

DRY ROT

HAMILTON POWER & SAIL SQUADRON

MAY 2003

Volume 39, issue 22.

COMING EVENTS:

SAIL PAST & BLESSING OF THE
BOATS

ROYAL HAMILTON YACHT CLUB
SATURDAY: MAY 31, 1200HRS.

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

IN THIS ISSUE

SQUADRON HISTORY PART 4

SEABREEZE

2002-03 GRADUATION PICTURES

TRIBUTE TO JACK WRIGHT

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

Squadron Commander:	Cdr Richard Crook <u>JN</u>	905 627-8954
Immediate Past Commander:	P/C Hank Brunnader <u>N</u>	905 637-9321
Executive Officer:	Lt/C Cal Traver P	905 628-0645
Training Officer:	Lt/C Gabriella Lorincz P	905 765-1674
Assistant Training Officer:	1 st Lt. Barry Rendall AP	905 689 6630
Secretary:	1st Lt. Bonnie Hazell P	905 689-6690
Treasurer:	1st Lt. Frank Lauinger <u>JN</u>	905 522-6530
Membership Officer:	1st Lt. Arthur Carey <u>AP</u>	905 383-6672
Public Relations Officer:	P/D/C. Percy Brown <u>N</u>	905 544-5070
MAREP/Environmental Officer:	(vacant)	
Entertainment Officer:	(vacant)	
Communications Officer (Webmaster):	1 st Lt Stanley Grandfield P	905 388-0139
Assistant Communications Officer	1 st Lt. Vicky Grimshaw	905 628-0645
Supply Officer:	1 st Lt. Ted Berestecki <u>AP</u>	905 664-3678
Editor Dry Rot:	1st Lt. Mike Kott S	905 529-8339
By Laws & Protocol:	P/D/C. Jack Wright <u>N</u>	905 318-1181
Assistant By Laws & Protocol	P/R/C Marney Warby <u>AP</u>	905 389-5719
Historian:	P/C Ralph Probert <u>N</u>	905 529-1272
Regalia Officer:	1 st Lt. Ruth Cross	905 383-3510
Boat Pro Coordinator	(vacant)	
Port Captain Hamilton		
Power Squadron:	P/C Murray Thompson <u>AP</u>	905 388-2876
Auditor:	P/R/C Ron Warby <u>AP</u>	905 389-5719

HPS Information Hot Line 905-388-1227

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SAT. MAY 31st 1200 HRS**

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MERIT MARKS

CPS is a unique, self-sustaining organization dedicated to boating safety through education, with no government support or connection. Its Members are not only self-educated but freely offer instruction to anyone who wishes to attend its Boating Course. The only compensation these active Members receive for the substantial effort they personally perform in furthering the interests, programs and objectives of CPS, its Districts and Squadrons, or a combination of these areas, is a Merit Mark awarded by the Chief Commander, for which a certificate is issued. A member may receive only one Merit Mark in a calendar year, regardless of the amount of work accomplished. A Merit Mark cannot be bought.

2003 Merit Marks Total

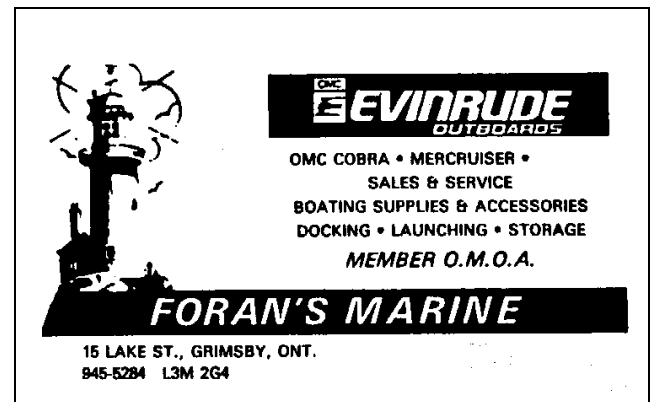
Robert Adoranti	1
Lidia Berestecki	8
Ted Berestecki	8
Percy Brown	18
Heinz Brunnader	19
Malcolm Bunting	23
Arthur Carey	13
Richard Crook	18
Ruth Cross	39
Pat Faux	7
Stanley Grandfield	1
Michael Gray	1
Vicky Grimshaw	3
Bonnie Hazell	2
Michael Kott	23
Frank Lauinger	3
Gabriella Lorincz-Gray	2
Brian Lottridge	13
David Mannar	3
Nick Moshoutis	8
Simone Moshoutis	8
Ralph Probert	46
Ronald Ruitter	1
Jeffrey Shrubbs	1
Donald Stephenson	1
Murray Thompson	27
Calvin Traver	3
Marney Warby	27
Ronald Warby	28
Gary Young	6
Lynda Young	6

