

# DRY ROT

## Greetings!

Spring is here. I am sure that most of you will be working on your boat or in your garden real soon.

This summer all boaters need to beware of the enforcement of the Pleasure Craft Operator's card and the need for mandatory safety equipment on board your boat. The Marine police, OPP & other enforcement agencies can now fine you for not having obtained the card, or having the card with you and not having the proper safety equipment on board. Our Hamilton squadron has just had some of our members take the Recreational Vessel Courtesy Check (RVCC) and can help with the check. After it is completed you will receive a sticker from CPS & Transport Canada for the 2010 to put on your boat. You can call us and make an appointment with one of them and they will go over all the safety equipment you need to avoid getting a fine.

Our Squadron will be participating in the Hamilton Safe Boating Day - May 26, 2010 from 9:00 am to 8:00 pm at the Royal Hamilton Yacht Club, there will be flare demo's, educational sessions like Cold Water Boot Camp, interactive demonstrations, marine equipment displays, and lots more!! So come and join us - **free admission** or better yet, come and volunteer at our booth. Bring the kids!

I look forward to seeing you either at our 61st AGM and Graduation on Apr 23/10 or on Hamilton Safe Boating Day on May 26/10.

*Cheers, Vicky*



*Thanks to Captain Wallace Gouk for an informative talk at our breakfast on Mar 21/10. I spoke with members after that felt they were really glad that we had him. There were many things that they learned from his presentation. So thanks, Wallace and hopefully you will come and speak again at one of our functions.*

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Nominating Committee

Friday April 23rd, 2010

## HPS Graduation & 61st AGM

Macassa Bay Yacht Club

Hot dinner buffet at 6:30

Graduation Ceremony at 8:00pm  
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.

# Report of Nominating Committee

## Hamilton Power & Sail Squadron

- 1) The Squadron Nominating Committee nominates the following Members for election as Squadron Officers for 2009/2010.

Commander (Cdr)	Vicky Grimshaw	Copetown, ON	905-628-0645
Executive Officer	(Vacant)		
Training Officer	Glen Carruthers	Hamilton, ON	905-387-8127
Asst. Training Officer	Barry Courtman	Hamilton, ON	905-387-9220
Secretary	Mike Kott	Hamilton, ON	905-529-8339
Treasurer	Danielle Bibby	Hamilton, ON	905-807-2628
Membership Officer	(Vacant)		
Public Relations Officer	Walter Plater	Hamilton, ON	905-388-7339
MAREP/Enviro Officer	Warren Hyde	Hamilton, ON	905-385-5639
Supply Officer	(Vacant)		

- 2) The Squadron Nominating Committee also nominates the following Members for election as Squadron Officers, who, if elected, will have the duties indicated next to their names assigned to them by the Squadron Executive Committee pursuant to Squadron Regulation 6.2.1. (d):

Communications Officer	Walter Plater	Hamilton, ON	905-388-7339
Editor Dry Rot	Mike Kott	Hamilton, ON	905-529-8339
Entertainment Officer	Glynis Hornsey	Hamilton, ON	905-527-1606
Regalia Officer	P/R/C Marney Warby	Hamilton, ON	905-389-5719
By-Laws & Protocol	P/R/C Ron Warby	Hamilton, ON	905-389-5719
Port Captain	P/C Murray Thompson	Burlington, ON	905-681-8641
Officer at Large	P/D/C Percy Brown	Hamilton, ON	905-544-5070

- 3) The Squadron Nominating Committee also nominates the following Member for appointment by the Members as Internal Review Audit Committee of the Squadron:

Internal Audit Review Committee	Pat Faux	Ancaster, ON	905-304-7757
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- 4) The Squadron Nominating Committee also advises that:
- a) The following Member will serve on the Squadron Executive Committee by virtue of his position as Immediate Past Commander, and does not require election or appointment:

Past Commander	Cal Traver	Copetown, ON	905-628-0645
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- b) Pursuant to Squadron Regulation 9.14.1, the following Members will serve on the Squadron Nominating Committee for 2010/2011 by virtue of their appointment and do not require election or appointment:

