfast will be prepared by Donna Madden, our Entertainment officer and a troop of volunteers. Donna hosted the memorable Squadron Christmas Party, that was held in December at Marquis Gardens. Garry Young, who is presently teaching our boating classes, has the latest electronic charting software, visual aids and equipment. He is well experienced with Electronic Charting with GPS and will be giving the presentation. This should be fulfilling and informative, plus a tasty early spring tonic to get us into the mood for the upcoming boating season!

Mike Kott.

Guess Who



EVOCATIVE GPS ?

Have you ever thought of a GPS as being evocative, well probably not. Picture this though.....The snow is swirling around outside, the kids are settled down and there is not much on TV. You go down to the basement to tidy up the boxes of boat stuff, stored there after haul out. Down near the side of the box with the nav gear and some cups and dishes is a leather pouch containing your hand held GPS receiver. You remembered that to properly store the GPS, the manual advised putting in fresh batteries to ensure that the waypoint memory is held and that old cells won't leak causing corrosion damage.

The GPS is turned on to see if it is still working OK. After pushing a few buttons, out comes a flood of waypoints and memories. Waypoint number 5, "WIR DOCK", the dock at Wiarton; waypoint number 11, the east side of the bridge at Little Current. Just a few miles away, the tip of Strawberry Island, shortened to "STRAW TIP" to fit the LCD screen. "HEYWOOD ANC" announces the abbreviation of Heywood Island's anchorage at Browning Cove. "KILLARNEY E", the south-east entrance to Killarney was stored at 11:36 17 Jul 95. These positions were stored in my GPS while cruising Georgian Bay.

Here is another interesting waypoint: "MARGARITA", Waypoint 02, N 11 00.000', W 64 00.000'. I haven't been to Margarita, but I can tell you by looking at the screen that from home it is 3865 kilometers away, bearing 162 degrees magnetic. The screen also shows that the co-ordinates were entered on a wintry February evening, how interesting. The trip to Margarita was only a fantasy; I got the co-ordinates out of an atlas, and put them manually into the GPS, just to see how far away it was.

Here are some more waypoints stored in my GPS while driving along highway 7: "SILVER LAKE", waypoint number 23, "PERTH": N 44 53.903' W 76 14.937, 13:13, 14 Oct95, RICHMOND: Waypoint 27. These were stored while traveling to the annual old boy's reunion near Ottawa, in the fall. I find it real handy to put in key intersections and turning points, as it makes things a little easier when travelling at night. It also seems to make the overall trip shorter when you reduce a journey to a connected series of short hops.

When boating, I program the "units" setting to Nautical miles. When on land or driving, I use the kilometer setting. If travelling south of the border, you may want to program to statute miles, so the distances on sign boards and maps will tally with your receiver's data. Don't forget to switch to the proper unit setting (as I have done). Every time I have had questionable data shown on my GPS, the fault has been my mine, not the GPS.

Now would be a good time to get out your charts and do a little plotting and route planning for your next cruise. To aid in checking distances between waypoints, did you realize that a

GPS could be used to do "off line" computations? This is when the GPS cannot "see" the satellites, as when you are inside a building. These may be calculated by entering in the co-ordinates for two positions. The range, bearings and reciprocals between the two positions may be instantly computed. You can also enter the range and bearing to another position. The latitude and longitude of the next waypoint can be computed easily this way. By entering your average speed, the travel time between these points can be computed also.

A good job for armchair planning with the hand held GPS receiver is "Route" planning. This is where you put a series of waypoints into a string to guide you automatically on your way. As each waypoint on your journey is reached, the GPS (in "Route" mode) will switch to the next waypoint programmed into the route.

If you are fortunate enough to have electronic charting equipment, this sort of stuff can be done by "pointing and clicking" your way around the chart shown on the screen, taking the information from the data boxes. This would probably involve operating the unit with a separate power supply or battery. It is only a matter of time till we will have economical, gps driven, electronic charting in a totally portable package. (A 2003 update; it is here now!)

With the proper interfacing and software, one can download waypoint data from the GPS data port into a computer to serve as a back up for all your stored waypoints. Information could be easily entered into a computer with its full sized keyboard, then uploaded into the GPS. However, the most reliable waypoints, are ones that are entered with the "save" function when you are at the actual position. This largely eliminates any human entry errors. Of course you have to actually be there to enter it in this way.

