

DRY ROT

Into the deep freeze of winter, here in the great white north!!! That is what Canadians love about it, gives us reason to complain or chat during our coffee in the morning.

2010 looks to be another exciting year for the Hamilton Squadron. In May 2009, we celebrated 60 years of the squadron volunteering and teaching safe boating. It was a wonderful event, getting to meet an original charter member, Frank Hewett, and our past commanders and members who have been with the squadron for many years.

In the spring of 2010 we have been invited to participate in the Safe Boating Awareness Week on May 26/10. The City of Hamilton is planning events to promote boating awareness. This will give the Hamilton Squadron an opportunity to remind the community of the education that we can offer on safe boating. Keep your eye on the local papers and TV stations.

If any member would like to help with promoting this event, *please*

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CPS Membership Renewal coming up on Mar 31, 2010

Don't forget to renew so you will keep getting the *DryRot* newsletter and the *Canadian Yachting Magazine*, plus many other of benefits. By supporting CPS & Hamilton you help us continue to deliver safe boating education in our local area.

If you receive an e-mail notice about your renewal you can pay it safely on line. Membership Fee is only **\$38/year**. If you do not receive a notice, here are a couple of easy ways to renew it:

Mail cheque to:
**Canadian Power &
Sail Squadron**
26 Golden Gate Court,
Scarborough, ON M1P 3A5

*Please include your membership no.
on the bottom of your cheque*

To pay by Visa or M/C
call
1-888-277-2628
ext 23

*Ginette will ask for your
membership number.*

**FRIDAY, FEBRUARY 19th,
2010**

HPS - 4th Annual Pizza & Wing Night

6:30 pm at
Macassa Bay Yacht Club
Cash bar all evening –
door prizes & raffle
Tickets **\$12** pre-paid
by February 16, 2010 or
\$15 at the door
RSVP by February 16, 2010

**Guest Speaker:
CST ROB HARDY**

FROM THE COMMANDER

contact me directly. If you are travelling south this winter consider that recently we have been hearing more horror stories about water sports and the condition of the equipment, like kayaks, etc. at the all-inclusive resorts. Canadian Yachting magazine had a similar article about kayaking in B.C.

Make sure you inspect the equipment before leaving the pier, even take a full inspection of your life jacket. Also if travelling in pairs or couples consider how you are going to re-board if you capsized the vessel and how you will return to the area. Many have flipped out even before leaving the dock.

My daughter, Ann, & son-in-law, Andy, just returned from a holiday in Cancun. They decided to try a Kayak tour (as it was advertised at the resort). Non-boaters, but physically fit, they thought there would be a guide who would take them out on the tour. But NO – they were told here is the kayak, lifejacket, paddles. They were then asked to sign a waiver. When they asked if there was a map of where to go, they were told no – there is the lagoon and that is where you paddle. No warnings of other high speed vessels or obstacles. Luckily they came back safely to dock, but their clothing was soaked, as the drain plug leaked as soon as you

sat in it. They missed the alligators in the lagoon and did not endanger anyone else, but were exhausted from the strength needed to paddle the kayak.

How many vacationers experience this type of reception when renting or going on excursions in kayaks, canoes, seadoos or sailing dinghys? That's why a little more training might give you more knowledge about some of the hazards that can exist in busy vacation spots. **NON Motorized sports FREE – Your LIFE Priceless !!**

Just a quick reminder we still have volunteer positions open on the Bridge and would welcome anyone who would like to join us. Call me and we can discuss the position in more detail.

I look forward to seeing you at our 4th Annual Pizza & Wing night at MBYC and our Annual Spring Breakfast at RHYC ! Come out and join us.

Only 41 days or less till the Vernal Equinox (Spring) and Daylight Savings Time Begins on Mar 14/10. The dark evenings are nearly behind us for another year and soon the boating season will begin again.

Cheers Cdr Vicky

The Hamilton and Burlington Power and Sail Squadrons will be offering a **FUNDAMENTALS OF WEATHER COURSE**

Dates: Wednesday, March 03, 2010 to
Wednesday, April 21, 2010
(8 Weeks – 7:00PM to 9:00PM)

Location: Royal Hamilton Yacht Club,
Foot of MacNab Street North,
Hamilton, ON.

