

# DRY ROT

## The Ultimate Lock Trip

I was in Turkey Point Ontario in the spring of 1990 and wondering how I was going to get my new boat back home to Hamilton without a trailer and the expense of having it trucked. The previous owner (we'll call him Brian) said he had been through the Welland Canal before and would be pleased to navigate for me if we were to take her through. "It's only a couple of days...we can do it in a weekend."

It was early spring and I was waiting for a clear weekend to make the trip from Turkey point to Port Colburne on Lake Erie to do the Welland Canal when the previous owner informed me that his new boat was being launched the next weekend and I would have to vacate his slip. Since there were no other slips available I would have to move her to another marina down the lake. I was in a predicament since I could not afford to put my boat in another slip and pay weekly until I was ready to move her. We decided to make the trip the next weekend which was a long weekend, just in case there were any issues.

The weekend arrived with me, a recent graduate of the Basic Boating course and my best buddy who new nothing about boats but was a great cook, cloud, 15 celsius temps and a strong onshore wind. Brian said "where's your raincoat?" I replied innocently "all I could find was this poncho." Brian said " There's rain in the forecast for later, you'll probably need it."

The three of us left the slip at 10:00 am on this cloudy (now raining) Saturday morning with the wind on the nose motoring out into 3 ft swells. Who would have thought that the wind would shift to the east and be almost on the nose again as we headed toward Port Colburne. Since I was confident in Brian's sailing ability I suggested we sail there. He agreed and we put up the main and jib. With the wind freshening it got pretty cold. Especially since my poncho from the dollar store ripped in half after the first half hour.

We sailed heeled over to the rails in the pouring rain for another 2 hours until my friend who is trained in medical things decided it would be a good idea to stop in at a marina to make some tea and

...continues

## IN THIS ISSUE:

- 1 *The Ultimate Lock Trip*  
- Pete Boothroyd
- 4 *Farewell to the Old, Welcome to the New* – Vicky Grimshaw
- 4 *AGM Notice* - Mike Kott
- 5 *Report of the Nominating Committee*
- 6 *Seabreeze* - Mike Kott
- 7 *Recipe-Stir Fry- In Memory of Nancy Lovegrove*
- 8 *District AGM Notice* - Al Saynor
- 9 *Report of the Niagara Nominating Committee*
- 10 *2011/12 HPS -Bridge List*

### Hamilton Power & Sail Squadron

## HPS Graduation & 63rd AGM

Friday April 27th, 2012

### Macassa Bay Yacht Club

Cash Bar at 6:00pm

Hot Dinner Buffet at 7:00pm

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

**Tickets \$25**

RSVP by April 19th, 2012

Tickets can be reserved - by calling  
Vicky Grimshaw at (905) 628-0645  
through the Hotline:  
(905) 388-1227

warm up. Besides he didn't like the colour of my lips or the uncontrollable shivering. Now I realized why Brian had this bright orange suit on with the fancy hood and boots that sealed to it.

We made tea at the marina and looked at Brian's chart to see where we were. I was amazed to find out we had actually travelled 4 miles. (I could have walked there faster.) So, we decided to motor sail the rest of the way since it would now be dark by the time we got there. By this time the rain had eased up and it was slightly more comfortable in a miserable sort of way.

At dusk Brian spoke up (he hadn't said a word since we made tea) and asked what the depth was. I innocently asked why. He said, "We should have reached Tecumseh Reef by now. I have been looking for the marker buoy but haven't seen it yet." At that point my friend went below to look at the depth sounder. Before he could call out the depth, there was a resounding thud and the boat shuddered. Again the boat hit and shuddered. I looked over the side and I could have touched the rocks with my hand. Immediately Brian swung the boat around and headed back the way we came until the rocks started to fade from view. It was at this point that the motor started to sputter.

Brian suggested we head out into the lake and look for the marker which was supposed to be 5 miles off shore. We headed out still under sail with the motor sputtering and occasionally stalling. After about a half hour and still no sign of the marker, I suggested we try to cross the reef again with everyone watching for rocks.

We made it across after about an hour and that's when Brian spoke again. He said he was going down below to have a chocolate bar and lie down. It would seem he is diabetic. My friend makes sure he is comfortable and I took over the helm. Now it is completely dark, I don't know where I am, I have a medical condition to deal with, a motor that keeps stalling and no idea which direction Port Colburne is. Brian suggested since it was too late to make our original port and he needed to warm up we head for Port Maitland.