Most GPS receivers will "time flag" the waypoint entries, so the operator can later determine their chronological sequence. Say for example you are storing waypoints while cruising north along the east shore of the Bruce Peninsula on Georgian bay: the waypoints for Owen Sound, Griffith's Island, Cape Croker, Dyers Bay, and Wingfield Basin would have been saved sequentially and assigned a waypoint number, position, time and date, all automatically. Usually the waypoints are saved in order, but if any lower numbered waypoint's contents were previously deleted, the GPS will fill these empty spaces first, working its way numerically higher.

If possible, I recommend assigning names to your waypoints as soon as they are entered or stored, to avoid any possible confusion. The GPS knows the position but not its name. For example the positions of a fairway buoy and the entrance to a harbour are close to each other, but unless they are accurately labelled, they could get the unsuspecting navigator into difficulty while sailing in fog. Another reason that I recommend adding or editing in the names as waypoints are entered, is that the date/time flag entered is when the waypoint name was last

added or edited. The waypoint entry information can be far more meaningful if the time and date associated with it, is when you were actually in that vicinity.

Pulling up these stored waypoints can bring up a flood of memories of the good times on the water and land. So, you can see that a GPS can be quite evocative after all.

So, when the winter winds blow, this would be a good time to dig out your GPS and charts, then do a little dreaming and planning for your next trip.

Mike Kott

What is a "PORT CAPTAIN"? (TRIP PLANNER)

According to the Port Captain Committee of CPS, Port Captains are CPS members who stand ready to assist boaters in their respective areas. Port Captains provide reliable information on the area, and comradeship to visitors. Port Captains keep information on hand that a visiting skipper may request over the telephone, such as:

- *Navigation hazards, which may not be apparent on current charts.
- *Location and telephone numbers of local doctors and dentists who are willing to treat a transient patient.
- *Location and telephone numbers of ambulance or rescue squad.
- *Location and telephone numbers of mechanics, repair yards, sail repairs, marine equipment stores.
- *Location of the closest source of provisions, recommended restaurants and motels/hotels.

OR

Is the Port Captain a good TRIP PLANNER tool.....you bet they are!

It's that time of year, Christmas is over and you start thinking about where you might like to go boating this summer. Thousand Islands sounds nice or maybe a trip up The Trent Waterway, or maybe even a circle navigation of Lake Ontario. The Port Captain can help you plan your trip.

If you log onto the CPS web site, put in your certificate number for access, go to the Roster for Port Captains. You can locate a Port Captain in almost every town that's near water or a lake that you would be traveling through. If you are not computerized call CPS headquarters at 1-888-277-2628 and ask for a copy of the Port Captain Roster for the area you boat in

I'll give you an example: A few years back my wife, Marney, and I traveled on our Mainship 34 trawler around the Golden Triangle, Kingston to Ottawa, Ottawa to Montreal, and back to Kingston via the

St. Lawrence River. Using the Port Captains list (before we even launched for the season) we were able to get a good feel of where local yacht clubs and marinas were located, the best places to restock groceries, fuel locations, best places to stop for sight seeing, local safe anchoring areas, water levels in the Rideau system and lock information. It took a lot of the guesswork out of arriving low on fuel and groceries and wondering if the next lock would be near a town.

So, when the snow is blowing and you're sitting in front of the fireplace wondering how you will find more information for that Georgian Bay trip, think PORT CAPTAIN.

The Port Captain Committee should add to their list:

*Port Captains are very, very good people to contact when PLANNING a TRIP.

P/R/C Ronald Warby AP



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Hamilton Region Conservation Authority

COMUNICATIONS

Dear Members:

I would like to make a request that you send me your e-mail addresses. They would be used in the event we have to send out any special notices or important information concerning the squadron. As you know e-mail is much faster and less time consuming not to mention the expense of other methods. You can e-mail me at this address;

sgrandfield@look.ca.