Cost: **\$150.00**
Includes Student Course Kit

Register: By February 24, 2010
At the Yacht Club,
ask for **Jordan Gile**,
Supervisor Sail Training Programs
Phone: 905-528-8464 Ext 228
E-mail: sailingschool@rhyc.on.ca

Payment must accompany form.

The club can accept **MasterCard** and **Visa**.
Power Squadron Members can register and pay
online at **www.cps-ecp.ca/Burlington**

COWAN INSURANCE UPDATE

Dear Carla:

Environmental pollution and clean-up is becoming more of an issue today. Do I have any coverage for it under my boat insurance policy?

Dear CPS Member:

Yes, your CPS policy has pollution liability coverage, provided you are not in the business of transporting hazardous materials. There is no deductible for this coverage. There is, however, an exclusion for “Fines and Penalties”. Although not common, the government may impose a fine or penalty against you if you were negligent in the operation of your vessel which resulted in the pollution. In simple terms, it’s the same idea as running a red light with your car: if an accident happens, the damage and injuries to the other party would be paid, but the fine associated with the red light would not be paid. It’s important to note that some policies do not include coverage for environmental spillage and clean-up, so it’s recommended to check with your insurance company.

Dear Carla:

If I have an accident and my boat sinks, am I covered to haul the boat out of the water? If so, what are the coverage limits?

Dear CPS Member:

Yes, you would be covered under the CPS policy, as follows: If your boat is a total loss, the boat would be hauled out of the water and disposed of (“wreck removal”). The maximum amount paid would be the “liability limit” under your policy.

** This payment would be in addition to the payout for the boat itself.

** The liability limit would never exceed the limit shown on the Declaration page. For example, if it cost \$50,000 for wreck removal, and there was \$1 million in pollution damages, only a maximum of \$1 million would be paid.

If your boat is *not* a total loss and is to be repaired (“salvage”), the maximum amount paid to haul the boat out of the water, etc. would be the “agreed value” of your boat. This payment would be *in addition to* the payout for the boat itself.

It’s important to note that some policies may not have the above coverage as “additional coverage” (it may be combined under the limit for the boat itself).

It’s recommended to check with your insurance company. We encourage you to ask us any insurance-related questions.

Please feel free to email me:

carla.lettenbauer@cowangroup.ca

ARE YOU GETTING A DISCOUNT ON YOUR HOME & AUTO INSURANCE?

You should be.

CPS members have access to discounted group insurance rates.

Find out how much money you can save.

Contact Aviva Traders at 1-877-787-7021 or visit www.avivatraders.com/cps.

HAMILTON POWER & SAIL SQUADRON

SOCIAL EVENTS CALENDAR - 2010

FRIDAY, FEBRUARY 19th, 2010

HPS - 4th Annual Pizza & Wing Night

6:30 pm at Macassa Bay Yacht Club

Cash bar all evening – door prizes & raffle

Tickets **\$12** pre-paid by February 16, 2010 or **\$15** at the door

RSVP by February 16, 2010

**Guest Speaker:
CST ROB HARDY**

SUNDAY MARCH 21st, 2010

HPS – Annual Spring Breakfast

9:00 – 11:00 am - **Royal Hamilton Yacht Club**

Tickets **\$12** – Buffet style breakfast including coffee, tea, juices – assorted pastries & sliced fruit; eggs, bacon, sausage, home-fries & toast; pancakes & syrup, warm fruit and whipped cream.