I checked the chart and found a set of range marks that would take us into the port. Just follow the lights.

Do you know how many lights there are on shore at night in a heavily populated area? GPS machines were like radar – unaffordable. By now the wind had subsided some but the waves were still brutal. We made our way toward shore under power but, just over an idle because that's all the engine would do. When we finally were sure we had the right lights, I went forward to take down the sails. The jib was no problem. However, the main halyard had wrapped around the sheave for the lazy jacks which was two feet above the spreaders and jammed in there. We limped into Port Maitland marina with the engine barely running, the main sail half way up and the previous owner having a diabetic reaction down below.

The marina was very small with only about a dozen boats and a club house the size of a large garage. The club was locked and dark. To our surprise a light came on in the club and a man came out to see us. He had forgotten something and come down to retrieve it just as we got there. He saw our condition and offered to leave the club open for us, offered anything we wanted in their kitchen and told us we could use a cruiser a few slips over to sleep in if we wished. Brian took his sleeping bag into the club and slept next to the furnace. My friend and I slept on board my boat in the wet just because it was my boat!

Next morning there was no one coming down to the club because it was Sunday and the weather was cold and damp. (go figure!) We stuffed our wet clothes into the oven and cooked them until they were dry and packed them back into the boat. Brian played with the engine to see what was wrong only to drop a piece in the water. He felt so bad about it he called his wife and asked her to bring his spare engine so he could replace the part.

After a hearty breakfast we headed back out onto the lake with lighter skies and a good breeze. We sailed the rest of the way to Port Colburne because the engine was still not running at full throttle, arriving in the late afternoon. We stopped at the main dock with the immigration office right there and called the lockmaster. I mention this because shortly after we arrived, an American boat tied up right in front of us also wanting

to go through the canal. Within the hour there were 3 immigration officers walking up to his boat. When talking to him later he said he was fined for not calling immigration after tying up at the dock even though he was not stopping until he reached Toronto. A prime example of the 30 minute rule.

We waited and ate and napped until 0200 hrs. when we finally got the call to go through. They want to know where you are at every half hour and you are expected to proceed at at least 5 knots. This was nearly impossible due to the flagging engine. As a result, the American cruiser travelling with us had to wait quite a bit at the locks for us to catch up. The best part about that was they were well into the liquid refreshments by the time we arrived and they had a heater. The lock-master would call us every ½ hour to find out our position so he could determine where we should stay and wait and for how long. It is a very slow process going through the Welland since you spend a lot of time waiting for freighters and barges to go ahead of you in either direction.

Going down through the locks is quite simple. There is very little turbulence and all you are required to do is make sure the boat doesn't touch the slimy walls. There are cables supplied that run down the walls from the top of the lock which you can use to hold the boat in its position with dock lines.

Going up the lock system is a very different story. The water coming in to fill the lock is coming in so fast that it creates major turbulence and your boat is thrown around vigorously. Fending off the wall can be quite tricky with boots and legs holding the boat off. That is when a long board wrapped in carpeting is recommended for the side next to the wall. The board and carpet can take the scraping of the concrete wall while the carpet against the hull will protect it from the board. It is recommended that the board be placed outside the fenders so you don't end up replacing them.

A little trivia that some people don't know is how we paid for our trip through. I asked that question at the beginning in Port Colburne and was told the Lock Master would ask for his money at the third lock. What is required is a good throwing arm. I was told to

wrap the payment in something heavy and throw it to the dock master when he asked. I was about 8 ft down inside the lock when I threw it. It never occurred to me that it may have dropped in the water and be lost forever. The Lock Master also threw a receipt in the same way. I'm sure the system has changed by now.

One of the most memorable parts of this trip was going down the deepest lock and having hors d'oeuvres served by my friend the cook, in the cold and rain with a glass of wine.

It was about 0600 when we finally left the last lock. The wind had dropped, the sun was rising and it was getting warm. There was a public dock just before the mouth of the canal and we decided to pull over and make some breakfast. We fired up my propane stove on the dock and had the best breakfast ever. Leftovers. We decided to sleep for a few hours before venturing out into the lake. It was late morning when we started out and found a warm steady breeze. Clothes were hung and parkas were stowed. We sailed proudly for an hour before we were becalmed. The motor was cranked up and we motored all the way to Hamilton in dead calm conditions. That's when I discovered how comfortable a furled sail is to sleep in.

