

# *DRY ROT*

HAMILTON POWER and SAIL SQUADRON

SEPTEMBER 2003

Volume 39, issue 22.

## COMING EVENTS:

### **\*FALL REGISTRATION\***

**For INTRODUCTORY and ADVANCED COURSES**

LEANDER BOAT CLUB

SEPTEMBER 24/03

1900 HRS

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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SEABREEZE

**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
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Boat Pro Coordinator:	Lt George Williamson	
Port Captain Hamilton		
Power and Squadron:	P/C Murray Thompson <u>AP</u>	905 681-8641
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**HPS Information Hot Line 905-388-1227**

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

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Art Carey a call @ 905-383 6672**



# COMMANDER'S REPORT



## Fire On Board

Yesterday a man dived overboard from a burning boat in Hamilton Harbour. Today I heard a news bulletin that a boat was in flames in the Niagara River. Both incidents occurred after the boat left a fuel dock after been refueled.

The Canadian Government has instituted the mandatory licensing for pleasure craft operators (Pleasure Craft Operator's Card). This consists of a very short course and an elementary test of competency regarding safety afloat and understanding of the rules of the road.

## IT IS NOT WORKING!

Squadron members are very aware that this requirement is minimalistic and presents the danger that persons having passed the PCOC requirements can very well feel that they are now knowledgeable regarding boating safety and operation. More than ever we need to get the boating public's attention and make them aware of the need for more education. Education and practical experience go hand in hand. Neither ensures success, but one without the other is potential for disaster.

Boating should be fun and can give you a great feeling of satisfaction for a job well done when you arrive safely at your destination having dealt with the various obstacles that invariable present themselves when dealing with the elements. Far too many are complacent in their dependence upon experience. Having been boating for 10 or 20 years they feel that they have it all in hand. That is until the unexpected happens, or they actually get out of sight of land.

Our courses do not guarantee safety, but they do help you to think about possible eventualities and to be better prepared to cope with various situations that can and will eventually arise.

I often wonder why we continue to be members of the Squadron even after we have taken all of the courses that are offered. In some cases it may be simply the privilege of flying the flag that notifies the world that you have the knowledge of what it takes to be a competent, safe boater. Others may find that the benefits of discounted insurance and mufflers etc. make it worthwhile. Many feel strongly that it is important to continue to support the Squadron's efforts to train the boating public in safety, courtesy and seamanship.

For this I thank you. I also am asking for your help. Even though we have over 450 members in the Hamilton Squadron, we are dependent on a very few for putting on our courses, organizing classes and keeping the squadron viable. Our current instructors have been at it for a very long time. In some cases they may be getting stale, in others just plain tired. We need some fresh ideas and energy! If you feel that you can help, but are concerned about taking on a whole course, or talking to a group, we have some ideas to help.

Over the past couple of years we have had a group of instructors present various aspects of a course. This has been successful with both the students and the instructors, by presenting differing viewpoints and relieving the primary instructor. The assistants only have to commit to a few evenings and have the support of the course leader. Elsewhere in this issue of Dry Rot you will see that we are going to provide a **course of instructor training**. This will help you to organize lesson material and refine your presentation skills.

Personally I have been boating for over 30 years and instructing in the Squadron courses for at least 17. It still frightens me when I think of what I do not know, but each year the new class teaches me more and reminds me of those things that I have forgotten.

Come along, and refresh your knowledge – help spread the word!

Commander:  
Rick Crook.



weird, but little wedges of this with the beer was a remarkable taste treat.

Robin Pradhan, originally from Katmandu Nepal has taken over the round red roofed pavilion at the waterfront at Gore Bay. He renamed it "Rocky Raccoon Cafe". Robin serves up eclectic "global cuisine" from Georgian Bay whitefish with dill mango sauce, to Everest Chicken Curry. The menu is changed every day, offering usually 4-5 specials. Robin often leaves the kitchen to mingle with his guests for a chat and to ensure they are satisfied. Robin's motto is "Come as a tourist, go as a friend". Robin's wife runs the Rocky Raccoon Cafe at Dyers Bay on the Bruce Peninsula. I recommend a visit to experience the food and the atmosphere!

