



DRY ROT

SPRING 2014

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Hamilton Power and Sail Squadron's

65th Annual General Meeting and Graduation to be held at Macassa Bay Yacht club.

Tickets are \$25/person

Friday April 25, 2014

RSVP by April 18, 2014.

Tickets may be reserved by calling the "Hot Line" at 905 388 1227.

To have Dry Rot sent to your email, contact Peter Boothroyd pboothroyd@cogeco.ca. or register on the HPS web site at www.hamiltonpowersquadron.ca.

Commander's Greeting

This has been a very interesting year for me. I was commander many years ago and much has changed in CPS since then. The boating course in particular has gone through a great transformation due largely to the increase in the reliance of recreational boaters on the GPS and the availability of a variety of inexpensive electronic apparatus.

The VHF course is much more in demand now that there is a requirement to have the DSC upgrade.

A good number of our boating students were those who were introduced to HPS at the VHF course.

I have arranged for the Niagara District annual picnic to be held at Macassa Bay Yacht Club; the date yet to be determined.

The 2013 national AGM which I attended was held in Toronto. I was pleased to learn that in comparing HPS to other squadrons we are doing a lot of the right things!

Our treasurer **Danielle** has resigned after several years with us and we thank her for the dedication she has had to HPS.

Mark Welch has joined the bridge and has assumed the office of treasurer. He has already tuned up the books and we are happy to welcome him aboard.

Thanks go to **PC Vicky Grimshaw** whose assistance made assimilation of my role as commander relatively painless.

I am eagerly anticipating the forthcoming year and I take this opportunity to express my gratitude to the HPS bridge officers for the work they have done and for the enthusiasm they have shown

Thank you to **Ron and Marney Warby, Peter Boothroyd, Mike Kott, Walter Platter, Roger Pimm, Mark Welch, and Don Hetherington.**



Situational Awareness

When considering potentially risky activities, it is prudent to consider the “What If’s”. The first things to realize are the dangers; what could go wrong and how one could deal with these. There are a lot of dicey sports that we humans expose ourselves to such as skiing, racing of all kinds, skate boarding, hockey, football, bungee jumping, diving, driving, crossing the street, even boating!

Back in the 50’s and 60’s I road raced motorcycles at tracks like Harewood Acres near Jarvis Ontario, Mosport, Watkin’s Glen New York, Thompson Connecticut and Daytona Florida. I remember chatting with fellow rider Bill Metcalf about how one could survive a crash on a motorcycle. Of course this is not something you would normally do, but at some time, if you ride long enough you could be forced to part company with the bike. When practising “Situational Awareness” it is vital to maintain control even in the desperateness of a crash or emergency. Bill recommended “Riding to Earth”, a British term describing a controlled crash while on a motorcycle. Bill worked with me demonstrating the innate defence mechanisms of humans. My biggest fear was of the bike falling down on top of me and being pinned underneath. I reviewed this scenario many times over in my head. While riding I can remember “Riding to Earth” at least three times while racing and twice on the road where Bill’s training came to the fore. In each case the bike and I sustained only minor abrasions. It almost seemed easy to do, but the bottom line was there were no serious injuries to me, the motorcycle or any-

one else. I learned greatly from this experience and applied the knowledge of situational awareness to whatever endeavour I became involved in. This included the workplace, becoming more aware of potential dangers and learning how to mitigate harm in an emergency.

In my work I was exposed to many dangers such as falling, electrocution, excessive noise, confined spaces, toxic fumes and dust etc. By reviewing the possibilities for harm on the job I came up with ways to deal with it. Fortunately, governments are realizing the huge dangers that many workers are exposed to and are implementing mandatory legislation and rules to reduce injuries and fatalities. A lot of this stuff is common sense – ie. you touch a hot stove, you get burnt!

It is incumbent on anyone approaching a risky venture to give some serious thought on what you need to know about the subject; we only have one life. I have chatted with many boating students. A few were hesitant to confess that they did not own a boat. I commended these wise persons as they realized that boating is a complex endeavour and there is a lot that needs to be learned. It takes a lot of ability and resources to rise above the masses and to take to the water. These resources comprise many elements: the dream, the boat, fear, the finances, time, safety, planning, sustenance and knowledge, etc. Taking CPS courses are a very good way to get some of the training required to become a competent skipper. I firmly believe that most “accidents” are simply due to poor

planning and lack of forethought. I like to refer to “Murphy’s Law” on the water, “If something can go wrong at the worst possible time, it will”.