Sincerely; Stanley Grandfield

Communications Officer

A PERSONAL HISTORY OF THE HAMILTON POWER SQUADRON

By: P/V/C Ralph I. Probert N Part 3

I hope that no one is confused by the word 'Personal' in the above title but perhaps I should explain. This series is based on the actual recorded history of the squadron. My aim is to try to recapture the flavor and excitement of our early days by putting some meat on the skeleton. The skeleton in this case is not one in a closet, but consists of the sometimes bare facts as noted in Squadron, District and National minutes, and publications.

In this respect I must once more repeat my earlier praise for the excellent work of Past Historian Jack Wright N (Sen). My own qualifications (if I may use this term) for this task are that I have had the honor and pleasure of serving on the Squadron, District and National Bridges plus of course being around since shortly after the birth of the Hamilton squadron in 1949. I have held either a teaching or administrative position in each year since then and am therefore able to add details which are not documented in the official records. I hope that my readers, particularly those who were also able to share some of those great years, will contact me to contribute their own material or comments. (E-mail to: rprobert@interlynx.net)

The Early Years (cont'd)

The years of the late 40's and early 50's were those when those had served for several years overseas in the Armed Forces were glad to be back home getting established in their businesses or professions and had now bought a home and started a family. I mention this fact because I noticed that every senior officer in HPS and CPS that I meet, was middle-aged or older. World War II from 1939 to 1944 had swept up a whole generation of men, as well as many women, in the 18 to 25 year age group. I had only one boating experience in those years that lives in my memory - to a beach in Normandy, France - not a pleasant memory!

The squadron membership was small (31) in number, when we (my wife, Helen and I) enrolled in the Piloting Class of 1953 (membership was to later swell to over 400). You may remember my previous statement that CPS, like USPS, allowed

only men to become members. This has been attributed to the fact

that in the early years more men than women were interested in the sport. Some time later however women who had passed the exam were allowed to become "Lady Associates" which gave them restricted, and finally full privileges. My wife Helen (who had also served overseas in the Canadian Red Cross), was one of those ladies who battled for many years for full privileges for women, and I imagine that Ruth Cross was in that group also.

I was surprised, when immediately after passing the Piloting (Boating) exam, I was asked to be the Hamilton Squadron Secretary/Treasurer, as I knew little about the job. Fortunately, Helen had picked up some business experience, so all was well. I received a shock however, when, after I had given my first Treasurer's report, I was greeted with a loud burst of applause - not the usual response to a Treasurer's report. I felt that, either I must have made a fantastic presentation or that they were humoring me. Until later, that is, when I was told that the reason for the applause was because, though I was not the first Squadron Treasurer, mine was the first official Treasurer's report that the squadron had ever received - and the squadron was several years old! It turned out that the previous person holding the position of Secretary/Treasurer had kept track of the profits and losses using his own pockets as the squadron's bank. When anyone gave him any money, he would put it in his pocket, and when the squadron needed any money, out of his pocket it came. Unfortunately, at the end of the year no one knew whether the squadron was flush with money or broke! Following after that example, I couldn't lose!

Another notable thing about the Hamilton Squadron at that time (1949/1954) was that it had as members, two National Chief Commanders in Clifford Lunt and Gordon McCandlish, the latter being our Boating Class Instructor. Gordon was a schoolteacher by profession, one of the old school, whose motto was "Tell the class what you are going to teach them," teach them the lesson, then "tell them what you have just taught them." It might not be thought of as the ideal teaching method today, but it certainly worked for Helen and me.

Gordon, (as we later found to also be the case with all USPS [United States Power Squadron] members), was a stickler for boating etiquette and particularly flag etiquette though most CPS members were a bit more relaxed. The end of each summer day would find Gordon sitting in the stern of his boat watching the sun as it gradually dipped lower and lower over Coot's Paradise, and exactly at the astronomical time of sunset, down came Gordon's National Ensign. He was a lonely figure sitting there as his wife evidently disliked boats.

Cliff Lunt, Hamilton's other early Chief Commander of CPS, was an avid but frustrated racing sailor who had purchased a 12 meter (approximately 40 foot) yacht named 'Merreneito' which has been previously owned by the Swedish Royal family. These 12 meter yachts, in a stripped-down form, with all amenities (berths, galley etc..) removed, in order to reduce weight and gain speed, were popular at the time in the America's Cup races. Cliff unfortunately had no other 12-meter yachts to race against in Hamilton Bay. This did not faze Cliff, as every outing was a

challenge - for Cliff, the boat and his crew. Unfortunately, Cliff, a perfectionist, had to make do with an ever-changing crew who could never, ever measure up to Cliff's demands. Also like Gordon McCandlish, Cliff had a wife who disliked boats.