A bit of advice I offer to fellow boaters, particularly sailors: to really enjoy boating, one must take time and lots of it, with as few deadlines as possible. When one is out on the water for a time, you tend to rise with the sun and go to bed when it sets. I had an amicable chat with a judge from Detroit. She was describing a rather boisterous sail that she and her husband had that day from Turnbull Island. It seemed they were determined to get their chartered sail boat back in time to Canadian Yacht Charters at Gore Bay. That day, I was quite content just to observe the froth from lookout on the east bluffs.

Like life, with boating we never stop learning! Around the end of June, I sailed into John Harbour from "The Whalesback". I have been here many times and on this day as usual, Christina scooted along on just a head sail, dodging the shoals and reefs. After rounding up and anchoring under sail, in the lee of Dewdney Island, I got the boat tidied up, then settled back with a drink and a snack. Relaxing in the cockpit, I noticed a green bottle floating on the surface perhaps three hundred feet away. Hmmm. At first I was peeved that someone had thrown garbage over the side, but the bottle stayed put?? As the angle of the sun changed, it became apparent that the bottle was marking a rock shoal! THE shoal that is marked on the chart in the middle of John Harbour is more to the north and east. Low and behold on closer observation, it too was marked by a green bottle! I got a chill thinking of how many times, including that day, that I have narrowly missed that second shoal!

~~~~~  
**SEABREEZE**

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 It seems every year around this time, we gripe "Where did it go?" Even though I was off work for three months, with almost two and a half months of that on the water, the time seems to have disappeared in a blink!

Highlights for me this year:

1. No sever weather to deal with.
2. A wonderful musical Sunday afternoon on board "Hyde Aweigh" with the Steinke family. David, Melanie and their daughter Kristal serenaded me with trios and duets, with some great gospels, Beatles and a memorable solo rendition of Lightfoot's "The Wreck Of The Edmond Fitzgerald" with David on guitar. David has sung with the Beach Boys and Melanie has sung with several operas in Ohio.
3. After a week or so at anchor at John Island, I had the joy of seeing a loon very close up, diving around "Christina"; often within ten feet or so. At one point I was startled as a mottled white object buzzed by underwater; it was the loon again, and I feel privileged to have seen this.
4. Sleeman Honey Brown on tap, while relaxing with friends at the Rocky Raccoon Cafe at Gore Bay. This was often augmented with "Indian Maple Bread", which is non bread swimming in maple syrup, sprinkled with Curry and other spices. Sounds kind of

Later I went out in the dinghy, and took several bearings and updated my chart.

MAREP: On one of my last evenings at anchor in the North Channel, it was noticed that the light at Town Point, at Gore Bay was out. After determining that this was not on the radio notice to mariners, I radioed Thunder Bay Coast Guard Radio and advised that the light was out. Three days later, while decommissioning Christina high and dry on her cradle I spotted the Coast Guard technician at the light. I ambled over for a chat with Rick who said they had been very busy repairing lightning damaged lights. He apologized for being late in responding, but his assistant got his hand lacerated while unscrewing a large bulb at the Soo the day before. A trip to the hospital to get his helpers hand sewn up caused the delay.

The light at Town Point is like many these days, being solar powered. This is very cost effective. The solar panel puts out four to five amperes and charges two good sized twelve volt batteries that are housed in the base of the tower. There is a voltage regulator module mounted near the batteries. A ladder goes up the inside to a trap door on top, where the light and flasher combined unit is mounted above the solar panel. The light module is quite interesting in that it has a small motor and sensing circuitry that rotates the bulb holding assembly to automatically replace a blown bulb. The old unit had two circuit boards, one for the flash control and one for sensing and controlling the bulb changer. It too had been hit by lightning; you could see the burn marks at the top of the bulb holding wheel. The new light module had all the electronics on one board and the module costs around \$800. Canadian. Rick checked the List Of Lights and adjusted the "dip switches" on the circuit board to suit the characteristics required for that location. I trudged back to Chris and continued my work.