RSVP by March 15, 2010

Guest Speaker: tbd

FRIDAY APRIL 23rd, 2010

HPS - Graduation & 61st AGM

Macassa Bay Yacht Club

Hot dinner buffet at 6:30

Graduation Ceremony at 8:00 pm and AGM @ 9:00 pm

Tickets **\$20** prior to April 16th and **\$25** at the door

RSVP by April 16th, 2010

Tickets can be reserved by calling
Glynis Hornsey at **(905) 527.1606**,
through the **Hotline: (905) 388.1227**
or purchased during classes

Hamilton Power & Sail Squadron Bridge Meetings

**Bridge Meetings
1900 to approx 2100**

*All members are
invited to attend*

Feb 08, 2010

Mar 08, 2010

Apr 12, 2010

May 10, 2010

All meetings are at Macassa
Bay Yacht Club

Interested in volunteering?

**We are currently
looking for:**

Secretary
Executive Officer,
Supply Officer,
Assistant Pro,
Public Relations Officer,
Communications Officer
(e-mail account & hotline),
Historian

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

The second annual "Haul Out" party was a strong success. Glynis Hornsey did another great job of organizing and planning this fun event. Glynis can also be seen at the boating classes marking homework and making students aware of the Squadron's social activities.

The Haul Out party featured a chili cook off with 9 entries. Included, was a chili that featured elk meat. The judges had a hard time deciding on the winning entry, however, Margaret Plater's subtly seasoned, evenly textured offering came out on top. There was lots of food, lasagna, chili, buns, pastries, a cake, plus door prizes. All this made for an elegantly simple enjoyable evening.

Margaret Plater graciously shares her winning recipe with us.



MARGARET PLATER'S FAMILY FAVORITE CHILI

**Preparation 20 minutes. Cook 8 hours 20 minutes.
8 servings.**

Start this chili with hot cooked beef. It's safer, because getting cold uncooked ground beef to a safe temperature in a slow cooker takes too long. It also eliminates the extra fat and liquid that would accumulate during cooking.

2 lbs. lean ground beef
1 large onion chopped (1 cup)
2 cloves garlic finely chopped
1 can (28 oz diced tomatoes undrained)
1 can (15 oz) tomato sauce
2 tablespoons chili powder
1 1/2 teaspoons ground cumin
1/2 teaspoon salt
1/2 teaspoon pepper
1 can (15 to 16 oz) kidney or pinto beans, rinsed and drained
shredded cheddar cheese if desired

In a 12 oz skillet cook beef over a medium heat 8 to 10 minutes, stirring occasionally until brown Drain.

In a 3 1/2 to 6 quart slow cooker, mix beef and remaining ingredients, except beans and cheese.

Cover and cook on low heat setting 6 to 8 hours, or high setting 3 -4 hours.

Stir in beans.

Increase heat setting to high, cover and cook 15 - 20 minutes or until slightly thickened.

Sprinkle with cheese.

Your are off to a wonderful meal!

TACH TALK

Being a relatively recent convert to the world of cruising under power from that of sail, there are many nuances that one comes to grips with in getting adjusted to this different style of boating.

One of the first things that I noticed was the engine tachometer did not indicate anything until the engine had run awhile. This turned out to be simply a matter of tightening the very loose belt for the alternator. True Love (TL) had been retrofitted with a high output alternator and it requires a whole lot of torque when the engine is first started, as it replaces the electrical energy used for starting etc. Ideally, I may consider installing a dual grooved pulley on the alternator, but there would be some expense involved, plus there are some clearance issues. I have elected for now to simply keep an eye and ear on the operation of the alternator, which seems to be behaving well after 5 years of operation.

Another question with regard to the tachometer was that it seems to read high. Many medium sized diesels idle at around 500-600 rpm and TL is no exception. The vessel does 4 knots at an idle and just one octave or so higher in revs is where she seems to be happy when at cruising speed. I use the bow wave and the "feel" of the boat to pick a comfortable cruising speed (about 6-7 knots). The tach registers 1600 at this point,



which seems high to my reasoning and sense of pitch. One octave higher than idle should be approximately 1200 RPM.

This past summer the puzzle was solved after purchase of a laser guided digital tachometer (less than \$50 from Princess Auto). Dry Rot readers may remember my review of the "Power Fist" laser aimed temperature gun. This has proven to be a very useful tool for work on engines, electrical panels, heating/air conditioning, etc. I did not expect the digital tachometer to be as widely used as the temperature gun, but was anxious to find out the actual revs on TL's diesel.