P/C Rick Crook P/C Cal Traver Cdr Vicky Grimshaw  
Respectfully submitted,

***P/C Rick Crook P/C Cal Traver Cdr Vicky Grimshaw***



# To the Members,

## Hamilton Power and Sail Squadron:

**TAKE NOTICE:** that the **Annual General Meeting** of the Hamilton Power and Sail Squadron will be held at Macassa Bay Yacht Club, 80 Harbour Ft., Hamilton, ON Friday, April 23, 2010 at 2100 for the purposes of:

- receiving and , if thought fit, approving the reports of the Officers of the Squadron
- receiving and, if thought fit, approving the Financial Statements of the Squadron for the twelve month period ended March 31, 2010, and the report of the Squadron Audit Review Committee;
- considering and, if thought fit, adopting any resolutions that may be submitted
- electing the Officers of the Squadron
- appointing the Internal Audit Review Committee
- considering such further and other business as may properly come before the Meeting.

*Under Squadron Regulation 12.1, any further nominations must be made by way of a petition in writing signed by not less than five (5) members of this Squadron who shall confirm the consent of their nominee to stand for election. The petition must be filed with the Squadron Secretary not less than two (2) days prior to the date of this meeting*

**Dated this 30nd day of March, 2010,  
Hamilton, ON**

P/R/C Marney Warby  
(signature on file)  
Acting Squadron Secretary

To: The Members of Niagara District, Canadian Power & Sail Squadrons

### NOTICE OF ANNUAL GENERAL MEETING

TAKE NOTICE that the 51<sup>st</sup> Annual General Meeting of the Niagara District, Canadian Power and Sail, Squadrons, will be held at the Bridgewater Country Club, 700 Gilmore Road, Fort Erie, ON, L2A 5M4, at 1330 hours on Saturday April 17, 2010, in accordance with Section 11.1, Article XI of the Niagara District Regulations, for the purposes of:

- a) receiving, and, if thought fit, approving, the reports of the Officers and Committees of this District
- b) receiving, and, if thought fit, approving the Financial Statements of the District for the twelve month-period ending March 31, 2010, and the Report of the District Audit Review Committee thereon;
- c) electing the Officers of the District;
- d) appointing the District Internal Audit Review Committee
- e) considering such further and other business as may properly come before the meeting

The Report of the District Nominating Committee is attached to, and forms part of this Notice. Under District Regulation 12.1, any further nominations must be made by way of a petition, in writing, signed by not less than 5 Members of this District who shall confirm the consent of their nominee to stand for election

The petition must be filed with the District Secretary not less than 2 days prior to the date of this Meeting.

Dated this 14th day of March 2010 at Brantford, Ontario

Schedule: Lunch 1200 – 1330

Awards Presentation begins at 1300 and the AGM will follow

Call to Order 1330

Lem Tamm  
District Secretary

# Hamilton Power and Sail Squadron

# Training Report

## for the 2009-2010 Season

The Hamilton Power and Sail Squadron used several locations for training during the 2009-2010. Locations included Westdale High School in Hamilton, the Marine Discovery Center in Hamilton, the Macassa Bay Yacht Club and the Halton Marine Police Office in Bronte Harbour.

The Hamilton Power and Sail Squadron put on several courses throughout this season. Courses included the Boat Pro course, the full Boating course, VHF course, GPS course, and the Seamanship course.

Boating class numbers was somewhat disappointing across all Niagara Squadrons this year, believed to be because the tentative students were getting their PCOC certificates over the Web rather than applying for the Boat Pro or full Boating course. The Hamilton Power and Sail Squadron managed to sign up 19 students of which only 12 wrote the final exam, all 12 passed the final. We suspect that once the new boating season starts and individuals start seeing fines from the Marine Police units for not having their PCOC certificates, interest in the Boat Pro and Boating course may peak this spring.

The VHF course generated the most interest and we had one of the largest turnouts for VHF course recently. There were 30 students that took the VHF course and passed the exam for the ROC(M) with DSC certification. There was one student that wrote the DSC upgrade to the ROC(M) certification. Hamilton will be providing another VHF course on March 29th at Macassa Bay Yacht Club from 9:00am -3:00pm. There are already several students signed up for the VHF course.

There were two sessions for the GPS course, one already completed with four students graduating. A second course is currently underway at Westdale school with 7 students attending.