I hope to see many of you at the fall registration, 1900, Wednesday September 24 at Leander Boat Club. Classes start at the Navy League Building, Monday October 6th at 1900.

Mike Kott: Editor Dry Rot.



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# **A HISTORY OF THE HAMILTON POWER SQUADRON WITH A PERSONAL VIEW**

## **Part 6**

**by P/V/C Ralph Probert N**

As we probably have some new readers to 'DRY ROT' following the Spring Graduation of 2003 perhaps I should mention here the use of the word "PERSONAL" in the title of this report. The history of the Hamilton Power and Sail Squadron has been a long, productive and exciting one in which all HPS members are justifiably proud. I hope that my readers will forgive me if I take a moment to explain our beginnings to newer members.

To those few of us who were privileged to be around in the early 1950's, these were very exciting days. The squadron received its charter in 1949 from our national organization, the Canadian Power Squadrons(C.P.S) with the Hamilton unit becoming the Hamilton Power Squadron(HPS). Some years later, as many sailboat owners starting taking the Boating course, the name was changed from 'Power Squadron ' to 'Sail and Power' Squadron.

All during the 50's and 60's, boaters from all over the Niagara Peninsula flocked to Hamilton upon hearing that a boating course had started here. From Kitchener, Port Dalhousie, Port Colborne, Galt, Preston, Hespler and other places. they came to swell the numbers in our classes. If Galt, Preston and Hespler sound unfamiliar, it is because they no longer exist. These three were joined into one city - Cambridge, many years ago.

Just as the charter members of the Hamilton squadron had been avid boaters, the boaters from these cities and towns were all keen types and were a joy to teach. Upon finishing the Boating course they could not wait to get back to their own home towns and start other squadrons in those places. The Kitchener-Waterloo squadron, in particular, grew quickly to become the next largest squadron to Hamilton

And now to explain the 'personal view' in the title above this article. In the Fall of 1953 my wife and I took the 'Boating'(then called 'Piloting' } class so I have been able to watch the Hamilton Squadron as it has grown throughout the years. I have ben particularly fortunate in being involved in some capacity at the Squadron, District or National level in each year since 1954. My heart however has always been right here with this great Hamilton Squadron. These years have seen many innovative and exciting events which would not normally see the light of day in the usual Historian's report. I hope that you will enjoy reading about our early days as much as I enjoy the memories of them.

In previous issues of Dry Rot I described two memorable Hamilton Power and Sail Squadron cruises. The first was through the Erie Barge Canal to a USPS{United States Power Squadron} Rendezvous held at Ithaca, New York in June1965. I had mentioned that one of the lady onlookers on shore told me that many in the crowd welcoming us, had tears in their eyes when they saw the flotilla of HPS boats heading towards them - in a line-astern formation and



with the Canadian Ensign flying proudly at the stern of each boat. It was a sight that they had never seen before and are unlikely to ever see again.. The next cruise involving an even larger number of HPS boats two years later, was to the magnificent Montreal World Exposition of 1967, where we had front-row seats{births} in a beautiful new marina right inside the Expo grounds. I mentioned earlier that due to an unfortunate error by an unskilled pilot(a guest on board), we had to limp on one engine from Gananoque to Montreal - but it was worth the pain - and then some. If any of the other Hamilton Power Squadron boaters on either cruise are reading this, I very much hope that they will contact me to add their own comments. .

