



# *DRY ROT*

HAMILTON POWER and SAIL SQUADRON

MAY 2004

Volume 39, issue 24.

COMING EVENTS:

**AGM and GRADUATION**

May 7<sup>th</sup> MACASSA BAY YACHT CLUB  
(See inside)

**HPS CHRISTMAS DINNER**

MARQUIS GARDENS  
NOVEMBER 21/03  
1830 HRS

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

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COMMANDER'S REPORT  
SQUADRON HISTORY (PART 10)  
SEABREEZE (Cell Phone)



**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:	(vacant)	
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):	1st Lt Stanley Grandfield P	905 388-0139
Assistant Communications Officer:	1st Lt Vicky Grimshaw	905 628-0645
Supply Officer:	1st 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/V/C Ralph Probert N	905 529-1272
Regalia Officer:	1 <sup>st</sup> Lt Ruth Cross	905 383-3510
Boat Pro Coordinator:	Lt George Williamson	
Port Captain Hamilton		
Power and Squadron:	P/C Murray Thompson <u>AP</u>	905 681-8641
Auditor:	P/R/C Ron Warby <u>AP</u>	905 389-5719

**HPS Information Hot Line 905-388-1227**

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**CHRISTMAS DINNER  
MARQUIS GARDENS  
NOVEMBER 21<sup>st</sup>**

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

# **The Hamilton Power & Sail Squadron**

**Invites you to Attend  
Our 55<sup>th</sup> Annual General Meeting**

**And**

**Please join us before the meeting in congratulating and welcoming our  
new graduating members**

**At The**

**2004 Graduation Dinner**

**Location: Macassa Bay Yacht Club**

**Date: Friday, May 7, 2004**

**Dinner: Catered by *Le Chinois*, cost \$15**

**Time: 1830 hrs (6:30 Pm)**

**AGM starts at approximately 2030 hrs (8:30 Pm)**

**Same date and location**

## Commander's Report

My heartiest congratulations go to all of our graduates of this year's classes. Once again we teamed up with the Burlington Squadron to offer the advanced courses and each squadron presented the Boating course at their respective locations.

It has been a very exciting and challenging year. We changed the format of the Boating course to start in January rather than October, and shortened the course to just 12 weeks. This resulted in a much higher participation rate with 56 students registered. Happily 98% of those who wrote the exam were successful. Clearly, the shortened format did not have an adverse effect on performance. I am happy to welcome these new squadron members to our ranks and encourage them to continue with the advanced courses next year.

We have also offered the Boat-Pro (Pleasure Craft Operator's Card) course two times this year. One of these was our regular format of two classes followed by an exam and the other was a one-day 6-hour seminar. We will now be offering the one-day seminar on a regular basis every couple of months. To keep informed on times and dates, check out our web site at "[www.hamiltonpowersquadron.ca](http://www.hamiltonpowersquadron.ca)".

The VHF radio operator's seminar and the GPS seminar were given in April and are just now being completed. The GPS seminar now has an exam that is available for any who would like to test their knowledge.

Don't forget to call the Hot Line and reserve your tickets for this year's graduation dinner. The meal should be great as it is being catered by one of the prime restaurants in the area (and only \$15). Come out and welcome our new graduates and squadron members!

Immediately following the graduation we will hold our Annual General Meeting. Both events are being held at the Macassa Bay Yacht Club where you will find the bar prices more than reasonable and the hospitality superb.

I wish to thank all of this year's Bridge members, Instructors and Proctors who have been so supportive of me, and of the Squadron. Each of these VOLUNTEERS puts in a tremendous amount of time and effort to help keep the Squadron viable and able to continue to educate the public on boating practices and safety. Help in this endeavor is always needed and welcome. Please consider putting your name forward as well.

Remember to fly the squadron flag and to encourage your fellow boaters to take our courses. The more educated the boaters are out there, the safer and more enjoyable our experiences will be.

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Hamilton Region Conservation Authority

## Hamilton Power Squadron - a Personal history - Part 10

By PVC Ralph Probert N

As I write this edition of our history, Spring is in the air and Graduation Day is not far off. As a past teacher for many years of the Boating Class I was delighted to see that the Training Department had lined up 56 students for this year - no small feat in today's atmosphere dominated by Personal Water Craft owners. May I extend my congratulations to the Training Department members and to all the who were successful in completing the course and who will be joining us in May. The squadron is now vigorously promoting the idea that the longer Boating program is an excellent follow-up after the short course.