Letters of Appreciation

Ian Bailey
Winnie Brown
Margaret Bunting
Anita Carey
Janic Carey
Donna Madden

Graduates of Officer Training Program

Lidia Berestecki
Bonnie Hazell
Gabriella Lorincz
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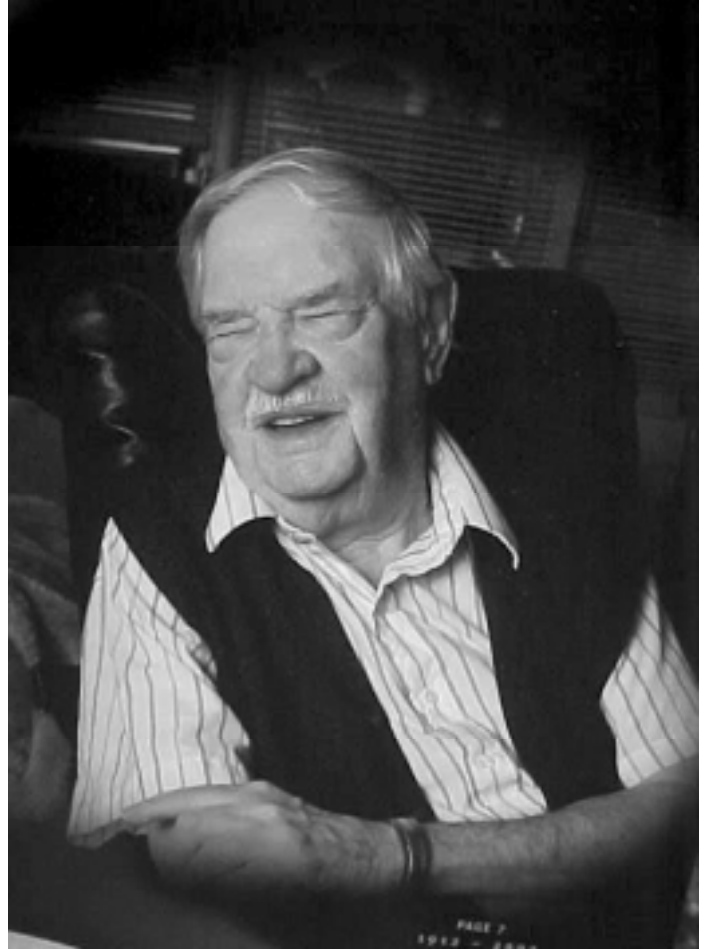
A TRIBUTE TO JACK WRIGHT

A recent copy of Dofasco Illustrated News came across my desk recently. It celebrated 90 years of steel making in Hamilton. What really caught my eye, along with the many achievements of this outstanding company, was a tribute to our own Jack Wright, who started working with the company in the machine shop in 1933. Jack followed Arthur Wright, his father, who was with the company when it started as Dominion Steel Castings back in 1912. Jack has long been retired, but has the distinction of having the oldest permanent employee number of 109. Jack remembers his father saying that C.W. Sherman (Dofasco's founder), was a man with a lot of foresight. In the early days Jack worked 2 shifts, 7 to 6 and 6 to 7, seven days a week. Jack's picture is on the same page as former chairman Paul Phoenix looking over a model of the first slab caster, which revolutionized steel making.

Past Commander Jack is still our Squadron By laws and Protocol Officer. In the 80's I had the pleasure of working with Jack for almost a decade, when classes were taught at Westdale Secondary School's cafeteria. Along with Bruce Smith and myself, Jack would show up every week to serve coffee to the large numbers of Boating students we had in those days (often over 75 students). Jack's dedication at his workplace is also shown by his years of dedication to the Hamilton Power and Sail Squadron.

Congratulations Jack!

Mike Kott.



"Photo Courtesy Dofasco Illustrated News"

A PERSONAL HISTORY OF THE HAMILTON POWER SQUADRON Pt. # 4

By PVC Ralph Probert N

Several of my readers have contacted me expressing interest in the Erie Barge Canal and asking for some information about its early history. The following two paragraphs therefore may be of interest to those who may not be aware of the great significance of this famous waterway in opening up the whole upper and middle parts of the USA. Because of the horrendous amount of difficulty involved in its planning, building and financing, it was a marvel that it was built at all.