The Hamilton Power and Sail Squadron put on several Boat pro courses and one is on-going at this writing. There were 9 students that have taken the Boat pro

course this year and passed the PCOC exam. There were also 13 students from the full Boating class that wrote and passed the PCOC exam.

After some difficulty this year in organizing the Seamanship course, the Hamilton Power and Sail Squadron did put on the Seamanship course and we are awaiting the results of the exams for that course to be returned.

Planning for the training sessions in the Hamilton Power and Sail Squadron is always dependent on establishing the available dates and times from the Hamilton School Board for the Westdale School. As a result postings for exams scheduled for the Westdale facility do not get published until mid-late September as the permits from the School Board are accepted. The Hamilton Power and Sail Squadron does however have periodic classes in other facilities throughout the year to accommodate classes for tentative students as demand requires a course to be presented.

Although the initial turnout for the Boating class this year was disappointing across the whole Niagara District, the Hamilton Squadron has had a very successful year due to the dedication of the volunteers in the squadron sacrificing their personal time to the worthy cause of Safe Boating training. I want to thank all those individuals that assisted in the course planning, meetings, instruction, mentoring, proctoring, ordering of manuals, marking the exams, processing the necessary forms for Headquarters, carting the necessary video and sound equipment for the course, and providing coffee, cookies, and the entertainment venues throughout the year. Your dedication to the cause of Safe Boating is very much appreciated by the Hamilton Power and Sail Squadron Bridge committee.

Thank you again and have a safe boating season.

*Glen Carruthers  
Training Officer.*

# SEABREEZE

Spring is once again upon us. We will soon be out with sanders, cleaners, wax and bottom paint getting our boats ready for launching. People with trailerable runabouts and the like do not need to worry too much about the build up of slime etc. but there are always cleaning and regular maintenance items that need to be attended to. Don't forget to put on sunscreen and a broad brimmed hat as you work outside in the intense sunlight.

At best, winters are a drag for most people, but the one just finished (at least I hope it is), was not such a bad one. The only problem that we boaters should be cognizant of was the extraordinarily small snowfall. Let's hope our lake levels do not suffer too badly because of this.

On Friday, February 19, the Squadron held another fun **Pizza and Wing Night** at Macassa Bay Yacht Club. Over 60 participants came with whetted appetites and dove into the feast. Our Entertainment Officer Glynis Hornsey kindly thought of us who must eat "heart healthy" providing vegetarian lasagna and other tempting delicacies to satisfy all tastes. After dinner, **Constable Rob Hardy** from the Hamilton Police Marine Unit gave a humorous talk on behind the scenes police work out on the water. Even though he has come across some funny situations out on the water, there was a brief serious side to his discussion that made us all aware of our duties as safe boaters.

Constable Hardy's talk was followed by Past Commander Cal Traver's account of crossing the Gulf Stream in a sailboat from Florida to Chub Cay near Bimini. We appreciated Cal's openness and frankness in describing the debilitating effects of sleep deprivation and seasickness during the trip; something we all learned from.

On Sunday, March 21 the Squadron's **third Annual Breakfast** at RHYC was held. The sumptuous buffet was provided in the elegant dining room, which was



catered by an attentive RHYC staff. After the meal, Captain Wallace Gouk from Port Credit Marine Surveys, assisted by our Training Officer Glen Carruthers put on a very informative picture show and talk. Captain Gouk has an engaging and humorous way of describing some of the horrors he has

come across in his many years as a Marine Surveyor. Pictures taken in the swamps and backwaters of Georgia showed some, to say the least, innovative designs and modifications! To the members who missed this very enjoyable and informative morning, you would do well to check out Captain Gouk's thorough web site at [www.PortCreditMarineSurveys.com](http://www.PortCreditMarineSurveys.com). There are many pictures and accounts on this website that will interest any boater. Thanks again to all who participated and especially Glynis Hornsey for organizing such an enjoyable event.

I was surprised to learn from Captain Gouk's presentation that carbon monoxide (CO) fumes from engine exhaust and heating appliances are cumulative. Several small exposures to this lethal gas over a few days that can build up in the blood stream, potentially causing catastrophic problems, even death! It takes the human body at least two weeks to purge itself of this lethal poison.