And now to get back to earlier days, I would like to relate some of the activities of our squadron in earlier times. When I joined the Piloting {now 'Boating'} Class, the majority of HPS members had vessels of a size that allowed the owners and guests to venture out into Lake Ontario and beyond. This required a sturdy vessel able to take on Lake Ontario at its roughest, and with the inclusion of living quarters - bunks, a 'Head' and of course, most important of all, a galley. Even more important of course was good navigational equipment - a corrected compass and deviation table, the proper lights, and of course, an educated skipper - preferably experienced in the ways of boats and the weather. And who was to educate these skippers??? Why Canadian Power Squadrons pf course!

My own reason for taking the Power Squadron course, was because I had been earlier attracted to this great sport and 'way of life'. As a youngster I had read every article and book that I could find in which the author talked about his own *true* experiences afloat. I was particularly fascinated when the book featured actual examples of life on the water including the authors early trials and tribulations, which they described so vividly, that I could imagine myself with them on the bridge of their vessel as they battled the elements.

I noticed at once upon joining the Hamilton Power Squadron that there were very few of my own age working as Squadron Officers or Instructors. This was because many of my contemporaries and I who had been overseas for four years during World War II had taken a while to adjust to our jobs and family life and were now ready to turn to our earlier loves. In my case 'boating'. Those boaters too old for active service had discovered the Canadian Power Squadrons and had become its first officers. The Hamilton Squadron actually had two CPS Chief Commanders on its roster - Gordon McCandlish and Cliff Lunt. Gordon had a traditional Power Boat that I never saw leave the dock as his wife evidently disliked boats intensely. Gordon himself, as I mentioned in an earlier article however, was a stickler for Nautical Etiquette. Every evening at sunset Gordon was seen at the stern of his vessel ready to "lower the colours".

Cliff Lunt owned the famous "Merreneito" {mentioned in these reports earlier}, a sailing vessel that had belonged to the Swedish Royal Family. Cliff was an avid racer and was devastated if he was ever defeated in a sailing race. He was a severe taskmaster and woe betide any member of his crew who made a mistake during a race. Needless to say, his fury at the offender made it increasingly difficult for him to find new crew members!

Another older boat, a black-hulled vessel which had been used during WWII for towing

targets out for the warships to shoot at in gunnery practice, was owned by the amiable and gentlemanly Earl Buckley, who has been named earlier in this space. Earl always had a smile on his face - always that is, except when he was down in the bilge - which was frequently - as the boat and its engine was old.

The boat also had another problem - it's hull was made of wood. There wasn't a problem when it had been in salt water, but now it was in fresh water and I'm sure that all my readers know what happens to wood in fresh water that is alternately wet and dry. The wood becomes so soft and pulpy in the area of the waterline that you can eventually push your finger through it. It's called "Dry Rot" and Earl's boat had it in spades!

It wasn't long before kindly old Earl began to be called "Old Dry Rot" and Earl being Earl, just smiled.. And it wasn't too long after that, that a committee which I chaired, I am ashamed to say, gave our new newsletter its name "Dry Rot" in Earl's honour. A dubious honour? I don't think so as Earl kept on smiling as before.

I hope that you will forgive me, but I would also like to mention my own boat "Barcarolle II" here, as it too has had a place in the history of the Hamilton Power Squadron since 1959. When I read avidly every article printed by people who write about their first boat, I smile at their obvious enthusiasm. In my case, I had a hand in every phase of its construction and personally designed the cabin portion of the boat.

The dream began many years ago, when on the cover of the American magazine "BOATING", I saw a magnificent cabin cruiser under full power, belonging to a famous operatic tenor of the time, and with the name "La Reve". It *instantly* became my 'Dream' as well, but it was way beyond my means at the time. The dream however, persisted.

Years went by when suddenly my heart leaped. I was reading another American boating magazine when I saw a small ad by an American boat builder "Inland Seas" of Sandusky Ohio, advertising their "Steel-hulled cruisers" but quoting a price again beyond my limit. I had been looking at fibreglass hulls but these were in their infancy and some fibreglass hulls over 35 ft long were found to have a weakness at the mid point of the hull under rough water conditions.