During these early years there were very few locations to berth pleasure craft of 18 feet or more. There was a short concrete pier jutting out into the bay from the Hamilton Harbor Commission; a few slips around the Royal Yacht Club for members only; and some docks at Kerr's Boatyard - near the present site of the Macassa Bay Yacht Club

One special night in the 1950's remains vividly in my memory when a fellow CPS member allowed me to use his space at Kerr's Yard, which consisted of boathouse-like sheds, reached by a single plank from the shore. That night I was startled to hear on my radio that Kerr's Boathouse was on fire. I raced down in my car to find that the shed with my boat was not yet on fire but two of the sheds between the shore and my boat were blazing. The firemen stopped me from racing out to my boat but I was so agitated that they let me go past the burning sheds, but only if I allowed them to douse me with water from their hoses as I went out. My business suit was ruined by the smoke, sparks and water but my original old 'Barcarolle' was saved.

My old 'Barcarolle' and other HPS boats berthed at the fore-mentioned Hamilton Harbor Commission dock had another scare. This time it was the famous, and still talked-about in reverential tones, 'Hurricane Hazel'. By now my boat, with other HPS boats, was at a strong concrete dock, but on this night more than a strong dock was needed - namely luck - and plenty of strong lines. Fortunately, I had used every line I possessed before the storm broke. Again I had to race down to the Bay and arrived just after the hurricane struck. You have seen tropical storms on TV where boats, trees and pieces of buildings were flying through the air. Well, this occasion was one of those! The boat on one side of me had parted its lines and was on the bottom of the Bay, while the boat on the other side of me was under water but still partly hanging by one of its lines. The other boats at the dock, including some squadron boats, had vanished and were later found scattered around the shores of Hamilton Bay, I thought that my own boat would join them as it, at times, was standing with its bow pointing almost straight upwards and at other times straight down.

Then came a sudden eerie-like calm - the eye of the hurricane, lasting only a short time, then the hurricane returned with the same violence but from the opposite direction. The interior of Barcarolle, when I got on board later, was of course, a shambles. It was indeed "A Night to Remember." a phrase used by Walter Lord as the title of his book on the sinking of the liner 'Titanic', and to me it seems apt enough to be quoted here.

Another fire caught up with me in spring 1960, this time when I was picking up my new (and present) vessel, Barcarolle II, in Sandusky, Ohio, and this account contains a tip that hopefully you will never need. I was on board the boat and tied up at a dock when suddenly someone yelled "Fire" and pointed to a boat directly behind mine and upwind. I saw with horror that

burning gasoline, floating on top of the water, was moving downwind toward my own boat. There was no time to untie my lines and get away so things looked grim. Fortunately the Boat Co, people were nearby and yelled to me to start my engines and put them in full forward so that my discharge current would hopefully push the blazing gasoline back. It worked and Barcarolle II was saved but the shaken crew aboard needed strong remedial measures.

Squadron Visits to Toronto, the Thousand islands and the USA

A few months before the above incident, and while I still had my old boat, I had been elected to serve my first stint as Commander of HPS(1959 -1061). In this position I had followed a very genial, and knowledgeable, gentleman, the late Jack Cross, about whom you will be reading later in these pages. I should mention here that in those days there was a great deal of squadron activity on the water. We traveled, with other squadron boats, to Toronto frequently on weekends where HPS members enjoyed the hospitality of the Royal Canadian Yacht Club and the scenery of Toronto Island, as well as longer trips to the beautiful islands at the mouth of the St. Lawrence River - the Thousand Island area. On these weekends we were able to take part in the very popular Predicted Log contests. These are not as much a contest with other boats as a pleasant way to get to know how well you remembered your boating classes and were able to apply those lessons on the water in a practical way. They were a great confidence builder as you were in the company of experts until you became one yourself.' hopefully', the contests were always followed by a social evening - a great way to get to know other CPS members.