Sometimes you *can* teach an old dog new tricks!

—Mike Kott

# Miami to Nassau – Almost!

P/C Cal Traver

I boarded the 24 ft. sloop lying at a marina in Ft. Lauderdale. It was a beautiful marina, secure, with well constructed docks, and good clean facilities; laundry, showers, washrooms, and a library. It was within easy walking distance to restaurants and retail.

The down side was that the dock was right under a bascule bridge, which had a steel plate connecting the fixed road to the lift part of the bridge. With the endless motor traffic there were two loud metallic bangs every time a vehicle entered or exited the bridge, hence no sleep all night. *N.B.: Don't dock overnight under a bridge – if you can avoid it.*

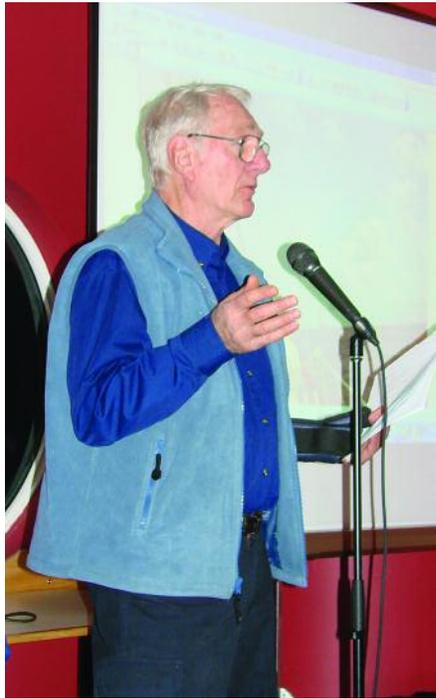
We motored southerly along the intra-coastal waterway (ICW) to Miami. The ICW is very narrow and very shallow for a good part of it. There is almost no traffic in darkness, except for a very few very small motor boats. It is a well marked waterway with numbered day beacons. Navigation is not difficult, but it does demand very close attention all the time. There are derelict vessels along the way as poignant reminders to stay alert. There is lots of traffic in daytime and some large boats are merciless. You would think they all learned to drive on the Autobahn!

There are Sea Tow boats at frequent intervals waiting like raptors for prey. I learned that they are vulture-like in their fees as well as their practices. One must be cautious in dealing with them, so I have been told, or your vessel could be deemed by the tow operator to be salvage. If you boat the ICW, it would be wise to obtain tow insurance, which is available from various marine suppliers. West Marine is an agency which provides this particular insurance.

From Ft. Lauderdale to south of Miami by water is about 50 statute miles – the ICW is measured in *statute* not nautical miles. Some of the bridges opened on a schedule and others by request, this meant we were about ten hours getting to a marina for the next night. The cost was \$3.75 per foot but the minimum was 30 feet. Although it was expensive, the facilities were again excellent – except for the open air showers which left one exposed to the motor traffic over the adjacent causeway! *Hopefully, no Floridians were dangerously distracted.*

From there we motored to a nice little well protected anchorage known as No Name Harbour to wait for favourable sea and weather conditions. At No Name Harbour we anchored free of charge and there was a restaurant and bar ashore. The bar was ok but the restaurant upon examination was found wanting. Retail and nightlife was an easy 20 minute walk. There were probably 2 dozen vessels of varied designs: catamarans; sail and power, sloops, schooners, and a few power boats that were immense, with flying bridges higher than our mast head. Some of the boats had been waiting for three weeks for the wind to be anything but a north wind, which is against the flow of the Gulf Stream causing waves of good height and short period, (confused seas). *N.B.: The prevailing wisdom is that you don't cross the gulf stream current if the wind has an "N" or a "teen" in it.*

While we waited it rained like I had never seen before. It rained at the rate of one inch per hour for hours. At night the wind increased and the anchor dragged so we put out a second anchor which cured that problem, but evoked a whine from the owner of a large catamaran.



On the third day there appeared to be a slim window available to make the crossing, so at 0200 the boat was made ready. At 0430 in the wake of a vessel that had made the crossing several times we set off for Bimini some 48 nm to the east.