A subject I have harped on many times is people putting total reliance on their electronics when navigating. I was weaned on Radio Direction Finding in the early 70’s then later with Loran C which were used to augment my navigation in reduced visibility. Then along came the marvel of GPS in the early 90’s which produced a quantum leap in accuracy and simplicity of operation. All one needed to do was to turn the GPS on and after it had booted up you were able to receive a relatively accurate position plus other vital information like your course over the ground (COG) and speed over the ground (SOG). This system totally revolutionized navigation. However you have to question the ABSOLUTE RELIABILITY of all electronic navigation.

Unfortunately the GPS system is by no means simple! It is an extremely complicated system with billions of dollars invested by the U.S. Department of Defence with its development, construction costs, satellites, launching systems, ground support facilities and maintenance. There have been times when the system has been shut off for maintenance, plus the system accuracy has been intentionally degraded at times due to possible anti terrorist activity and military operations. Also don’t forget that you can have on board equipment issues too, such as a catastrophic loss of ship’s power, operator error, or failure of the device itself. With all this high tech technology, there are bound to

be problems. What I am suggesting here with “Situational Awareness” in mind is that you have to be aware of these shortcomings. When our GPS/chart plotters work it is so incredibly easy to make our way...just don't get sucked in!

When using radar be aware that its performance can be considerably degraded in heavy rain as the return signal from the targets is attenuated by the rain drops making targets invisible. There are also times when using radar that particular wave patterns and sea state causing the display of “clutter”, giving false targets, or masking targets. You will be wise to have navigation back ups in place and processes of managing thought out well beforehand. It is prudent to use the higher end electronics only as an adjunct to normal navigation.

With descending order of reliability here is a possible list of the navigational tools that a skipper could have at his/her disposal: a GPS driven chart plotter, a radar, a stand alone GPS (hand held with internal batteries), a depth sounder, a properly swung magnetic compass, a hand bearing compass, large scale paper charts, small scale paper charts with plotting apparatus (parallel rules sharpened pencil etc), a watch or timing device, a lead line and a note pad to log event times, plus bearings etc. It makes good sense to keep a continuous chronological ship's log with event times such as the vessels departure from the dock, courses, speeds, departing a harbour, passing a buoy or point of land, crossing a range etc. Event times should

be logged at regular intervals even during good visibility. If the weather closes in it's reassuring and vital to have a recent position filed so you have something to work from, rather than just being lost. If you lose any one or more of the above navigation tools, you should be able to continue safely by moving to the next available tool. Take special note of the simplest tools listed above. When things fail you should be able to follow the above suggestions, and be able to proceed seamlessly and safely.

Generally the most demanding navigation is while approaching land or solid objects like other vessels, buoys, or the bottom. You must know your position with respect to harbour entrances, other vessels plus other navigational dangers.

Another danger is “*the other guy*”. Twice while moving in thick fog I have been in imminent danger because of other vessels in proximity that were oblivious to the dangers of travelling much too fast for the conditions. Luck saved me the first time off Ashbridges Bay, but I had life jackets on and the life raft ready to deploy if we had been hit. The radar served me well the second time while navigating the Lansdowne Channel, allowing me to take evasive action in time, avoiding a head on collision. When things go awry, you must have a well thought out plan on how to deal with any type of situation and be ready to amend that too if necessary...*Situational Awareness*.

Amateur / Ham Radio Course

If you are considering offshore cruising, the most economical way to stay in touch with home is still via Amateur or Ham radio.

Your restricted Maritime Operator Certificate / VHF license does cover the marine bands on the Single Side Band (SSB) radio, but the Ham license opens up frequencies that give added coverage and distance. As well, there are volunteer HAMS that operate maritime communication nets to assist in weather forecasting and message passing.

The Hamilton Amateur Radio Club is offering a Basic Certification course provided there are sufficient candidates for us to put together a class. We are currently considering a class starting this September 2014, and another course starting January 2015. Let's hear from you if you think this additional radio certification is for you. The courses will be held at Westdale High School, so you will be on familiar ground.

Contact me or the Hamilton Amateur Radio Club directly via the following links if you are interested:

Rogerpimm70@gmail.com or
exec@Hamiltonarc.ca

Cheers, Roger Pimm

ASSISTANT TRAINING OFFICER
– Hamilton Power Squadron
President – Hamilton Amateur Radio Club

Report of Nominating Committee

Hamilton Power & Sail Squadron

1) The Squadron Nominating Committee nominates the following Members for election as Squadron Officers for 2014/2015.