In the Thousand Islands, HPS boats headed for two islands in particular - 'Endymion' and 'Beau Rivage' where government docks and other facilities are located. It was always a race to get to these islands before they were filled to capacity with American boaters whose homeports were only a short distance away. Usually all the spaces at the docks were taken, but as old-timers (i.e. anyone who had been there before, at least once), we knew that although there wasn't a soul in sight on the boats or on the dock, the trick was to keep on until you were almost on top of one of the boats, when heads, followed by people, would suddenly appear out of the docked boats and take your line to help you raft alongside them. A good friend to know in the islands was Archie Palmer, a Commodore of the Royal Hamilton Yacht Club whose 50-foot yacht, 'Diamond H' was a fixture there through most of the summer months. In order to not annoy the neighboring boats with a number of generators, Archie would run his generator and we would all plug into the Diamond H. He was a real gentleman but I could never entice him to take the CPS Boating course although he had many friends in the Hamilton Squadron. Actually, he didn't really need to take the course as he always had his own captain with him!

We were also frequently invited as HPS members, to travel by car to visit members of the United States Power Squadron in their District 6 - Niagara to Rochester area, where we were royally entertained. We were even inducted into the Royal Port Holcomb (private) Yacht club of one of the members whose

boat boasted a massive organ on board.! After attending similar boating events put on by our American friends, I organized the first formal HPS Sail past in Hamilton Bay. An excerpt from Past HPS Historian, Gordon Heal's account reads: "On June 30th, 1959 Cdr Probert planned a 'Round the Bay Cruise and Rendezvous' to mark the 10th anniversary of HPS. All charter members were invited to attend.. About 30 boats gathered at Carrol's Point then swept grandly past the Royal Hamilton Yacht Club in line astern, with Cdr. Probert's 'Barcarolle' leading and Cliff Lunt's 'Merreneito' (under sail) bringing up the rear". I'm not sure how "grandly" we swept by the Yacht Club but thanks anyway Gord ('rp'). The boats docked at LaSalle Park where a very pleasant day was spent in the park and its pavilion".

JN Classes start in Hamilton

Gordon's account then goes on to say: "Cdr Probert and mate Helen are taking the JN course in Toronto and if successful will start a similar course in Hamilton in the fall of 1959". (I must remember to ask Gord what he meant by that "if successful" bit ???). This brings up another bit of interesting but undocumented HPS history. At the start of fall 1959, Helen and I were ready take the JN course and looked in on a HPS course that was already under way. The Instructor, who was from Past Squadron Commander Al Prack's firm of architects, was a mathematical whizz, but it was obvious to us that he was teaching mathematical principles that were away over his Students' (and our) heads and the class was going nowhere. Unfortunately, this is what actually happened and sadly, none of those students ever completed the course

In the meantime I learned that there was a JN course that had started in Toronto so Helen and I appeared at this class with our caps in our hands begging to be admitted. The Instructor was an Australian chap, not in CPS, but he was an expert Navigator.

Needless to say, he was hesitant about letting Helen and I join as the course was already under way - we had missed several sessions, and of course we were from Hamilton - not TORONTO. And besides, he felt that we, starting late, would probably spoil his good pass record. He finally did let us stay on, as onlookers only, but later relented, so we spent the next two winters driving to Toronto every week.

After passing JN and N we were able to start a JN class in Hamilton with 14 students from Hamilton and all parts of the Niagara Peninsula. This was followed the next year by an 'N' class, we were overjoyed when every student successfully passed both courses. Jack Wright and his wife, the late Marion (Kay) Wright were among our first students and both continued the tradition of teaching the courses, as more recently has Percy Brown and others. Other successful students went back to start 'JN' and 'N' classes in their own squadrons throughout the Niagara District. Hamilton Power Squadron was thus the catalyst for the teaching of 'JN' and 'N' in the Niagara District, as Toronto had been for the Hamilton Power Squadron.