Packed with the digital tachometer were instructions for use, 4 AA cells (which should be pitched and replaced with Duracells or premium batteries to avoid leakage), a storage case and a strip of retro-reflective tape. To reduce the amount of packing volume, I left the case and strip of tape at home, thinking that white rigging tape would suffice for marking shafts and pulleys. I tried to use the rigging tape, but could not get satisfactory readings. I was able to purchase a roll (it should be a lifetime supply!) of reflective tape at NAPA at Little Current. This worked fine. After cutting out some small strips of the tape, it was stuck on the prop shaft and engine harmonic balancer (front pulley).

I was very nervous to take readings with no one at the helm, so waited until my son was aboard for a visit. On a nice smooth run west to Croker Island, one of the access covers to the engine and the centre cover in the



salon were lifted for access to the rotating prop shaft and engine. With the tachometer on the dash indicating 1600, the laser tachometer read 1150 on the engine pulley. The reading from the prop shaft was 567 rpm, which showed almost exactly the 2.03/1 reduction in the transmission. The data confirmed my suspicions that the dash mounted tachometer is reading high by approximately 28%.

On further reflection, I reasoned that the error has most likely been caused by the installation of the high output alternator. The electronic tach on the dash requires a series of pulses which are generated by the alternator. A feed is taken from the stator of the alternator before the rectifiers. This is used to provide the alternating current pulses to the tachometer, which vary in frequency according to the RPM's of the alternator and hence the engine. The cause of the error may simply be a difference in pulley sizes between the original alternator and the replacement high output alternator. Possibly too, the replacement alternator may have extra pairs of stator coils. This is something I will check further when I get back to Gore Bay this coming summer.

In conversation with P/C Rick Crook at the Boating Classes, he mentioned that he too had purchased a laser guided tachometer and has used it to calibrate his tachometers on his twin engine trawler. Rick went further than me and made up a conversion graph.

In summing up, it may seem a bit redundant to have gone to these lengths to have found just what these engines are revving at, but it is important to have accurate data when a skipper is trying to achieve the best economy along with proper cooling and carbon reduction, etc.

There is one clear thing that I have learned in boating, there is always a reason for that unusual noise, vibration, or other variance, whether on a sail boat or a power boat. For maximum safety and enjoyment any good skipper should have intimate knowledge of all his/her vessel's systems. Put another way: "Knowledge is power".

Mike Kott



Haul Out Party – November 27th, 2009

The Chili Cook off went very well. There were over 50 attendees with a generous 9 pots of chili entered into the cook-off. The prize for 'tastiest' entry went to Margaret Plater, who has shared her secret recipe, so look for that here in Dry Rot. Feedback from attendees indicated that the evening was enjoyed by all and as one particular table (no names mentioned) seemed to be having a roaringly good time, I deem the evening to have been a success !! My thanks to everyone who helped in the clean up process afterwards.

Join Us!

Pizza & Wing Night

February 19th, 2010

Our next event is the Pizza & Wing night on February 19th, at MBYC, so mark you calendars. I ask that you please get your tickets ahead of time and do not just show up at the door. As food quantities are ordered based on number of tickets sold, we want to ensure we have plenty for everyone. Thank you.

*Glynis Hornsey
Entertainment Officer*

Notes from the Police Marine Unit



I would first like to introduce myself and the unit. I am Cst. Rob Hardy with the Hamilton Police Marine Unit. I have been with the Hamilton Police for the past fourteen years and with the marine unit for the past four years, I am a graduate of the Basic Boating Course offered by CPS and I am

currently the Hamilton Police Liaison to the Hamilton Power and Sail Squadron.

The Hamilton Police Marine Unit consists of six officers, four full time and two part time, that provide marine policing throughout the year. During the boating season we are out on the waters in our police vessel. In the winter months, we assist with traffic enforcement and provide ice rescue services.

