

DRY ROT

From the Commander

CAL TRAVER

It seems only a few weeks ago that the fall issue went out to you and yet in just a couple of days you will be reading our winter publication. Indeed we only recently passed December 22, the winter solstice. The sun's rays will slowly become concentrated over a smaller area of the earth's surface with each passing day, the daylight hours will increase and if we are patient it will probably warm up too.

I expect your vessels are all put to bed, properly winterized, batteries removed, water systems drained, the boat secured against vandalism, as much as is possible.

You have removed all volatile materials; fuel, solvents, cooking fluids flares. Etc,

Well haven't you?

Did I mention FLARES?

Our marine police officer tells us that although the initial reason boats are broken into is for the possibility of finding liquor, the perps often find flares and set them off, sometimes with very expensive consequences.

Two recent marine accidents are worthy of mention; one down near Antarctica where a tour ship was holed and foundered in frigid water without the loss of a single life despite survivors having to wait 6 hours in life boats for help.

They were fortunate that there was time before the ship sank to deploy lifeboats, and that cold weather survival suits were available.

The other is about the poor chap who during a snow storm, challenged a wild and rough Lake Ontario in a kayak to go fishing late in the afternoon. He and the kayak were found the next day. The kayak survived.

Most of my boating is single handed. I admit that a few years ago I more or less disdained the wearing of a life jacket, it wasn't that it was uncomfortable, it just seemed a little wussy to be wearing one if there was no apparent urgency to do so. I suspect that there are still macho

...continues

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...from the Commander

guys that don't put one on because of the unmanly image they think may be presented. Now; I am uncomfortable without it on. I guess it sort of grew on me like the wearing of the seat belt in my vehicle.

Last summer one day when I was going out for a sail another single hander was coming back in. As our boats passed I noticed he too was wearing his life jacket.

He tugged at it and gave me thumbs up, so it looks like the times they are a changing.

I have a life jacket that is supposed to inflate if immersed and I love it. Deflated it is not bulky and even on a hot day it is quite comfortable, so if someone is scratching their noggin for an idea for your Xmas present have them read this article and tell her/him to buy two.

In the fall issue I reported that the upcoming national CPS AGM would be voting on proposed name changes

from selections derived from the branding contest.

It was revealed that the motion had not been properly made and the issue could not be put to a vote. However, the national staff decided to hold a vote which would not be binding; it being no more or less than a survey to see which of the proposed names would have been acceptable.

A new choice was added to the three names derived from the contest, namely "none of the above". "None of the above" won by a great majority, almost three times the votes of the next choice. Nothing has changed.

Come to our **Pizza and Wing Ding Feb. 1, 2008** at Macassa Bay Yacht Club. We want to see you.

On behalf of your bridge I hope you had a Merry Christmas and wish you all a Happy New Year.

Happy New Year from the desk of the MAREP Officer.

My name is Warren Hyde, and as a member of your bridge, I hope to bring some experience, insight and education to you the members through our newsletter, the Dry Rot. CPS works closely with different branches of the Federal Government with the single goal of promoting safe boating to all Canadians and transient wanderers. One of those ways is through a cooperative program known as MAREP. For those who are not familiar with MAREP, it is short for **MA**rine **RE**Porting. In order to keep charts and the publication Sailing Directions current and accurate, the Canadian Hydrographic Service relies on the eyes and ears of boaters everywhere. That is where the MAREP Officer

comes in. We report to the CHS new, removed or uncharted submerged objects, obstructions, channels, landmarks, marine facilities and private aids. Items such as buoys off station, lights not operating or day markers obscured are reported to the Canadian Coast Guard.

If you are aware of anything local that you feel should be reported, we encourage you to contact the Hamilton Squadron and we will investigate it and report it as necessary. That is one way that we can all work together to make our recreation more enjoyable and safe.

Another way is that from this desk we will be writing articles explaining the importance of knowing the current lake levels, and how to interpret

chart datum information from marine forecasts and nautical charts. We will pass on relevant Notice to Mariners specific to our boating area, and touch on other areas of interest to our boating community such as weather and navigation.

Remember, whether you canoe, sail, powerboat or enjoy the water in any other form, we are one community and should always respect and look out for each other out on the water. In conclusion, I will leave you with a navigational question to test your knowledge.