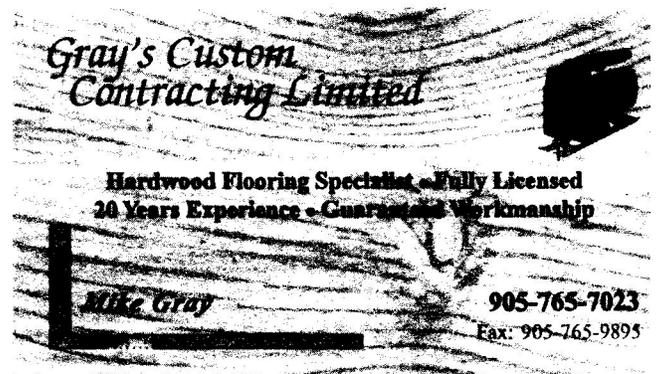
The idea of a summer family picnic each year was suggested, and Phil Aggus, a Hamilton professional photographer and his wife Maxine, graciously offered their summer home on the south side of Lake Ontario, at Winona, for several summers. Later, and for many years afterwards a flotilla of HPS boats would pass through the Burlington Ship Canal on their way to the cottage of Ed and Mary Hodson, which was promptly named "Hobson's HideAway". - also on the south shore of Lake Ontario but closer to Port Dalhousie. Helen Probert drew a rough chart, which was printed in Dry Rot, showing the course to be 8.25 nautical miles in length and 123 degrees True. These parties were eagerly anticipated each year and the return trips, heading back to Hamilton, with the setting sun, a blaze of color dead ahead, were memorable.

Not quite so memorable on one occasion, was when my anchorman, Murray Laws, in hauling up my anchor, held up the line for me to see that the anchor had left us and is probably still resting on the bottom of lake Ontario. Murray Laws and his wife Bessie, by the way, owned the power cruiser 'Chummy' and many squadron members will fondly remember their hospitality. Murray, by the way, was a highly skilled professional photographer who rose to the top ranks in his profession and I am proud to say we are still the best of friends.

The picnics ended abruptly many years later upon the unfortunate, much too early, death of Mary Hodson. I would like to again express the squadron's thanks for the wonderful memories that those of us who were fortunate enough to be there, all share and remember.

It was at Hobson's Hideaway that another well-known early member of HPS made his name famous as 'Captain of the Bumboat'. A 'Bumboat' is a naval term for a small vessel ferrying passengers to and from larger boats. I am referring to the late Jack Cross, husband of Ruth Cross. Jack was a former member of the RCNVR (Royal Canadian Navy Volunteer Reserve) and who saw action in the North Atlantic during WW II. Thus he was a natural for teaching the Boating class.

Unfortunately, some of the people in the larger boats were guests who did not realize that you do not enter a bumboat, or any small boat, by stepping down on to its side rail. These people, including a cursing Captain, always had a very refreshing swim to the shore. (To be continued).





Champagne, Toast & Navigation

*You are invited to join members
of the Hamilton Power & Sail Squadron for*

Breakfast on Sunday, March 2, 2003 at Leander Boat Club, Hamilton

Following a breakfast of champions complete with
Champagne and Orange Juice,
Instructor Gary Young will demonstrate the use of

“Electronic Charting with GPS”

Please RSVP by talking to a Bridge member or
Contact Donna Madden at (905) 578-0398 or email:
madden@mountaincable.net
Adults \$5.00 / Children \$2.00

**Coffee served at 9:15 am, Breakfast served shortly
after**

Report of the Niagara District Nominating Committee Jan 5th 2003

The District Nominating Committee nominates the following members for election as District Officers for the year 2003 - 2004. 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): Les. Armstrong

Executive Officer (D/Lt/C): Sharon Reeve

Admin. Officer (D/Lt/C): Darryl Lankin

Training Officer (D/Lt/C): Gary Van Zandt

Secretary (D/Lt): Georgina McQuaig

Treasurer (D/Lt): Lidia Berestecki

Public Relations (D/Lt): Gary Millman

Membership (D/Lt): Donna Lankin

MAREP Officer (D/Lt): Merle Smith

Youth Officer (D/Lt): Brian Elder

Port Captains (D/Lt): Gordon Ellis

Environment (D/Lt): Lembit Tamm

Instructional Tech. (D/Lt): Percy Brown

District 6 Liaison (D/Lt): Jeff Eggleton

By-Laws and Protocol (D/Lt): Jeff Eggleton

Historian Officer (D/Lt): Heather Fitzsimons

Flag Officer (D/Lt): Percy Brown

Ass't D/T/O (West Region): Darryl Lankin

Ass't D/T/O (Mid Region): Percy Brown

Past Dist Cdr: Percy Brown

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

Auditor: Pat Faux

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: Percy Brown

b) Pursuant to District Regulation 9.15.1, the following members will serve on the District Nominating Committee for the year 2003/2004 by virtue of their position, and do not require election or appointment:

P/D/C (Chairman): Percy Brown

P/D/C: Gil Newton

D/C: Les Armstrong

Respectfully submitted: P/D/C Percy Brown, P/D/C Gil Newton, D/C Les Armstrong
Chairman.