Then, my eye caught a small footnote to the above ad "**40% off list price** if no dealer within 40 miles of our customer". Well -- Hamilton is certainly more than 40 miles from Sandusky, Ohio. And to top it all, at that time the Canadian dollar was worth **\$1.07 U.S.** It all sounded too good to be true - but fortunately it wasn't.

At this time (the early to mid 1950's) a company called 'Chris Craft' was one of the top companies producing excellent boats. They were built on a planing hull platform and therefore capable of high speeds when up on plane. Needless to say, when run at high speed (which was always) they would fly up on hitting an unexpected wave or the wake of another boat, and then come down with a jarring crash if their skipper was a neophyte

The most popular model was the Chris Craft 'Commander', with a length of 38', and which had a large open deck behind the helmsman's position and with only a short canvas top over the skipper's head.. Perfect for flying around a Florida lake on a beautiful southern day!

Their speed of course appealed to many people, and I must admit that even I have been seen at the wheel of some very fast boats - and loving it!. But now my wish was for a cruising boat to use for *extended* trips in much more northern waters.

I therefore made a rough sketch of a similar boat but with a much heavier construction and powered by two large powerful engines. Chrysler had just developed a new engine with hemispherical combustion chambers and I wanted two of them -- which I got. Jump forward a few years and by a great coincidence Chrysler has just announced the introduction of a marvelous new engine due out in its new car model on April 28<sup>th</sup>, 2004 with guess what??? - hemispherical combustion chambers!!! I must say that the two engines in my boat have been working since 1958 and I have been offered many times more for them on several occasions, than I had paid for them.

In any case, for this latitude I wanted a built-in cabin with all the facilities. Along with my sketch I sent along a letter with over 200 suggestions for such a boat. I got an immediate reply from the president of "Inland Seas" inviting me to fly down to their factory for further discussions. The rest of course is history, but I got one more unexpected thrill - I received a brochure from the company a couple of years after buying my boat and guess what? There on the cover of the brochure was a picture of my boat now in full production but with a price more than ten times what I had paid for mine.

I need a new car - I think I'll take a look at those new 2004 Chryslers.

Your comments and suggestions are welcome at: [rprobert@interlynx.net](mailto:rprobert@interlynx.net)

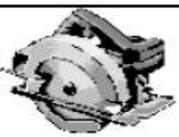
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## **Champagne Breakfast**

On March 28<sup>th</sup>, the Hamilton Power & Sail Squadron hosted its annual Spring Champagne Breakfast to Club members and the general public alike. The venue was again held at Leander Boat Club because of its capable facilities and expansive space.

The turnout was gratifying, in that we beat last years' record attendance by five or so. We counted 86 adults and 4 children in total. The all-you-can-eat breakfast fare was prepared and served by a crack crew of galley chefs, unselfishly toiling away in the kitchen as everyone sated their appetites with scrambled eggs, bacon, sausage, pancakes, toast, English muffins, coffee, tea and orange juice (laced with Champagne).

We offered a 50/50 draw to all patrons, collecting \$105 as the club's share of the draw. There was also a door prize of a collapsible camp chair that was drawn on the entrance tickets.

It is always a challenge to offer a theme for the Breakfast, but this year we decided on a Swap Meet. Several tables were set aside to display a myriad of boating items from books to rope to electronics.

The purpose of the annual Breakfast is 100% social and we do not expect, nor is it our goal, to raise funds for the club. Breaking even would be ideal but when all was said and done, the loss of \$85 was a wonderful investment and couldn't be spent in any better way. Ask anyone in attendance!!

## **Training**

Well, as another long winter has drawn to a close and as we get ready to launch our boats, if we have not done so already, and as we draw closed another very successful year of courses, I'd like to take a moment and reflect on our past year's training activities. We changed our format somewhat this past year and reaped very positive results! We modified our Boating course back to

a 12-week course from 16 weeks, and delayed starting it till January of 2004. Prior to the course starting, we did run 2 separate registration evenings. All said and done, we ended up with 55 students registering for the Boating Course! Unfortunately there were a few people that chose either not to complete the course or not to write the exam, but we did have 46 students pass the course. Congratulations!!! We have also completed now both the GPS and the VHF courses, both with very significant participation. GPS had 22 students registered, and VHF had 35. It has been years since we had classes so large and it is exciting to see. Boating is still an ever-popular past time and it is so important that those on the water are educated properly to know the rules of the water as water can hold no forgiveness when mistakes are made on it.