A major goal of the Police Marine unit is to ensure the safety and well being of all those on the water. To this end, I would like to remind boaters of the following things:

First, all persons operating a vessel must be in possession of a Pleasure Craft Operator Card. As CPS members, I have no doubt that you all do, but perhaps you could remind your fellow boaters of this as well, and make sure you carry your card with you when boating. The Police Marine Unit will have a zero tolerance policy in effect in regards to issuing tickets if you are not in possession of your PCOC whilst boating. Please save yourself the hassle and ensure you have your card with you.

Second, ensure you have proper lifejackets on board your vessel – one for each person on board. Once again the police marine unit has a zero tolerance policy and you will be issued a ticket for failing to have the proper number of approved life jackets. Further, try getting in the habit of wearing your life jacket or an auto inflator. I know that they may be cumbersome or warm, but they can save your life. It is especially important to wear one if you

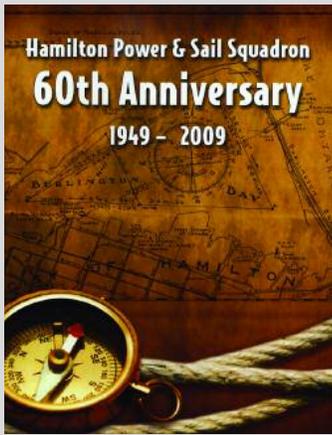
are boating alone. Remember, it may be hours before you are noticed as missing and the water in Lake Ontario can cause hypothermia in approx. 45 minutes- even in the summer months.

Third, for those using the Burlington Ship Canal, please slow down when traveling through it. There is a speed limit of seven miles per hour (essentially no wake) within the canal. Excessive speed can lead to the swamping of kayaks and canoes that also use the canal. Further, please stay out of the way of freighters. They have limited maneuverability and I have no doubt that your vessel will suffer the worse if a collision occurs. Remember, your all out boating. You are not in a hurry to go anywhere. That's what life on shore is for.

Finally, if you have questions, please do not hesitate to contact the marine unit. I can be reached via e-mail at rhardy@hamiltonpolice.on.ca. If you think you are in difficulty out on the water, please do not hesitate to call. ***16** on your cell phone will get you in touch with the Coast Guard, who in turn will call us. The members of the Hamilton Police Marine Unit would rather you call than not call at all.

On behalf of all the members of the Hamilton Police Marine Unit, I wish you an enjoyable and safe boating season for 2010.

Cst. Rob Hardy



HPS 60TH ANNIVERSARY BOOKLET 1949 - 2009

As part of Hamilton Power and Sail Squadron's 60th Anniversary Celebrations, your executive has approved and happy to offer to our Members, a special **60th Anniversary Booklet**, sixty years in review from 1949 to 2009, complete with photos, articles, a yearly synopsis of events, and an original 1949 document announcing Hamilton's class registrations.

Since this is a costly endeavour to mail to our Members, you are invited to request your copy.

Please contact P/R/C Marney Warby at 905-389-5719 to arrange pick up.

MOVING?

Please send notification in writing to:

Percy Brown
194 Stewartdale Ave., Hamilton Ontario L8K 4P5

or Email (please indicate "Address Change" in subject line)
cici@nas.net

Old address:

Name _____

Address _____

Postal Code _____

Telephone _____

Membership _____

Email _____

New address:

Name _____

Address _____

Postal Code _____

Telephone _____

Membership _____

Email _____



Yes, I would be interested in receiving *DRY ROT* via email in a PDF format.

Hamilton Power & Sail Squadron 2009/2010 Bridge

Squadron	Name	e-mail	Phone No
Commander	Cdr Vicky Grimshaw	cici@nas.net	905-628-0645
Past Commander	P/C Cal Traver	cici@nas.net	905-628-0645
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Training Officer	Glen Carruthers	gcarruthers@mountaincable.net	905-387-8127
Asst. Training Officer	Barry Courtman	jcourtman@mountaincable.net	905-387-9220
Secretary	Vacant		
Treasurer	Danielle Bibby	islandgirl.dj@gmail.com	905-807-2628
Membership	Carole Morgan	carole-morgan@hotmail.com	289-337-8389
Public Relations	Vicky Grimshaw	cici@nas.net	905-628-0645
Assitant PRO	TBA		
MAREP/Enviro	Warren Hyde	cdnprivateer@gmail.com	905-385-5639
Supply	Vacant		
Communications	Vacant		
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Webmaster	P/C Rick Crook	rickcrook@sympatico.ca	905-627-8954

Northern Magic I Adventures.