BOOK REVIEW

The Voyage of the Northern Magic, by Diane Stuemer.

Published by McClelland and Stewart, Copyright 2002.

This recent Canadian book was written by Diane Stuemer. She, along with her husband Herbert and their three boys, Michael, Christopher, and Jonathan, sailed their steel hulled, 44 foot "Northern Magic" sloop, from Ottawa Ontario, on a four year circumnavigation. They claimed to have little experience at the start, but Herbert, at an early age, piloted his father's tug and barge.

The book is decidedly written from a woman's empathetic perspective, about her self realization and about her husband, children, animals and humankind as a whole. In the chapter entitled "Plinking Stones Down a Mountain", I was touched by her sincere concern, in befriending a family in Kilifi, Kenya. Through her e-mail dispatches to the Ottawa Citizen newspaper, she raised funds to provide for the family's health and education. This was a vivid real life example of the saying "If you give a man a fish, he can eat; If you teach a man how to fish, he will feed himself".

Diane communicated very well, her anxieties fears and joys, laced with devious humor. There was a protracted build up, where she described a sought after shrine in Egypt, that her family longed to visit. It turned out to be the golden arches of Macdonalds. They had not had a Big Mac in 3 years!

Sometimes she went a little overboard, describing with excruciating detail, events such as the two pages on clearing customs in Egypt. Fewer well chosen words would have sufficed. From my perspective as a male sailor, I would like to have had a few more technical facts, but on the whole, I enjoyed the read. It also made me appreciate our country Canada more, as this remarkable Canadian family does. The book includes maps and photographs by Diane and her husband. They also have a web site at <www.northernmagic.com>, that describes their voyage and the family's ongoing international projects.

Mike Kott



Arthur Carey and Percy Brown

Always willing to lend a helping hand

For those of you who want to hone their sailing skills in the off season you could try one of these babies.



Important Dates to Remember

A.G.M. April 9 @ the Leander Boat Club 1900Hrs.

District A.G.M. April 26

Champagne Breakfast March 2 @ the Leander Boat Club 0900 Hrs.

H.P.S. Graduation May 2 @ Marquis Gardens

NOTICE
THE HAMILTON POWER AND SAIL
SQUADRON
54TH 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 Leander Boat Club on Wednesday, April 9, 2003 at 1900Hrs. 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, 2002
- (c) electing the Officers of the Squadron.
- (d) Considering such further and other business as may properly come before the Meeting..

The Report of the Squadron Nominating Committee is attached to 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 13th day of February, 2003

The Hamilton Power and Sail Squadron Nominating Committee Nominates the Following Members for Squadron Officers for 2003/2004:

Immediate Past Cdr. - P/C Hank Brunnader N
Squadron Commander - Cdr Richard Crook JN
Executive Officer - Lt/C Cal Traver P
Training Officer - Lt/C Gabriella Lorinca P
Ass. Training Officer - Lt Barry Rendall AP
Secretary - 1st Lt Bonnie Hazell P
Treasurer - 1st Lt Frank Lauinger JN
Membership Officer - 1st Lt Arthur Carey AP
Public Relation Officer - P/D/C Percy Brown N
MAREP/Enviro. Officer -
Entertainment Officer - 1st Lt Donna Madden P
Communications Off. - 1st Lt Stan Grandfield
Ass Communications Off. -
Supply Officer - 1st Lt Ted Berestecki AP
Editor Dry Rot - 1st Lt Mike Kott S
By Laws & Protocol - P/D/C Jack Wright N
Historian - P/C Ralph Probert N
Regalia Officer - 1st Lt Ruth Cross
Boat Pro Coordinator -
Port Captain Hamilton Power Squadron - P/Cdr Murray Thompson
Auditor - P/C Ron Warby