Concerning Cardinal Buoys, what is the significance of the black bands, and where is the deepest water always found?

BERNICE

Last spring and early summer, I spent a fair amount of time around the Hamilton Port Authority dock yard working on my boat. On one of many forays, I came across "Bernice", all carefully loaded up on a trailer, waiting for customs clearance to the U.S.A. For those of you who may not have known Bernice, she happened to be one of the loveliest sail boats ever to have sailed in this area. Bernice has been sold to an American buyer and will be berthed in Larchmont, which is one of the premier sailing towns on Long Island Sound, home to some of the oldest yacht clubs in the U.S.A.

Bernice epitomizes all that can be said when describing a beautiful classic sailing yacht. She looks sensuous both in and out of the water. Her classic lines can excite landlubbers, as well as seasoned boaters. The truck driver and escort truck driver engaged me in pleasant conversation with their broad Bostonian accents. One of the fellows gave me a transcript describing Bernice's attributes. What really amazes me is that Bernice is now 91 years young and still in fine condition, which shows the love and devotion she has received through all of her years.

I contacted the former owner Mr. Ron Harrison and her new owner Mr. Alex Dubitsky and received permission to copy the transcript describing this gorgeous vessel. I had hoped to include a picture of her underway, in full sail, but the trailer pictures will have to suffice.

Mike Kott

A brief history of Bernice:

The grace and beauty of Bernice at (91) years old represents a style of yacht architecture that reflects the elegance of an era that will never be rivaled again. George Owen, Professor Emeritus at Massachusetts Institute of Technology, designed Bernice. Construction took place at the yard of Hogdon Brothers in East Booth Bay Maine in 1916 for George Lee of Boston. On Christening she was named after his sister Bernice Lee.

According to files at M.I.T., Bernice's racing career started off rather indifferently due to the owner's unsuccessful experimentation with sail and rig. She was purchased by the Royal Canadian Yacht Club in 1919 along with five other "P" class yachts and started a new career on Lake Ontario. She proved to be the fastest of the P's, going particularly well in heavy

weather racing and in light winds.

Without reservation, Bernice is the loveliest yacht to sail. Her tall rig and fair lines give her a sensitivity not found in yachts of recent vintage. Her divided yawl rig makes her beautifully balanced on all points of sailing. Her low freeboard lets one feel "akin" to the water on which she sails; yet her deep draft leaves her spacious and comfortable below deck. She measures 54 feet overall, 10 feet, six inches beam and 8 feet draft. She has a very smooth overhang at the bow and a fairly broad overhang at the stern. Her mast rises 68 feet from the mast step and is well supported with 6 shrouds, 2 forestays and twin running backstays. She has a geared winch on the mainsail and adequate winches elsewhere. All points of strain have been reinforced including a steel mast step and stainless masthead fittings and heavy blocks where the genoa and spinnaker lead to the aft deck. She carries 14,000 pounds of lead in the keel.

The oiled teak deck is spacious and uncluttered. Below



BERNICE

deck she divides into two cabins. The aft cabin with its own entrance contains two roomy bunks, a chart table and galley with alcohol stove, sink and refrigerator. The main salon, finished in red mahogany, is very spacious with two large settee berths, 7 feet 10 inches in length and a gimbaled table and bar forward. The head and hanging locker separate the two cabins, with passage

between. Pipe berth and sail stowage is forward.

Lighting has two systems, 110 volts for dockside and 12 volts while cruising.

Bernice was raced extensively until 1965 and has won virtually every cup on Lake Ontario. At age (91) Bernice has outlived most of her contemporaries and many people who owned and sailed her.

GEORGE SAYS... *How many of these weather signs do you recall?*

If the sun sets behind a cloud, rain within 24 hours....if the sounds of church bells, train whistles etc. carry further, rain is on the way....if leaves turn their backs to the wind, rain is coming....if it rains before 7, it will clear before 11 (standard time)....if fish are jumping and /or the bay water has a noticeable odor, expect rain....if it rains on St. Swithins Day (July 15) it will rain for 40 days....if a ground hog sees his shadow on Groundhog Day (Feb. 2nd), he will go back "home" for another 6 weeks, meaning a late spring....if chestnut trees in the spring are heavy in bloom, expect a good old fashioned winter....if squirrels are very active storing nuts for winter, beware....if they start early, expect an early winter...if they store them high in the trees, expect a lot of snow....sometimes they store them in the ground and then we expect little snow...a ring around the moon indicates a storm is brewing, and the number of stars in the ring indicates the number of days before the storm arrives.