The moral of this story goes back to Lake Erie. If I had plotted our cruise on the chart before leaving Turkey Point, I probably would have looked for a slip at the nearest marina!

*Pete Boothroyd AP*

It is with great sadness that we recognize the passing of **Art Bowen** who was a life member of Hamilton Power and Sail Squadron. Art served as our treasurer from 1973 to 1981. He also acquired his CPS Navigator's ticket. During WW2 he was a R.A.F. Navigator.

## Farewell to the Old and Welcome to the New

We have a friend who has an adage that goes something like "fish and company start to go bad after three days".

Well it's been a lot longer than three days, four years in fact, that I have been commander of the Hamilton Squadron.

There are risks in staying too long in one place or position.

Some of the risks are that one may lose creative initiative for new ways to promote the purpose of our very existence. Or one could simply become stale and unknowingly fall into a routine of just repetitively going through the motions of the squadron's business.

Worse, after being too long in office one could lose enthusiasm for doing all the things required to put a few people through our basic course.

Worse still, one could just become plain old burned out.

I sincerely hope that I haven't started to go bad, but I have made it clear to the squadron bridge that I can no longer be commander for all the above reasons and more.

**It is time for a change of watch and it is especially timely that a new commander takes charge of the bridge.**

He has a good band of dedicated volunteers who continue the work of educating recreational boaters.

I will, by rote, be the designated Past Commander, and in that capacity I will support the new commander and his bridge.



Vicky Grimshaw  
Commander

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 Front Drive, Hamilton, ON Friday, April 27, 2012 at 2100 for the purposes of:

- 1 receiving and , if thought fit, approving the reports of the Officers of the Squadron
- 2 receiving and, if thought fit, approving the Financial Statements of the Squadron for the twelve month period ended March 31, 2012, and the report of the Squadron Audit Review Committee;
- 3 considering and, if thought fit, adopting any resolutions that may be submitted
- 4 electing the Officers of the Squadron
- 5 appointing the Internal Audit Review Committee
- 6 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 22th day of March, 2012,  
Hamilton, ON

*Mike Kott*

Mike Kott (signature on file)  
Squadron Secretary

# Report of Nominating Committee

## Hamilton Power & Sail Squadron

**1) The Squadron Nominating Committee nominates the following Members for election as Squadron Officers for 2012/2013.**

Commander (Cdr)	Barry Courtman	Hamilton, ON	905-387-9220
Executive Officer	Glen Carruthers	Hamilton, ON	905-387-8127
Training Officer	(Vacant)		
Asst. Training Officer	(Vacant)		
Secretary	Mike Kott	Hamilton, ON	905-529-8339
Treasurer	Danielle Bibby	Hamilton, ON	905-807-2628
Membership Officer	Peter Boothroyd	Hamilton, ON	905-527-4087
Public Relations Officer	Walter Plater	Hamilton, ON	905-388-7339
MAREP/Enviro Officer	(Vacant)		
Supply Officer	Sinead Walsh	Hamilton, ON	905-973-3373

**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	(Vacant)		
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

**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	Vicky Grimshaw	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 <i>Respectfully submitted,</i>	P/C Cal Traver	Cdr Vicky Grimshaw
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_____ P/C Rick Crook	_____ P/C Cal Traver	_____ Cdr Vicky Grimshaw
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## Spring Fever

Who does not get a bit of spring fever at this time of year, especially when the winter has been so kind to us this year. In February it was still a bit too cold to get work done outside, so some inside project needed to be tackled. On checking the many boxes of Squadron stuff that have been left with me, it became apparent that there has been a whole lot of duplication and hoarding over the years. It was reasoned that issues discussed in Dry Rot pretty well reflected the mood and concerns of the time and storing meeting minutes from way back in the eighties and nineties seemed unnecessary. It was with the present Bridge's blessing that I embarked on a major purge. It took over a month to go through all the past copies of Dry Rot. Only one copy of Dry Rot for every issue since the newsletter's inception in April of 1957 was retained and only the Squadron's Bridge minutes from the 2000 onward were kept. After all this sorting, filing and with mixed feelings of trepidation and relief, two file drawer sized boxes were dropped off for shredding.