The depth of the water at the south of Miami is very shallow, and a 30 foot sloop went aground soon after setting out. Sometimes there was only about 2 feet under the keel, so we were grateful to have a guide. We sailed for miles before the depth sounder indicated anything more than 9 feet, then it went to 40 feet, and then suddenly the depth was so great that there was no reading at all.

A course from Miami to Bimini is 095 true, but we steered a compass course of 130, the local variation being 6 degrees west: this to compensate for the 3 knot northerly current and our motor sailing SOG of about 5 knots.

The crossing to Bimini was a good motor sail and we arrived about 1700 and tied up to the dock on Cat Cay, where we ate at the marina. I went to the Laundromat to dry our clothing. Bahamian customs had an officer available at the marina so we declared ourselves and prepared to set sail for Nassau the next morning.

The area east of the Bimini islands is called the Mackie Bank; it too is shallow. Between the Biminis and our intended landfall, some 60 nm to the east, the water was rarely more than 14 feet deep, and so clear that the bottom was always visible.

We sailed well into the night, but decided to anchor out rather than risk the rocks and shallows that were as little as 1 metre laying ahead on our track to Chub Cay.

Early the next morning, a Wednesday, we weighed anchor and set sail just before daybreak. We had barely gotten underway, I was below at the chart when suddenly there was a very loud sharp bang like a large calibre rifle shot, The mast snapped and went partly overboard. We tried to salvage some of the rigging, but the main sail was now partly under the boat, so we just undid the stays and shrouds and let it go. We managed to salvage the jib, which was a struggle, as it was roller furlled. The furl tube had kinked but not broken making it difficult to separate the sail from the furling tube.

I am not quite sure just when it happened, but we also lost the 9.9 Yamaha which had not been properly secured to the mounting bracket. *We were now a vessel not under command!*

Well, when you lose your mast you also lose your antennae, and VHF being a line-of-sight type signal, we could not hail anyone on the radio. Late in the afternoon another sailboat neared our location and was able to receive our pan-pan. After some exchanges they offered to put us on the hip and take us back to Bimini, but since the water was getting choppy and the wind was increasing it was decided to call for assistance – a tow.

The sailboat also notified the US Coast Guard which patrols Bahamian waters close to the US. They contacted us and flew over us five or six times in an F-18.

They confirmed for us that the tow company (Tow Boat US) had been called and were in fact on their way to us from Ft. Lauderdale, a distance of about 100 nm. At 0200 Thursday morning with strengthening north winds and waves growing in height the tow arrived. With much manoeuvring and great care they managed to get a bridle aboard our little boat and took us back toward the Biminis.

We were towing an inflatable dinghy with an 8 hp motor on its transom. After some time with the weather deteriorating steadily, the dinghy flipped and the Yamaha was now upside down in the salty brine. Now the poor skipper had lost his standing and running rigging, two very new motors and his dream of sailing the Bahamian waters. *So, you think it can't get worse? It does!*

The rough seas and the fluctuation of the strain of the bridle on the cleats tore the cleats right out and there we were lying ahull in the troughs. Now much greater effort was required to get a line aboard. The bridle was reattached to cleats further aft, but the cleats were far too small for the size of the cordage of the bridle. To ensure the bridle would not slip off, I tied a smaller line that had been part of the running rigging, probably a sheet, around the bridle on both sides of the boat. Off we went again. I was sitting in the cockpit mildly pleased that I had in a small way contributed to the effort and resigned myself to endure a long uncom-

## Miami to Nassau — Almost!

fortable day under tow. From time to time I checked to see that the bridle was still held fast with my smaller line. Then I followed the line to make sure that it would not interfere with, or ensnare other gear that was now in complete disarray in the cockpit. I started at the port cleat, followed the line to the floor under some debris, up the starboard side to the other cleat only to discover that it was the same line – and that it was aft of where I was sitting! *N.B.: If that bridle had jumped a cleat I would likely have been separated about mid-torso!*

The weather and seas were worsening and the tow captain advised us to stay in Bimini until the weather improved when the tow would be safer and easier. The skipper of our boat insisted upon continuing to Ft. Lauderdale, which we did. The air and water temperature was about 75°F in the gulf stream current and I was soaked. It did not occur to me that I was slowly, but steadily, cooling.