I would like to thank the Burlington Power Squadron once again for a wonderful working relationship whereby we were able to combine our students and share instructors for both the Piloting, Advanced Piloting and Weather courses held out in Burlington. Hamilton held the Instructor's Training course. It is a wonderful way for both squadrons to be able to offer more courses with a full class in each and combine our resources and continue educating those on the water.

Most importantly, however, I would like to thank everyone that helped throughout this past year. Our daily lives are so hectic and demanding, yet people step forth and volunteer their time to help organize, teach, support the courses and our activities. Our appreciation is tremendous and we welcome with open arms anyone that would like to assist in any way shape or form.

Have a safe, fun and enjoyable summer, both on and off the water!!

Gabriella Lorincz  
Training Officer

## CELL PHONE ON THE WATERS

Last fall, I had a rather thought provoking experience, while sailing on Hamilton Bay. As I was heading back to the dock, I observed, at a distance, well to windward, a sail boat had run aground on the shoals south of Aldershot. It was quite blustery and daylight was fading quickly. I was unable to offer assistance, due to my draft and power limitations. The skipper of the grounded vessel was trying various ways to get unstuck. I placed several calls on VHF channel 16 to the Hamilton Harbour Police; these were unanswered. A little later, the vessel in trouble also placed several calls to the Harbour Police, again receiving no answer; this at least confirmed my radio was OK. I was about to engage in conversation with the vessel in trouble, when a power boat berthed at the Harbour Commission docks broke in and kindly offered assistance. I kept monitoring the radio and by the time I was docked, I heard all was OK.

I was hesitant to place an emergency 911 call with my cell phone, as there was no eminent danger. If I had the "none emergency" number for the Hamilton Police, I would have used this to advise that there was a vessel in trouble. With a freshening cooler breeze and approaching darkness, the situation could have easily escalated into something more serious.

In the "good old days", one requiring assistance on or around the bay, could call the Hamilton Harbour Police on VHF channel 16. They were on duty night and day, 24/7; obviously not any more! In my mind this is a very serious issue. Even if the Police are notified, there is a serious loss of time in mobilizing, and responding to a situation.

Nowadays, I would suggest that a well equipped boater on Hamilton Bay, or for that matter, on the west end of Lake Ontario, should have aboard a cell phone, with a list of numbers for Hamilton Police and Halton Police. The only information I have seen posted on this is issue, is on an innocuous little sign at the launch ramp at pier 4 Park. Here is what is printed on the sign....verbatim:

Hamilton Police Service, Halton Police Service  
Joint Forces Marine Unit.

**Marine Emergencies: CALL 911**

Police Marine Unit Monitors VHF Channel 16  
while on duty.  
**Canadian Coast Guard Search and Rescue**  
**1-800-267-7270.**

**Non-emergent Police Inquiries: 905 546 4941.**

It's the "while on duty" that concerns me. I suggest copying these numbers down and leaving them aboard, so you can at least report trouble with a cell phone. It is important to differentiate between a life threatening situation and where one wants to report something, or requires assistance. Simply calling 911 while drifting out of fuel, does NOT constitute an emergency.

Mike Kott.



## **Weather Refresher**

- Before setting out check local weather advisories;
- Radio & TV & VHF weather channel;
- HPS Internet link for Marine weather - "The Green Lane "

[http://weatheroffice.ec.gc.ca/marine/index\\_e.html](http://weatheroffice.ec.gc.ca/marine/index_e.html)

- Most storms will give a few hours warning.
- Line Squalls give only a few minutes warning at the most!!

-Weather forecast can change dramatically in only a few hours.

- Recognize and heed small craft warnings.
- If more experienced sailors are staying ashore, you stay too.

-Head for safety immediately upon observing deteriorating weather conditions.

-Don Life jackets.

-Close hatches, port holes,

-Secure loose items.

-Start engine - switch to full tank, maintain - enough way for steerage- reduce sail.

-Head into waves at an angle.

-Avoid Lee shore and heavy surf.

-Keep getting weather updates.

-Take weather seriously.

## **Beach Canal Lighthouse**

Not sure if the bridge or HPS members are aware, but there is a group called the The Beach Canal Lighthouse Group and they

have a project in mind to restore the Lighthouse at the canal. They are looking for members and donations, if you are interested in the project, should contact Dave Auger, e-mail address " lighthouse1858@hotmail.com "

**2004 NATIONAL SAFE BOATING WEEK  
(May 22-28)**



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