Commander (Cdr)	Murray Thompson	Hamilton, ON	289-389-3165
Executive Officer	(Vacant)		
Training Officer	Roger Pimm	Hamilton, ON	905-560-2628
Asst. Training Officer	(Vacant)		
Secretary	(Vacant)		
Treasurer	Mark Welch	Hamilton, ON	905-538-1246
Membership Officer	Peter Boothroyd	Hamilton, ON	905-527-4087
Public Relations Officer	Don Hetherington	Fonthill, ON	905-892-4177
MAREP/Enviro Officer	(Vacant)		
Supply Officer	Walter Plater	Hamilton, ON	905-388-7339

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	(Vacant)		

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 2014/2015 by virtue of their appointment and do not require election or appointment:

P/C Cal Traver, P/C Vicky Grimshaw, Cdr Murray Thompson

Respectfully submitted,

P/C Cal Traver

P/C Vicky Grimshaw

Cdr Murray Thompson

To: The Members of Niagara District

Report of the Niagara District Nominating Committee

February 27, 2014

The District Nominating Committee nominates the following Members for election as District Officers forming the Executive Committee for the year 2014/2015

Commander	Lembit Tamm	Brantford, ON	519-752-7067
Executive Officer	Ian Munro	Waterdown, ON	905-689-6251
Training Officer	Alan McKeown	Port Dover, ON	519-426-7006
Administrative Officer	Steven Cheu	Fort Erie, ON	905-871-6130
Secretary	Marilyn Kreamer	Port Colborne, ON	905-734-9735
Treasurer	Tony Warner	Burlington, ON	905-637-8699
Public Relations	Diane Allan	Kitchener, On	519-576-0749
MAREP Officer	Al Saynor	Cambridge, ON	519-651-7916
Membership	Dan Symes	Brantford, ON	519-752-3344

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	TDB		
Environment	Harvey Zaturski	Welland, ON	905-735-1516
Instructional Techniques	Ian Munro	Waterdown, ON	905-689-6251
Officer Training	Ian Munro	Waterdown, ON	905-689-6251
Rules Officer	Brian Elder	Simcoe, ON	519-426-0478
Historian	Ernie Whalley	Kitchener, ON	519-576-0749
Awards, Flags & Protocol	Nick Louras	Niagara Falls, ON	905-651-0719
Asst. Membership	Jim Brown	Campbellville, ON	905-854-0693
Asst. PRO	Bill Allan	Kitchener, ON	519-576-0749
Asst. DTO (North)	Diane Allan	Kitchener, ON	519-576-0749
Asst. DTO (Central)			
Asst. DTO (South)	Garry VanZandt	Fort Erie, ON	905-871-3628
District 6 Liaison	Garry VanZandt	Fort Erie, ON	905-871-3628

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	Garry VanZandt	Fort Erie, ON	905-871-3628
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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 2014/2015 by virtue of their positions, and do not require election or appointment

P/D/C (Chair)	Garry VanZandt	Fort Erie, ON	905-871-3628
P/D/C	Bill Allan	Kitchener, ON	519-576-0749
D/C	Lembit Tamm	Brantford, ON	519-752-7067

Respectfully submitted,

D/C Garry VanZandt

P/D/C Bill Allan

P/D/C Jim Brown

SEABREEZE

First off, this has been one of the coldest and prolonged winters this writer has experienced. It seems to be the dominant topic of discussion! It just seems to keep on coming. It has been below freezing pretty well since November of 2013.

A lot of people were unable to get to their stored boats because of the dangerous ice conditions. In boat yards the snow and ice sliding off the winter covers was piled high between the boats making it very dangerous to get close enough to have a look. It was a genuine treat to get on board finally on Saturday March 8 to see if all was OK to and plug the battery charger in for awhile. This short lived reprieve came to brutal end four just days later when we had the nastiest blizzard of the winter! Surely spring weather can't be too far away now!

Dry Rot is alive and well!

There are lots of things to talk about:

Our new Bridge has seen a few bumps, but we have survived. We must welcome **Roger Pimm** who has taken on the demanding post of Training Officer. He had a trial by fire, but has organized 2 **VHF/DSC courses**, as well as a **Boating and PCOC courses** which were held at Macassa Bay Yacht club and Westdale High School. Besides being an accomplished ocean sailor, Roger's other main interest lies in Amateur (Ham) Radio. He is President of the Hamilton Amateur Radio club, so he is a very busy man! Roger has kindly written up two articles which are included in this edition of *Dry Rot*.