The Erie Barge Canal's history begins with a 'Clinton'. This Clinton was Governor of New York State, whose idea it was. Gov. Clinton was vilified in the Press of the time who called it 'Clinton's Ditch' and cast doubts about its feasibility. It was a bold vision as in the year 1815 the only water route for settlers and others wanting to reach the northern parts of the U.S.A. was by the St. Lawrence River. This required a portage around the St. Lawrence River's Lachine Rapids, and then another portage around Niagara Falls - factors which limited the trip to freight canoes at best. The alternative route would have to be through 363 miles of dense virgin forest and primeval rock (including the Appalachian mountain range), plus a rise in ground height level between the Hudson River, north of New York City to its end near Buffalo, N.Y. of **568** feet. This required **83** locks including the famous flight locks at Lockport, N.Y.

The canal as built was 40 feet wide but only four feet deep! so it was restricted to vessels of limited draft hence the name "Barge" Canal. Many were however, very large barges which were loaded up in New York City and pulled, ten at a time, by larger boats up the Hudson River to where the canal and horses were waiting. A ten-foot wide towpath alongside the canal was provided for the horses and mules that pulled the barges plus the horses's handler. Many bridges had to be built as well as several arched stone aqueducts (*marvels for their time*).

It was a mammoth undertaking of backbreaking labour, using the relatively crude tools of the day, yet took only five years from its start in 1820 to the passage of the first barges through its entire length, in 1825. Needless to say it was a huge success and even today, we found that it is a delightful cruise for pleasure craft.

Cruising the Trent-Severn and the Rideau Waterways

You may be getting the impression that the early Canadian Power Squadrons consisted almost entirely of members who owned power boats (true). In this respect, the Hamilton Power Squadron was no different, except for P.C.C Cliff Lunt. and his beloved 'Marinade' - a beautiful, old, sailing vessel.

Power boats were in many cases floating summer homes which were moved frequently to destinations as close as Toronto and to areas such as The Thousand Islands of the St. Lawrence River which were close enough for a long weekend trip. Longer trips were also possible such as the great trip by Hamilton Power Squadron (HPS) boats through the Erie Barge Canal described earlier but, and this is a big but, Ontario has its own magnificent Trent-Severn and Rideau Waterways.

Both canal systems were dug in urgency to allow commercial vessels to avoid the lower Great Lakes during the war of 1812 between British Canada and the U.S.A. Two "souvenirs" of that era - warships sunk by the American Navy lie not far from Hamilton. You may have heard of the campaign in which HPS participated, to raise one of these perfectly preserved ships - 'The Scourge', but so far the required government funds have not arrived. Both the Trent-Severn and the Rideau are magnificent trips, so if at all possible grab any kind of boat, even an outboard, and enjoy all, or parts, of these beautifully-maintained mixtures of rivers, canals, and lakes passing through gorgeous Ontario scenery.

The Trent-Severn System starts at Trenton and ends in Georgian Bay. I was so enthralled by the natural beauty of the area that I built a cottage on Buckhorn Lake, near the Georgian Bay end of the system. Also nearby is one of the system's famous sights, for which people travel from far away to see - the hydraulic locks at Peterborough. Here two huge moveable locks, are situated side by side, with one always at the lower end and one at the top when boats enter

or leave. They are connected so that when the top one is filled with water it is able sink in a controlled fashion and in so doing, raise the other lock, which in turn returns the favour.

Another unusual part of the Trent Waterway system, are the two Marine Railways. One is a short ride over Swift Rapids but the larger and much more impressive of these is at a place called 'Big Chute'. Just drive your boat in and relax. Now you and your boat are gently lowered 58 feet into a very beautiful area called Gloucester Pool or raised, of course, if you are traveling toward Trenton. You are now only 8 miles from Georgian Bay. If you started at Trenton, you will have traveled 240.5 miles of natural lakes and rivers and through two marine railways and 43 locks. A wonderful and unique experience!

I mentioned outboard boats at one point above, because, some years ago, an HPS member made the complete trip this way, stopping each evening and pitching a tent near one of the locks where supplies are usually nearby. The lock attendants are particularly helpful; and encourage this activity. In earlier days we were encouraged to assist the attendants in opening and closing, the then manually operated gates, but these days are long past. Total mileage, by the way is 240.5 miles and you will pass through 43 locks. But, if you have a trailerable boat, you can sample any part of the system that interests you - or for which you have time.