After 4-1/2 weeks from Florida we are home,
happy to be sleeping in our own bed once again.

The trip through the Great Dismal Swamp was lovely. This has to be one of the most ill named places in the world. Although the channel is quite narrow it is deep enough for most boats. At some places we actually brushed by the trees on either side. The locks are sometime accompanied by lift bridges and the Dock/Lock master goes from one to the other to allow passage for all boats. Stopping for a break, we even had a chance to speak with the new owners of Varuna while tied up at the North Carolina Welcome Centre. The new owner had done a comprehensive trip of most of the Caribbean. Why is it that so many Contessa 26 owners are tall? This gentleman was at least 6'3"?

Varuna was Tanya Aebe's boat that she chronicled in her book, Maiden Voyage.

We followed some new friends on their trawler Compass Rose, into a downtown tie up, free in Portsmouth, Va. We had a great dinner and walk about on the Harbour. We headed out next day into the Chesapeake Bay.

We did not stop at Annapolis but passed by and to St Jerome Bay. What a challenge that was, ran aground twice on the way into a local marina. A fisherman pulled us off once, then another fisherman led us into the marina. We left early next morning at high tide and with sunny skies.

Then as all natives of Chesapeake warned us, we ran into a storm. 4 hours later we completed the 9 mile trip to the Solomon Islands in Maryland, again Compass Rose, John and Pam were there to help us out. They were a welcome site.

We met some great people, 2 couples who actually knew some people we know from Hamilton, our



home port, even though they now are trailer folks living in Saskatchewan. They even knew the Warby's! It truly is a small world.

After leaving the Solomon's, we did 97 miles up the Chesapeake and into the C & D Canal, tied up late in Chesapeake City and left early, again no charge. The thing we will remember about this day was our chart plotter crashed, Chesapeake City stayed on the screen until we got home!

So off we went down the Delaware Bay to Cape May the old fashioned way, a compass and chart plotting on the hard copies. Murray had to remind me that I thought the new compass was not necessary. Okay, I lost that one!

In the following days, we purchase 3 new antennas for the chart plotter, returning all of them as they were not the right model.

After leaving Cape May and going outside on the Atlantic, I decided to turn on the car GPS, it gave us the names of the cities going along the coast to Asbsecon Inlet and also our speed in kilometers. That was certainly a first for us. Of course we had to shut the sound off, she did not like being out on the Ocean.

We stayed at Farley State Marina, better known by all as Trump Marina, lost our \$20 each at the casino. Next day headed out the ICW, it looked too rough on the outside.

Made good progress, ran aground in Barnegat Inlet, got confused with the red markers, a local boat led us back to the ICW marks. Made it nicely to

Manasquan Inlet, still using the car GPS.

Next day the weather was with us and we headed out to New York City, it always gives me goose bumps passing by 'The Lady', it was also disturbing to pass by the vacant spot where the Towers used to be.

The waters of NY Harbour are crazy, currents, winds, tides and so many boats of all kinds, one can only imagine landing a plane there safely.

We stayed the night at the 79th Street Marina, made our usual trip to Zabar's for supplies. That night we probably got 4 hours sleep, the tide and wakes kept us banging and slamming into the floating docks. The next day our 3rd and correct antenna arrived from Florida, it was the right one but alas now we need a software update and could not get it.

We headed out and were happy to see the Tappan Zee Bridge on our stern.

Next day, we slipped into our first lock at Troy.

Stopped briefly at Waterford, NY and then did 4 locks in quick succession, stopped for the night on an outside dock wall. While in the NY Canal system free docks are available on almost all locks. Boaters then walk to town, eat out, shop or otherwise spend money along the way. It is such a good policy.