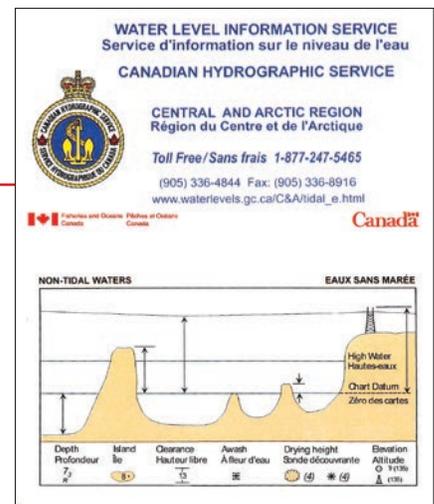
Gary Young has been teaching the **Boating and PCOC** classes at Westdale High School.

Pat Faux has taught the VHF/DSC courses at Macassa Bay Yacht Club. The demand for the VHF courses has been high.

The Hamilton Squadron would like to thank the **Executive and members of Macassa Bay Yacht Club** for providing space for the monthly Bridge meetings and the VHF/DSC classes, plus a recent CPS District Training seminar.

We lost our Entertainment Officer, but the rest of the crew rallied around **Walter Plater's** leadership, and we had a successful **Pizza and Wing night**. **Glenn Macdonald** representing the Canadian Hydrographic Service made a return visit giving an informative talk on Water levels in the Great Lakes and Cartography. The weather was rather challenging that night, but those who came had a good feed and camaraderie, as well learning about our Canadian waters. There were several door prizes too; all in all a good evening!

Another recent arrival welcomed to the HPS Bridge is **Mark Welch**, who has taken on the vital position of Treasurer. We like working with Mark with his calm, cool and decisive manner. He has already gotten our finances worked out right to the penny, with all our bills paid and money in the bank!



Be sure to attend the Squadron's **Annual Spring Breakfast** at Royal Hamilton Yacht Club on April 6th, from 0900 to 1100. Cost is \$15. per person. This has historically been a well received event and a great way to welcome the coming Boating season in elegant surroundings. Tickets can be reserved by calling the "Hot Line" at 905 388 1227. RSVP early so we can give a timely heads up to the RHYC staff.

A bit later in April on Friday the 25th is the Hamilton Squadron's **65th Annual General Meeting and Graduation** to be held at Macassa Bay Yacht club. There will be a hot dinner Buffet at 1830, Graduation ceremony will be at 2000 with AGM at 2100. Come and welcome our new Graduates. Tickets are \$25. per person. RSVP by March 31, 2014. Tickets can be reserved by calling the "Hot Line" at 905 388 1227.

We are slowly merging over to electronic distribution of *Dry Rot*. In fact the majority of Squadron members are now receiving *Dry Rot* and other information via this method. The cost of producing and distributing a paper copy of our newsletter has become prohibitive. We will struggle along with this for the short term. You most likely have noticed that almost all of the services we once enjoyed coming through our mail slot are

becoming a thing of the past. We urge members to send their email address to our Membership Officer Peter Boothroyd, so Dry Rot can be sent to you via the internet. Peter's email address is pboothroyd@cogeco.ca. or contact the HPS web site at www.hamiltonpower-squadron.ca.

Another issue that has come to the fore is that of internet security. CPS National Headquarters along with the Niagara District have directed that Bridge Officer's addresses and phone numbers are to be deleted from the Bridge listings in the newsletters etc. To provide better security, members needing information will be required to access the Bridge via the "Hot Line" telephone @ 905 388 1227 and leave a message, or via the Squadron web site at www.hamiltonpowersquadron.ca. It's a different world we live in today and it was felt necessary to take these



measures to reduce exposure to noxious elements.

A late spring two day VHF/DSC class is being planned for May 24th and May 31st at Macassa Bay Yacht Club. Contact our Training Officer Roger Pimm at rpimm@cogeco.ca . or call the "Hot Line" telephone @ 905 388 1227 and leave a message.

Notice: It looks like the long de-

layed Randle Reef cleanup project will begin this summer. The area is west of the sea wall of the US Steel (Stelco) and north of Heddle Marine will most likely be off limits to pleasure craft.

Did anyone note the Federal government's proposed plan to off load the Burlington Bridge! I have also heard that there are still some outstanding equipment reliability issues which may still impact the bridge's opening times.