The Rideau Waterway is also a beautiful and interesting cruise. It was built for the same reason as the Trent-Severn - to avoid the American warships patrolling the Great Lakes. It is a bit shorter than the Trent-Severn at 123.5 miles from Kingston to Bytown (Oops - there I go again - living in the past like all historians). Bytown, now Ottawa (since 1855) was named after Colonel By of the British Royal Engineers who built the waterway which was referred to as a 'canal'. The waterway was begun in 1827 by building the magnificent 8 flight locks close-by the Parliament Bldgs in Ottawa. The work proceeded slowly due to tremendous difficulties which would fill a book - and has (Rideau Waterway by Robert Legget, UOT Press). It was completed in 1826. Everyone visiting Ottawa should make a point of seeing this elegant engineering achievement.

A Veritable Armada Arrives at Montreal

I had hinted earlier in describing the Erie Barge Canal trip by HPS members that another fleet of HPS boats assembled for another fabulous trip - this time to 'EXPO 67'. This magnificent World Exposition was built on a perfect site - an island in the St. Lawrence River at Montreal. It turned out to be a trip to remember forever and some international writers later declared it the best of its type held since the original World Exposition held in London, England in the 1850's.

I should at this point mention that there are 'World Fairs' and 'World Expositions' and that they are quite different. Expo 67 was a 'World Exposition' which meant that a considerable number of other countries had to be involved and that each country had to design and build its own building and fill it with exhibits native to that country. A 'Worlds Fair' has very few restrictions, and is little more than a glorified Trade Fair. A recent one in St. Louis, for example, had as its top attraction (according to newspaper accounts), a pipe that sprayed water down on people who walked through it and a cable car that took you from one side of the Mississippi to the other. The 'Fair' soon closed.

And why do I use the word 'Armada' to describe this fleet of boats? Well - because no other word does it justice. If you have read my earlier account of a number of HPS boats traveling through the Erie Barge Canal en-route to a USPS Conference at Ithaca, N.Y., you may recall that I called it a 'flotilla'. For this event, two years later however, the only simile that I can remember and in which I was involved, was when another great armada set out from England for the beaches of Normandy. Truly, on the water, all roads led to Montreal and this was no more noticeable than in the locks.

I have a picture taken from the top of the massive Beauharnois Lock, whose side bleachers were filled to bursting with spectators who greeted the sight with loud applause. And what a sight it was - that great lock was filled from wall to wall with our boats, rafted side to side and wall to wall. And in the very centre of the front line was the tiny boat of the Whelmed's looking as if could be crushed like an eggshell between the much larger boats on either side of it.

People have looked at me with scepticism since then when I tell them that I could have walked from side to side of that great lock by stepping from boat to boat - and now I have the proof in a photograph - and not one digitally mastered either.

As we are now approaching Montreal perhaps I should back up and tell you of the horror that dampened our spirits several days earlier. The 'Armada' was to arrive at the Expo Marina on July 1st, 1970 for which time our reservations had been made - and they had been both hard to get and hard to pin down. Without that reservation we would have to take a marina outside Montreal and commute in!

It happened just off Gananogue where we had stopped overnight to gas up and get supplies. We had on board, besides my wife and daughter, a couple who were interested in boating but had not taken the Boating course. The husband was anxious to "steer" the boat so after looking ahead and seeing nothing but channel markers and a straight course between them I relented and pointed out the course lay dead ahead. My wife busied herself in the galley and I went forward to stretch out on the foredeck. Suddenly the boat seemed to hurl itself up out of the water and a horrible clanging noise was heard coming from underneath the hull near the stern and we ground to a halt with a sickening lurch. As the expression goes, you didn't need to be a rocket scientist to know that your plans for Expo '67 were probably over!

A lot of possibilities raced through my mind, not the least of which was killing the person at the wheel. It was the July 1st Canadian weekend and Monday was the American July 4th weekend so possibilities of speedy repair were remote. After surveying the damage, I found that the starboard propeller was bent into a pretzel shape, and the shaft was bent like a crossbow. The port propeller and shaft however seemed to be OK so I decided to limp along to Montreal on one motor and salvage at least a part of our adventure.

So that is what we did, starting out earlier than the rest of the boats so that we would arrive at our next rendezvous point at approximately the same time as the other boats. The plan worked beautifully and I was thankful that we were not sitting many miles back in a boatyard at Gananogue.

At the Expo '67 site we found a beautiful new marina with full facilities. Our boat was lifted bodily out of the water: the shaft and propeller were removed; the shaft opening was plugged, and we were back in the water and able to manoeuvre to our slip. The day was saved.

We found that the marina was actually inside the Expo grounds so we only had a three minute walk to the buildings and were able to be at their doors before the gates to the main area were opened to the public. At the end of our slip was a huge boat owned by Ole Evinrude who was there at Expo with his wife the beautiful actress Frances Langford. Unfortunately Frances was either shy, or more likely in a downtown Montreal hotel and enjoying more amenities than even a very large boat could offer, as we never saw her.