Now I've truly got the spring cleaning bug! To operate safely and independently it is very wise to have appropriate spare parts, tools and equipment aboard a boat. After all there are no marine stores out on the water! Sometimes though we humans collect far too much stuff on board, especially if the boat has been owned for any length of time. This spring is a good time to go through all the boat's lockers, shelves, nooks, crannies and then do some purging. At the very least we all should do some serious inventory, adjusting and organizing.

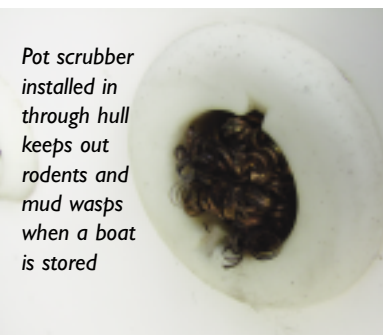
To aid with organizing there are all kinds of free plastic containers in which food items like peanut butter, salads and the like are packed in. These containers have good sturdy waterproof screw on or snap on lids that will hold small hardware and electrical items safely and securely. Failing that, you can buy very inexpen-

sive plastic see through tubs at a dollar store. Make sure the containers have securely closing lids to avoid any accidental spills. If you need a nut bolt or small

part you can locate the appropriate container then look through the clear plastic to see the part inside. Further, I found a pair of oversized tweezers purchased for around five dollars at Steel City Surplus on Dundurn St. South in Hamilton. These are a very handy tool for fishing through a container to grab a small part. By the way, it is a good idea to label the containers. Only one box marked "miscellaneous" is allowed!

As I get older, it gets hard to remember just where everything aboard is stored. It takes a bit of time, but I recommend a written inventory that includes the location of the items that are stored aboard the boat. For a real first class job this can be organized with a spreadsheet then printed. As a side benefit, this inventory list along with photos could also be used to prove to your insurer what was stolen from your boat, if that need ever arose. Many years ago I had a theft from my sail boat. That year for the first time, my wife and I had documented every single item as it was put aboard. It was initially obvious that the thieves had removed easily taken stuff like binoculars and sails. Later on, checking against the inventory, it was found that we had overlooked stolen items in the vee berth like sheets and bedding. This would have amounted to a substantial loss if it had not been claimed.

Keep it Clean: On March 7, with the outside temperature peaking at a workable 17C, it was possible to get aboard TL to begin some spring maintenance. A pressure test of the engine's cooling system was performed. The various hoses and couplings, heat



*Pot scrubber installed in through hull keeps out rodents and mud wasps when a boat is stored*

exchangers etc. were observed for any coolant leaks. As well, the bilge was checked with a bright flashlight, looking for any possible latent problems. The cooling system checked out OK, but I was surprised to find a fair amount of debris in the bilge. One should be very vigilant about not getting anything into the bilge that could jeopardize the operation of a bilge pump. During the boating season, I regularly vacuum the floors and all the joints around the floor access panels. The problem is that dust, hair, dander etc. naturally gravitates to the bilge, the lowest part of a vessel. Using a couple of pieces of dowelling, like a pair of chop sticks, I was able to reach way down, picking out a thumb sized chunk of fibreglass material, some electrical tape, a piece of paper towel and a ball of fuzz. In spite of all my previous precaution in making sure nothing was left on the sole, some debris did make its way down below. It sure pays to be observant. It's also been a few years since the bilge was able to be given a flushing with a hose.

Once the water is turned back on in the boat yard, I intend to give the bilge and battery tops a very thorough rinse. Ideally a vessel should have a garboard plug which would allow the rinse water to escape. The best time to do this job is when the vessel is high and dry. It's a bit late to express this, but next fall when winterizing, it's a good idea to leave the garboard plug out to allow any water or heavier than air fumes like propane or gasoline to drain out. It's further advisable to plug the hole with a "Kurly Kate" pot scrubber or similar product to keep rodents, mud wasps and birds out, but will still let any water or dangerous vapours escape. In fact all through hulls, exhaust exits and water intakes should be plugged this way. The scrubbers can be cut apart for use in the smaller through hull fittings. Regular steel wool is not an option as it rusts quite quickly leaving stains.