You are cordially invited

P/C Murray Thompson requests
the pleasure of your company at the

Hamilton Power and Sail Squadron
65th Annual General Meeting,
Dinner & Graduation

at the
Macassa Bay Yacht Club
April 25, 2014

Macassa Bay Yacht Club,
80 Harbour Front Drive, Hamilton, ON

6:00 pm	Cash Bar
7:15 pm	Hot Dinner Buffet Cost \$ 25.00
8:15 pm	Graduation
8:30 pm	Annual General Meeting (Meeting is no charge)

Please Join Us!

RSVP by April 18, 2014

EMAIL: Walter Plater:
walter.hpss@hotmail.com

CALL HOTLINE: 905 388 1227

Dinner
Tickets

\$25

HAM Radio Helping Sailors

It was the routine for the late Doug Last, VE3NBL, for almost 25 years: Get up in the morning and wander into his home office. Turn on his HAM radio and his computer. Check various internet sites for weather forecasts and start talking to long-distance cruisers all over the world.

Half an hour later, while he is broadcasting over the airwaves to skippers in some pretty exotic locales, like Greenland, various parts of the Caribbean, and even in the middle of the Atlantic, his wife would bring him a coffee. He would sit in his condo in Hamilton and would be joined on the radio each morning by others, including the late Ernie Meyer, who followed similar routines. Meyer VE3EGM, was a retired doctor and kidney specialist, who would sit in his Mississauga-area home, in front of his own High Frequency (HF) transceiver, a SSB capable radio.

These people, all on their HAM radios at the same time each morning, would collectively lend a hand to wayward sailors. They had been doing this since 1984. Today the HAMs are still providing the same service. They are known as the Mississauga Maritime Net, which really serves as a security blanket for sailors who go offshore. Through the radio network, skippers in far-away places can talk to fellow Canadians each morning. These certified HAM sailors use their single sideband radios on their yachts to talk with HAM operators sitting at base units in their homes, spread out in Ontario and across Canada.

The Mississauga Maritime Net operates each morning at 7:45am until about 8:30am. The check in frequen-

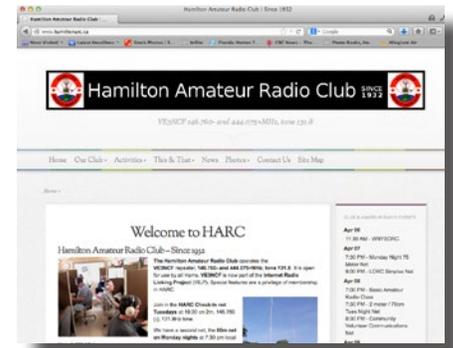
cy for the Mississauga Maritime net is 14.122.5 MHz, near the bottom of the 20 meter HAM band.

Why did all this 'communicating' start?

This process all started in 1984 when Ernie and Doug created a schedule (sked) to check in with each other each morning. They knew a sailor who was a HAM who was heading south to the Caribbean so they made plans to chat each morning with him to ensure that all was well and what progress was being made. Sailors can get updates on the progress of storms, and they can give a description of local weather conditions near them, with this weather information relayed to other sailors. The HAMS who check in can make contact with the Coast Guard and assist local search-and-rescue operations if required by a sailor in trouble. They can patch phone calls through their HAM radios, to family members back home.

If one of the volunteer net controllers cannot hear a radio call from a skipper, then someone else usually does, and relays the information to the net controller. Depending on the time of year those on the Mississauga Maritime Net can track up to 30 or more yachts a day.

Doug, who passed away in 2013, used to live in Mississauga and sailed out of Port Credit Yacht Club. Over the years he owned a C&C 30, a CS



27, Paceship 26 and a Hughes 25.

Doug used to begin his monitoring with a bright "I'm still on the radio. I'm still monitoring the boys," followed by a hearty laugh. "It's just become a way of life. You turn the radio on every morning. It's a routine".

I have a personal experience on how important adequate radio equipment is on ocean passages. There was a North Atlantic passage I made as part of a three man crew on a Beneteau 38. The leg was from Bermuda to New York Harbour, through the Northern leg of the Gulf Stream. The part of the Gulf Stream we were about to cross was where it begins its swing eastward, and it begins to widen out and hits that cold wall called the Labrador Current. We realized that something unusual was happening as our speed over the bottom was only 1.5 knots, with our speed through the water being 6.5 knots. The boat name was Easy Go. How ironic. To solve the mystery required a lengthy discussion with 'Southbound Herb' Herb Hilgenberg VE3LML. Herb, till his recent retirement, operated a licensed Maritime SSB Base Station (VAX498) out of his HAM shack in Burlington. Check Herb Hilgenberg out on your browser.