Unfortunately these cruises could not be duplicated to-day for a variety of reasons but I must make it clear that one of those reasons is **not** because we do not have the same type of dedicated people in charge of HPS to-day. As well, Boating itself has changed drastically The boats taking part in these cruises were all cruising boats with enclosed living accommodation - all that is except the tiny Cottrell family's 18 footer carrying an amazing six people!

To-day's high gas prices have certainly made an impact of course, on this pattern. One illustration of current trends is that more sailing vessels are seen at the docks than in years past. May I now admit that I and my family also became sailors for a many years in an area that has been accurately described in boating magazines and fortunate boaters, as "*the best cruising grounds in the world*" - the British Virgin Islands.

We were fortunate to witness the birth of our vessel - the 38 foot sloop that we named "Wind Song" - when the company building it in a yard south of Miami, had flown Helen and I down to Florida - at their expense fortunately- to see our 38 foot sloop in progress.. The company had become famous for their racing hulls and this was their first conversion to a cruising boat. Even with the cruising elements(galley etc.) added it was still able to outpace other vessels of similar size and type.

We were fortunate to have our daughter Janice, a former graduate of the junior sailor course at the Royal Hamilton Yacht Club and her husband David(Ledson) as crew. We had many great cruising years, that is, until one of the powerful hurricanes common to the area picked our boat up and threw it up on to some large mangrove roots, demolishing the stern. This in spite of the fact that it was well anchored and in a supposedly hurricane-proof bay. With huge replacement costs facing us, we reluctantly settled with a fortunately generous insurance company - .but sadly, our days in sail were over.

The advent of the Personal Water Craft(PWC) has of course made a great difference to Power Squadrons, requiring a drastic revision in our training methods in particular. In spite of these problems the people involved in Training and their helpers , including HPS Commander Rick, deserve a great deal of credit for new and innovative ways to get around the difficulties.

For owners of power cruisers, trips are likely to be limited now to shorter distances than previously. My own experience will illustrate this. When my own boat 'Barcarolle II' was making the cruises described in previous issues of Dry Rot, I was fortunate in being able to get gas from a gas truck which came down to my boat in the harbour to fill up my two gas tanks.

The two tanks hold 120 gallons total which would take me to, but just to, the 1000 Island area.. Gasolene, as I write this is 79.8 cents a litre or roughly \$3.20 a gallon at city pumps and costs over \$4.00 a gallon if purchased at a Marina - and thus is a major factor in discouraging long trips by power boats. Because 120 gals is too much to carry down to the boat in 5 gallon containers, it has to be the marina at \$4 per gallon to get there and \$4 per gallon to get back - for a total of \$960.00 in gas alone. The price when I bought it at the time of the cruises mentioned above was, believe it or not, **34 cents a gallon**, for a total cost to the islands and back of approximately 1/12th of the cost now. . It's easy to see why power boaters do not head for the 1000 Islands on each long weekend. The price of 34 cents per gallon was, I should mention, the price at a city pump less 10 cents per gal highway tax and possibly some other discounts that I can't recall at this time - possibly a bulk price.

We welcome your comments, suggestions, material etc. The author can be reached at:

[rprobert@interlynx.net](mailto:rprobert@interlynx.net)

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## **INSTRUCTOR'S TRAINING COURSE**

An Instructors course is being offered  
Starting on Oct. 06/03 at the  
Navy League Building  
1900 Hrs.

For further information contact:  
Marney Warby  
905 389-5719





Approved

# Boating Courses

held by

Hamilton Power and Sail Squadron

Location: Navy League Bldg.  
Catharine St. N. Hamilton.  
(across from the HMCS Star)

## Registration:

- Sept 24th at the Leander Boat Club. 7.00 - 9.00pm.  
Foot of Bay St N

## Classes begin:

- Oct 6th at Navy League Bldg. 7.00 - 9.00pm.  
Catharine St N across from HMCS Star