The Exposition itself was amazing and has been called "probably the greatest World Exposition since the original one in London, England". Certainly it surpassed by far the one in Tokyo in 1970 and an earlier one in New York which was pitiful - both of which we attended. One could never forget the pavilions - Ontario with its massive granite boulders; France with walls entirely of glass windows; Germany with its billowing white roofs that looked like clouds; and of course the USA huge glass bubble featuring a space vehicle hanging from its top, and finally with the electric railway (monorail) which circled the grounds, passing completely through it.

On a beautiful summer night it was like a fairyland, magnificently illuminated and with a soft breeze blowing due to its island site, surrounded by water and with the city sounds and lights far away - and with your own boat just a short stroll away. I could have stayed there forever!

Note: If readers wish to add any comments to this historical review the author would be glad to hear from you and may be contacted at rprobert@interlynx.net.

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## SEABREEZE

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Our 54th Annual General Meeting on April 9 saw the presentation of Annual Reports by the bridge officers and the swearing in of the new bridge. After the business of the AGM, there was a remarkable picture presentation by P/C Hank Brunnader, that Hank and his wife assembled after their cruise to Antarctica. The pictures were well received, with many questions from the audience. Donna Madden had a table set with cheeses and veggies for all to nibble at. Thanks to Donna and to Hank for an enjoyable and informative evening.

At the May 2nd graduation dinner at Marquis Gardens the Graduates received their diplomas, plus merit marks and letters of appreciation were presented to all our deserving volunteers. It takes many hard working people to do the work that Hamilton Power and Sail Squadron does in promoting and teaching safe boating; a great job done by a great crew! As our Christmas party and other events we have had at Marquis, the meal and service was superb, with plenty of food. Thanks again to Donna Madden for planning another well organized event. Donna is moving on and we are going to miss her. She has stated that she is willing to help and guide our new Entertainment Officer....any takers!

Pro Active Sailing:

After a seemingly endless winter, I have had the joy of an early launch and have been sailing several times since April 23. To many it may be too cold for sailing, but I have to say that this is not so. With spring and fall sailing, one can wear extra clothing to keep warm which has the additional benefit of avoiding exposure to damaging UV rays, without overheating. Because of fair skin and warnings from my dermatologist, I tend to stay covered up, finding that bright warm summer days bake me to a crisp. Cotton work gloves, dark clothing and a vest with a wind tight outer nylon shell work very well, keeping me comfortable in the "shoulder" seasons. The only thing one should be extra vigilant of is hypothermia, due to a man overboard; so take suitable precautions.

After a very pleasant sail to CCIW and back to the west end of the bay, someone at the club suggested I was show boating, by sailing Helios, a 22 footer, right back to her berth. This got me a little miffed. I suggested that wind power is far more reliable than any mechanical means of propulsion...the wind never fails. It is important in my mind, that any sailor should be able to handle his/her vessel in all conditions. It is good seamanship to be

constantly aware of what is happening to the wind and current and why.

With a nice moderate to fresh, steady east wind, I had broad reached back from the east end of Hamilton Bay with genoa and mainsail. I ducked around into the lee at Leander point quickly dousing and furling the mainsail, then continued on to MBYC, with the wind on my stern quarter. An East wind backs around the point and it reduces in strength because of the lee of the Bay Street bluffs. I continued in on a broad reach with just a head sail, rounded the outer dock finger, sheeting the genoa in for a beam reach to the slip, controlling the boat's speed with the sheet, held in my hand. I rounded the boat up head to wind letting inertia carried her to the dock. I let go of the sheet, grabbed the readied dock lines and stepped out of the cockpit onto the dock....voila.... perfection. A quick belaying of the weather dock line, then the stern line and dousing of the genoa completed the orchestration. It might be foolhardy to bring a larger sailboat into a dock under sail because there can be so much inertia, but you can use this inertia to advantage. It would also be foolhardy to bring a boat to a dock with the wind driving onto the dock. It would make better sense to come in under bare poles with the motor on the ready, as an adjunct. Helios has an electric motor for instant propulsion and it was on the ready for any unforeseen emergency, such as another boat backing out or an odd gust. So things are not always as they appear...like some smart ass showboating!

It gives any skipper great satisfaction to control his or her vessel with skill and care, using all the inputs from tell tales, wind indicators, flags, wave patterns etc. to bring a vessel safely home. So, instead of doing it the cop out way, get out there and practice, using a buoy or similar object, using it as an imaginary dock or mooring. In my experience, the motor is far more likely to fail than the wind!

By Mike Kott

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