So how did we get out of that dilemma? That is the subject of another tall tale.

Stay tuned for the next installment, the next *DRY ROT!*

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

NOTICE OF ANNUAL GENERAL MEETING

TAKE NOTICE that the 55th Annual General Meeting of the Niagara District, Canadian Power and Sail Squadrons, will be held at the Best Western Plus Brant Park Inn & Conference Centre, 19 Holiday Drive, Brantford, Ontario at 1100 on Saturday, April 12, 2014, 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, 2014, and the Report of the District Financial Reviewer herein; c) electing the Officers of the District;
- d) appointing the District Financial Reviewer
- 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 17th day of March 2014 at Fort Erie, Ontario

Schedule

Registration open	1030 - 1100
District AGM	1100 - 1215
Awards Presentation	1215 - 1230
Lunch	1230 - 1330
Presentation by Kevin Piper of Bay Sails	1330 - 1415
Break	1415 - 1430
Squadron AGM	1430 - 1600
Close	1600

AGM Date: Saturday, April 12, 2014

Venue: Best Western Plus Brant Park Inn
& Conference Centre
19 Holiday Dr, Brantford, ON N3R 7J4

NOTES: Cost of Buffet Lunch is \$20.00 per person

TO THE MEMBERS OF THE HAMILTON
POWER & SAIL SQUADRON

NOTICE OF THE 65TH ANNUAL GENERAL MEETING

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, Ontario on Friday, April 25, 2014 at 2100 for the purpose of:

- (a) receiving and, if thought fit, approving the reports of the Officers of the Squadron
- (b) receiving and, if thought fit, approving the Financial statements of the Squadron for the twelve month period ending March 31, 2014 and the report of the Internal Audit Review Committee thereon
- (c) considering and, if thought fit, adopting any resolutions that may be submitted
- (d) electing the Officers of the Squadron
- (e) appointing the Internal Audit Review Committee
- (f) 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 17th day of March, 2014
in Hamilton, Ontario.*

Marney Warby

Marney Warby (*signature on file*)
Squadron Secretary

COMING EVENTS

April 6th: Annual Spring Breakfast at Royal Hamilton Yacht Club, from 0900 to 1100.

Cost is \$15. per person.

Buffet style breakfast including coffee, tea, juices, assorted pastries, and sliced fruit; eggs, bacon, sausage, home fries & toast, pancakes and syrup, warm fruit and whipped cream.

RSVP by March 31, 2014. Tickets may be reserved by calling the "Hot Line" at 905 388 1227.

Friday April 25th: Hamilton Power and Sail Squadron's 65th Annual General Meeting and Graduation to be held at Macassa Bay Yacht club.

Tickets are \$25. per person.

There will be a hot dinner Buffet at 1830, Graduation ceremony will be at 2000 with AGM at 2100. Come and welcome our new Graduates!

RSVP by March 31, 2014. Tickets may be reserved by calling the "Hot Line" at 905 388 1227.

Saturday May 24th and Saturday May 31st: Spring VHF/DSC Course at MBYC.

In two parts: May 24th with second part and exam on May 31st. Contact Squadron Training Officer Roger Pimm at rpimm@cogeco.ca.



Hamilton Power & Sail Squadron 2014 BRIDGE

Commander	P/C Murray Thompson
Training Officer	Roger Pimm
Assistant Training	Vacant
Secretary	P/R/C Marney Warby
Treasurer	Mark Welch
Membership Officer	Peter Boothroyd
Public Relations	Vacant
Marep	Vacant
Supply Officer	Walter Plater
Communications	Walter Plater
Dry Rot Editor	Mike Kott
Entertainment Officer	Vacant
Regalia Officer	P/R/C Marney Warby
By-Laws and Protocol	P/R/C Ron Warby
Port Captain	Pending
Web Site	P/C Rick Crook
Officer At Large	P/D/C Percy Brown
Past Commander	P/C Vicky Grimshaw

MOVING?

Please direct address changes to: Membership Officer Peter Boothroyd. Please include your old address and new address plus postal code and email address .

Please consider receiving your Dry Rot and announcements via email. We are trying to convert everyone to this method of receiving your Squadron's Newsletter. Please advise our Training Officer of your email address.

Email pboothroyd@cogeco.ca