By the time we arrived in Ft. Lauderdale, after being under tow for 22 hours, I could not stand erect and I walked backward despite my forward intentions. **The tug captain said it was the toughest tow he had ever done.** The sea tow dropped us at a dock and a river tow took us for an hour run to a marina up a river. When I got ashore, I asked the security guard to call a taxi for me. It was now Friday night, I waited for 30 minutes for one to arrive during which it again poured rain like it had earlier in the week!

When I finally got to my hotel room I was so tired that I had to get on my hands and knees to get in and out of the bath tub. **We had gone approximately 36 hours without sleep and almost nothing to eat.** Because the boat was getting bounced around so much we could not cook or make a warm drink.

One hell of a learning experience overall!

### Some things to consider:

- **Get tow insurance.** Our tow operator said the towing bill would be about \$5,500.00
- **Be very clear on what your insurance will cover,** especially if you are going to foreign waters.
- **Ensure that you communicate correctly with the towing company.** Failure to do so may make your boat salvage and not a tow.
- **Outboard vs. Inboard?** I would not have an outboard motor as the main propulsion for a long trip - an inboard may fail, but they are hard to lose.
- **Eat well. Sleep adequately.** It has been my experience with those who cruise, that on-board regimens are often lacking. The old body needs nourishment and so does the grey matter up and behind your eyebrows.
- **Start each day early and stop sailing as close to mid afternoon as practical for the day.** This allows ample time to find secure and comfortable haven. It also gives time to relax and rest and to prepare a decent repast. It also allows time to consult charts and to check the boat.
- **Avoid having aboard anything that is not necessary or that cannot be well secured.** Avoid clutter! In provisioning, I would not stock up on the mainland to avoid slightly higher prices offshore; it can greatly reduce comfort and space especially aboard a small vessel and it can interfere with getting at things that should be easily accessed.
- **If you must tow a dinghy remove the motor** because that old opportunist Murphy, is alive and well.
- **If you are going offshore buy an EPIRB.** No antennae means you have to be ten feet above the water with a hand held VHF to have your signal picked up by a receiver in line of sight – which at ten feet, is only three and one half miles.
- **Plan, Plan, Plan.** Go over your trip route so you may anticipate navigation aids, do not try to figure out where you are as you go.
- It is good to have another experienced vessel to follow but if she changes course suddenly you are on your own. **You should be confident that you can safely and accurately get to your destination independently.**
- **Be cognizant of the dangers of fatigue, hunger, and hypothermia.** Take care of yourself that you may take care of your vessel and all her crew.

# Spring Breakfast 2010

Our third RHYC Annual Spring Breakfast took place at the RHYC on Sunday March 21st and was once again a great success. This was mainly due to the good food, great location and a very informative and entertaining speaker, Captain Wallace Gouk, AMS ( Accredited Marine Surveyor). The Captain showed us all what we would not want to see in boats that we would like to purchase, or perhaps, may have already purchased! His expertise in the field of boat-surveying has spanned 30 years and he is constantly updating his qualifications to keep ahead of the game to assure his clients, (i.e. the prospective purchasers), that their dream boat is in full compliance with Canadian Standards. Captain Gouk's presentation was so interesting that we are considering inviting him back to one of our social nights to give us further updates.

Everyone had an enjoyable morning at the waterfront. There were 58 attendees and several 'no-shows' which was a shame, because they missed a great morning. Thanks to everyone who attended and made this event what it was. We hope to see you on April 23rd for the AGM and Graduation Party ... details of which are posted herein.

Glynis Hornsey  
Entertainment Officer – 2010

## HAMILTON POWER & SAIL SQUADRON **SOCIAL EVENTS CALENDAR - 2010**

**FRIDAY APRIL 23rd, 2010**

### **HPS - Graduation & 61<sup>st</sup> 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 16<sup>th</sup> and **\$25** at the door

RSVP by April 16<sup>th</sup>, 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

**1900 to approx 2100**

*All members are invited to attend*

Apr 12, May 10, Sept 13,

Oct 12 & Nov 8, 2010

All meetings are at Macassa  
Bay Yacht Club

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### Interested in volunteering?