We followed the directional sign to the Oswego part of the lock system and on then on out into Lake Ontario, 3 to 5' seas on the stern for 30 miles to

Sodus Bay. Had a good quiet night and headed out next morning for Rochester.

A couple of miles to go and we were boarded by US Customs and Homeland Security people. 'Where did you check in to the US' they asked, they seemed a little taken aback when we replied promptly 'Miami'. They checked our passports, looked around and departed with a 'have a nice day'.

At Rochester my son picked me up to take me home for an important meeting, Murray carried on. He did not have a very good day and stopped at Oak Orchard, then surprised us all by getting home the day after.

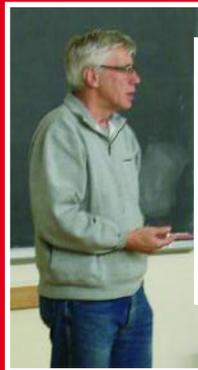
Distance traveled from Titusville, Fl to Hamilton, 1860 miles; of course much of it was the twisting turning route that is called the ICW. We will remember the trip always.

We are home and have purchased a small travel trailer, next winter we will be off to Florida, Texas and then the Grand Canyon which is on our 'bucket list'.

Along the way we met some wonderful people, had some of our family and friends visit in the Bahamas and will now mark this trip as complete from our bucket list.

*Laurel and Murray Thompson
Vessel Northern Magic 1*

Hamilton Power & Sail Squadron Pics



www.klepper.ca.

Enter our 2010 **Über Cool** Contest to Win a Klepper Folding Kayak

To thank Canadians for their continued support and to celebrate 103 years of innovation, Klepper Folding Kayaks will give away one **Aerius Classic II+ 545 tandem folding kayak** to a lucky Canadian winner in 2010.



Prize includes

- Klepper Aerius Classic II +545
- paddles,
- carrying bags
- spraycover
- rudder



Travel the world... or paddle in your own backyard river, lake or ocean.

Klepper - the **Über Cool** kayaks.

The Aerius Classic II + 545 tandem is part of the newest line of products from Klepper Folding Kayaks designed to meet the modern paddler's needs. "Paddlers are getting taller," explains Gerhard Schedel from the Klepper head office and manufacturing facility in Rosenheim Germany, "so we stretched our most popular folding kayak, the Aerius II 520 and created the Aerius II + 545. The extra 25cm provides more leg room or can even accommodate an extra seat for a child". This model has quickly become the top seller in Europe and in North America.

The 'Win a Klepper Folding Kayak' Contest opened on January 1, 2010 and will be running until June 1. On July 1, 2010, the Klepper Folding Kayaks Agents in Canada will draw the winner's name for an Aerius Classic II + 545 tandem folding kayak package that includes a Isar paddles, a spraycover, a rudder, carrying bags and years of fun and adventure! The contest ballot, complete contest rules and restrictions and information on Klepper Folding Kayaks products are available on the Klepper Folding Kayaks in Canada website, www.klepper.ca.

For a chance to win your very own Klepper Folding Kayak, visit the klepper website at www.klepper.ca and print and fill out your contest ballot !

Courses Coming Up

*Still need to get your
Pleasure Craft Operator Card?*

Boat Pro Course

includes Boat Pro Manual & PCOC
(Pleasure Craft Operator Card)

Tuesday Mar 02, 09 & 23/10

7-9 Pm

(3 evenings)

Westdale High School

Cost \$ 75.00

GPS Course

Tuesday Mar 02, 09, 23 & 30/10

7-9 Pm

(4 evenings)

Westdale High School

Cost \$ 75.00

VHF – Maritime Restricted Operator's Certificate (ROC(M))

Being offered on Mar 27/10

9-4 pm

At Macassa Bay Yacht Club

Cost \$75.00

(Must pre-register and pickup manual before course date)

Call Glen Carruthers
to pre-register at

905-387-8127 or

905-388-1227

Or e-mail us at

boating@hamiltonpowersquadron.ca

>>>> **Also!** See our ad on page 2 for the upcoming

Fundamentals of Weather Course