## Courses Available:

**Boating** – This is the Squadron’s premier introductory course which qualifies you for the **Pleasure Craft Operators Card**, and goes well beyond this minimum requirement to include reading and understanding Navigational Charts, understanding of the Ship’s Compass and the various errors associated with it, etc.

**Boat Pro Seminar**(CCG Accredited Course,provides **Pleasure Craft Operator Card**). A great introduction to boating safety and rules of the road.

**Navigating with GPS, Seminar.**

**VHF Marine Radio Seminar.**

and many Advanced and Elective Courses. (see back of sheet)

For info, call Gabriella, 905-765-1674 or Hot Line, 905-388-1227. visit our website  
[www.hamilton powersquadron.ca](http://www.hamiltonpowersquadron.ca)

**Piloting:** Prerequisite: Boating Course. A graduate of the Piloting Course will have the theoretical knowledge to be able to handle a boat in rough weather, and to deal with emergencies. Course content: Boating Course subjects are expanded to include Relative Bearings and the Running Fix; effects of current and leeway, and new skills in marlinespike and coastal navigation are learned.

**Advanced Piloting:** Prerequisite: Piloting Course. You will learn advanced coastal navigation principles to enable you to know, at all times, where you are. The vessel's position can be determined by using landmarks and aids to navigation - allowing for current, leeway, tides and tidal currents. Course content: Become familiar with charts; the compass; steering and timing a course; tides and tidal currents; effects of current and leeway; methods of determining position; Running Fixes; aids to navigation; electronic navigational aids, and the sextant.

**Celestial Navigation:** Prerequisite: Advanced Piloting. This course combines the original works of Junior Navigator and Navigator and applies the sciences of cartography and astronomy to set a course and determine a position at sea. Emphasis is placed on "how" to navigate and, with basic math and calculator skills, the student will have little difficulty. For proper study, the student will require the use of Bowditch, current-year Nautical Almanac and Star Finder (these items must be ordered separately). The student will also require a scientific handheld calculator with trigonometric capability. Course content: Use of the sextant, electronic navigation, the Nautical Almanac, sight reduction by formula and scientific calculator, the Pilot and Great Circle charts and much, much more.

**Seamanship Power:** This course expands upon the Boating Course to provide the knowledge necessary to become a safe and proficient operator of a power-driven vessel. Course content: Power trains, engine controls and instruments; handling and cruising under power; mooring and anchoring; legal responsibilities; engine and trouble diagnosis; fuels and fuel systems; electrical systems; cooling and lubrication; maintenance and fire safety.

**Seamanship Sail:** This introductory course will teach some of the basic sailing techniques for safe operation under various conditions, and will encourage the participant to become a more

competent sailor. Course content: Spars and rigging; sails and theory of sail action; sailboat handling; pilot and cruising under sail (day sailors and keelboats). Fire safety and sailboat racing are included as additional information

**Marine Maintenance:** This 12 week course will expand the average boat owner's knowledge of vessel maintenance. Course content: Seasonal maintenance and repairs to wooden, fiberglass and metal hulls are stressed. Sections are devoted to maintenance for electrical and mechanical systems; spars, rigging and ground tackle; fire and safety protection; moorings and berths; trailers; tools and fittings

**Marine Electronics:** This 15 week course is aimed at the boater who wants to take advantage of modern electronic devices for safety afloat and navigation. Course content: Electricity; DC and AC systems; wiring; galvanic and stray-current corrosion, and electrical interference. Lightning protection and the marine radiotelephone are also detailed. Electronics such as the depth sounder, RADAR, LORAN-C, satellite systems and auxiliary equipment are explored, and can be taken as separate seminars

**Fundamentals of Weather:** This course will enable a boater to anticipate adverse forecasts, by gathering pertinent information and interpreting weather signs. Course content: Atmosphere, clouds, pressure, wind, temperature and moisture, stability and instability, air masses, frontal weather, precipitation and fog, general circulation, tropical hurricanes and wave theory, forecasting the weather