We are on the cusp of another exciting boating season! In fact, the most recent very mild weather is allowing us to get going a lot sooner. We wish all readers an enjoyable and safe season out on the water!

*Mike Kott*

# Stir Fry Tonight!

## COUNTRY FARE ,

with Nancy Ellen

This is a continuation of the recipes originally presented in the Flamboro Review in the early 1990's by Nancy Ellen (Lovegrove). Thank you to Barry Lovegrove for making them available to us.

The following recipe was originally published during the gardening season, but nowadays we have such a lovely display of fresh veggies in our stores we are able to enjoy something healthy and satisfying even in the winter.

### Vegetable Medley Stir Fry

1 C	fresh broccoli florets
1 C	fresh cauliflower florets
1 Tbsp	cooking oil
1 med. Onion	cut into thin wedges
1 clove garlic	minced
1 small	yellow squash or zucchini, halved lengthwise and sliced
1 Tbsp	soy sauce or teriyaki sauce
½ tsp	sesame oil
2 small	tomatoes cut into wedges

Preheat a wok or large skillet over medium-high heat. Add the cooking oil. Stir fry onion and garlic for 2 minutes, push to one side. Add broccoli and cauliflower, stir fry 2-3 minutes more until tender crisp. Stir in soy or teriyaki sauce and sesame oil; add tomato wedges. Cover and cook over low heat about 1 minute or until heated through. Turn vegetables into a serving bowl and sprinkle with toasted sesame seeds if desired. Makes 6 servings

### Tips and Tricks:

Toast sesame seeds by spreading a thin layer of the seeds in a shallow ungreased pan. Heat in a 350F oven 10 or 15 minutes stirring once or twice. Store toasted seeds in the refrigerator.

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

## NOTICE OF ANNUAL GENERAL MEETING

TAKE NOTICE that the 53rd Annual General Meeting of the Niagara District, Canadian Power and Sail Squadrons, will be held at the Niagara Falls Hilton Hotel, 6361 Fallsview Blvd, Niagara Falls, Ontario at 1415 hours on Saturday April 22, 2012, 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, 2012, and the Report of the District Auditor 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 1st day of March 2012 at Cambridge, Ontario*

Schedule	33 rd Floor @ Hilton
Wine Tour Peller Estate Wines	11:30 AM – 12:30 PM
Lunch Watermark Restaurant	13:00 PM – 14:00 PM
District AGM Call to Order	14:15 PM

**Cost \$25.00** taxes and grat included

*Al Saynor*  
District Secretary

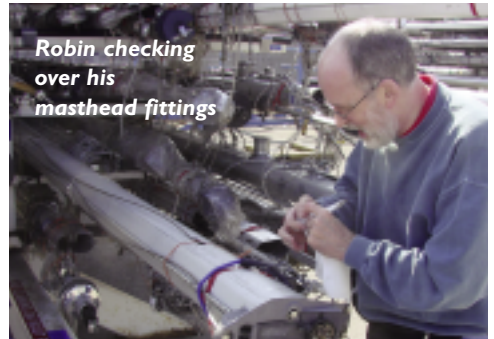
## SPRING CLEANING (or is that FEVER?)



*Getting the topsides polished up.*



*Barry from Skyway Canvas measuring up another job.*



*Robin checking over his masthead fittings*



*Fisheries vessel Kelso being readied for spring launch.*



To: The Members of Niagara District

# Report of the Niagara District Nominating Committee

February 23, 2012

The District Nominating Committee nominates the following Members for election as District Officers forming the Executive Committee for the year 2012/2013

Commander	Garry VanZandt	Fort Erie, ON	905-871-3628
Executive Officer	Lembit Tamm	Brantford, ON	519-752-7067
Training Officer	Alan McKeown	Port Dover, ON	519-426-7006
Administrative Officer	Al Saynor	Cambridge, ON	519-651-7916
Secretary	Steven Cheu	Fort Erie, ON	519-871-6130
Treasurer	Al Saynor	Cambridge, ON	519-651-7916
Public Relations	Larry Kretz	Dundas, ON	905-627-9631
MAREP Officer	David Bull	St. Catharines ON	905-646-7900
Membership	Ernie Whalley	Guelph, ON	519-822-9193