We are currently  
looking for:

**Executive Officer,  
Membership Officer,  
Supply Officer,  
Assistant Pro**

Also if you are interested in  
helping out with instruction at  
our classes contact us.

Vicky 905-628-0645

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### CPS Membership expires Apr 30/10

To stay up to date  
with Hamilton & CPS  
make sure you renew.

#### Please note:

Members prior to 2009 that  
did not receive a statement in  
the mail or by e-mail need to  
reinstate their membership.

You can pay it safely on-line,  
or you can contact CPS HQ –  
1-888-277-2628-ext 23 –  
Ginette can process your  
payment by Visa or M/C.

She will ask for you  
membership number,  
so have it handy.

Or mail your cheque to:

Canadian Power &  
Sail Squadron,  
26 Golden Gate Court,  
Scarborough, ON M1P 3A5

To: The Members of Niagara District

**Report of the Niagara District Nominating Committee**  
**February 17, 2010**

The District Nominating Committee nominates the following Members for election as District Officers forming the Executive Committee for the year 2010/2011

Commander	Bill Allan	Kitchener, ON	519-576-0749
Executive Officer	Garry VanZandt	Fort Erie, ON	905-871-3628
Training Officer	Bruce Holden	Guelph, ON	519-836-7178
Administrative Officer	Lembit Tamm	Brantford, ON	519-752-7067
Secretary	Al Saynor	Cambridge, ON	519-623-7604
Treasurer	Sharon Reeve	Norwich, ON	519-863-6523
Public Relations	Les Armstrong	Burlington, ON	905-637-2270
MaRep Officer	David Bull	St. Catharines, ON	905-646-7900
Membership	Thor Olsen	Port Dover, ON	519-583-3983

The District Nominating Committee also nominates the following for appointment by the Members as District Officers, who will have the duties indicated next to their name assigned to them by the District Executive Committee pursuant to District Regulation 10.2 (b)

Electronic Communications	Ernie Whalley	Guelph, ON	519-822-9193
Youth Officer	(TBA)		
Port Captain	Harvey Zaturski	Welland, ON	905-735-1516
Environment	Diane Allan	Kitchener, ON	519-765-0749
Instructional Techniques	Ken Budd	Guelph, ON	519-265-3928
District 6 Liaison	Jeff Eggleton	Fort Erie, ON	905-871-4111
Bylaws and Protocol	Brian Elder	Simcoe, ON	519-426-0478
Historian	Darryl Lankin	Brantford, ON	519-759-4475
Flag Officer	Percy Brown	Hamilton, ON	905-544-5070
Asst PRO	Jim Brown	Campbellville, ON	519-854-0693
Asst DTO	Mike White	Oakville, ON	905-845-8882
Asst DTO	Steven Cheu	Fort Erie, ON	905-871-6130

The Nominating Committee also nominates the following for appointment by the Members to the Internal Audit Review Committee.

Internal Audit Review Committee	Pat Faux	Ancaster, ON	905-304-7757
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The District Nominating Committee also advises that:

a) the following Member will serve on the District Executive Committee and the District Council by virtue of his position as Immediate Past District Commander and does not require election or appointment:

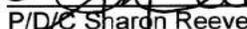
Past District Commander	Jim Brown	Campbellville, ON	519-854-0693
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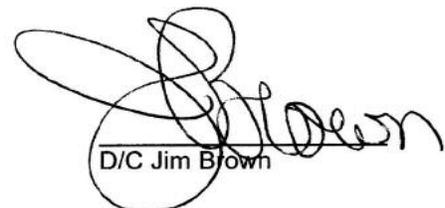
b) Pursuant to District Regulation 9.15.1, the following Members will serve on the District Nominating Committee for the year 2010-2011 by virtue of their positions, and do not require election or appointment.

P/D/C (Chair)	Jim Brown	Campbellville, ON	519-854-0693
P/D/C	Darryl Lankin	Brantford, ON	519-759-4475
D/C	Bill Allan	Kitchener, ON	519-576-0749

Respectfully submitted,

  
P/D/C Darryl Lankin

  
P/D/C Sharon Reeve

  
D/C Jim Brown