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	Glen Carruthers	Hamilton, ON	905-387-8127
Youth Officer	Diane Allan	Kitchener, ON	519-576-0749
Port Captain	Harvey Zaturski	Welland, ON	905-735-1516
Environment	Harvey Zaturski	Welland, ON	905-735-1516
Instructional Technique	Nick Louras	Niagara Falls, ON	905-651-0719
Officer Training	Lembit Tamm	Brantford, ON	519-752-7067
Bylaws and Protocol	Brian Elder	Simcoe, ON	519-426-0478
Historian	Bill Allan	Kitchener, ON	519-576-0749
Flag Officer	Darryl Lankin	Brantford, ON	519-759-4475
Asst. Membership	Jim Brown	Campbellville, ON	905-854-0693
Asst. PRO	Les Armstrong	Burlington, ON	905-637-2270
Asst. DTO (North)	Diane Allan	Kitchener, ON	519-576-0749
Asst. DTO (Central)	<i>vacant</i>		
Asst. DTO (South)	Nick Louras	Niagara Falls, ON	905-651-0719
District 6 Liaison	Jeff Eggleton	Fort Erie, ON	905-871-4111

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	Bill Allan	Kitchener, ON	519-576-0749
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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 2013/2014 by virtue of their positions, and do not require election or appointment

P/D/C (Chair)	Bill Allan	Kitchener, ON	519-576-0749
P/D/C	Jim Brown	Campbellville, ON	905-854-0694
D/C	Garry VanZandt	Fort Erie, ON	905-871-3628

*Respectfully submitted,*

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P/D/C Jim Brown

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P/D/C Darryl Lankin

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D/C Bill Allan



## Hamilton Power & Sail Squadron

# Bridge Meetings

**1900 to approx 2100**

All members are invited to attend

Apr 09, 2012

May 14, 2012

All meetings are at  
Macassa Bay Yacht Club

Interested in volunteering?

We are currently looking for  
**Training Officer,**  
**Assist. Training Officer,**  
**Entertainment Officer**

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

Vicky 905-628-0645

## Hamilton Power & Sail Squadron 2011/2012 Bridge

Squadron	Name	e-mail	Phone No
Commander	Cdr Vicky Grimshaw	cici@nas.net	905-628-0645
Past Commander	P/C Cal Traver	cici@nas.net	905-628-0645
Executive Officer	Vacant		
Training Officer	Glen Carruthers	g.carruthers@shaw.ca	905-387-8127
Asst. Training	Barry Courtman	jnbc@shaw.ca	905-387-9220
Secretary	Mike Kott	ak726@925.ca	905-529-8339
Treasurer	Danielle Bibby	Islandgirl.dj@gmail.com	905-807-2628
Membership	Peter Boothroyd	pboothroyd@cogeco.ca	905-527-4087
Public Relations	Walter Plater	walter_plater@hotmail.com	905-388-7339
Assistant PRO	Vacant		
MAREP/Enviro	Vacant		
Supply	Sinead Walsh	Sinead.byrne@cogeco.ca	905-973-3373
Communications	Walter Plater	walter_plater@hotmail.com	905-388-7339
Entertainment	Vacant		
Regalia	P/R/C Marney Warby	warby@sourcecable.net	905-389-5719
By-Laws & Protocol	P/R/C Ron Warby	warby@sourcecable.net	905-389-5719
Editor Dry Rot	Mike Kott	ak726@925.ca	905-529-8339
Historian	Vacant		
Port Captain Hamilton	P/C Murray Thompson	mrthompson@cogeco.ca	905-681-8641
Webmaster	P/C Rick Crook	rickcrook@sympatico.ca	905-627-8954
Officer at Large	P/D/C Percy Brown		905-544-5070

### MOVING?

Please direct address changes to:

**Peter Boothroyd**

Call: 905.527.4087 or

Email: pboothroyd@cogeco.ca



Yes, I would prefer to receive **DRY ROT in colour** via email in a PDF format.

#### Old address:

Name \_\_\_\_\_

Address \_\_\_\_\_

\_\_\_\_\_

Postal Code \_\_\_\_\_

Telephone \_\_\_\_\_

Membership \_\_\_\_\_

Email \_\_\_\_\_

#### New address:

Name \_\_\_\_\_

Address \_\_\_\_\_

\_\_\_\_\_

Postal Code \_\_\_\_\_

Telephone \_\_\_\_\_

Membership \_\_\_\_\_

Email \_\_\_\_\_