My first recollection of an interest in the weather was during the first world war when food became the prime concern in winning the war. Students with proper academic qualifications were allowed their year's certificate early in May if they went to work on a farm. I did a man's work on my uncle's Farm on the Grand River, three miles above Onandaga. There were times when I doubted my wisdom. I did a man's work and



looked forward to Sunday, a day of rest except for chores.

One late overcast dull afternoon in June, my uncle glanced skyward and remarked that if those two clouds overhead met, we would get quite a rain. They did, and we did! What a deluge.

Another summer I worked on a fruit farm on the escarpment above Grimsby. Now fruit farmers are very dependent on the weather, so I presume that is the reason for their reputation of being the world's worst weather grumblers. It is always too hot, or too cold or too wet, or too dry. I

heard that if the sun sets behind a cloud, expect rain within 24 hours. I told my boss that his troubles were over when I saw the sun go behind a huge cloud in mid afternoon. Rain was on the way! What did that kid know about the weather! Next morning, puddles were everywhere. and it was still raining. The dry spell was over.

Another amazing phenomenon occurred during the first world war. All church pulpits across Canada were asked to pray for good crops in early June for the war effort. Never before or since, to my knowledge, have we ever had such miraculously good weather and such bumper crops.

P.S.If showery, if enough blue sky to make a Dutchman a pair of pants is seen between the clouds, the weather is getting ready to clear.

Cdr. George Down, AP (Ret).

Originally printed in Dry Rot 1983. Submitted by Past commander Marney Warby

BOOK REVIEW

MARINE DIESEL ENGINES 3RD EDITION

By Nigel Calder | Copyright 2007, first copyrighted in 1987.

A quote I like in this book is taken from *Zen and the Art of Motorcycle Maintenance*: "An untrained observer will see only physical labour, and often gets the idea that physical labour is what a mechanic does. Actually, the physical labour is the smallest and easiest part of what a mechanic does. By far the greatest part of his or her work is careful observation and precise thinking."

I last reviewed Nigel Calder's *Boat Owner's Mechanical and Electrical Manual*. Nigel Calder is very thorough in his explanations. I feel that this book, as well as the new one on diesel engines should be included in any boat owner's library. Many subjects are discussed beside diesel engines. There is little left to chance. Every aspect of the complete engine, transmission drive line and propellers is well covered. The book is of course quite technical, but not too hard to understand. There are many graphs presenting valuable information, plus pictures and drawings giving more emphasis and clarity.

The contents include:

Principles of Operation

Details of Operation covering air supply, combustion, fuel injection, governors, engine controls and cooling.

Routine Maintenance, covering clean air, clean fuel, clean oil and winterizing.

Troubleshooting, including failure to start, failure to crank, failure to fire, overheating, smoke and loss of performance.

Engine Repair Procedures, covering cooling systems, exhaust systems, injection systems and de carbonizing.

Marine Transmissions, covering various types, maintenance, drive shaft alignment and repair.

Engine Selection, including propeller sizing, transmission and auxiliary systems.

Diesel-Electric Propulsion.

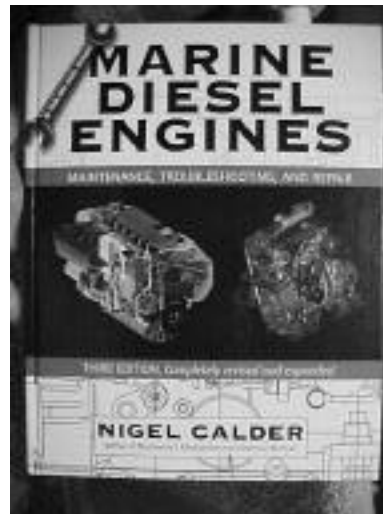
To demonstrate Mr. Calder's thoroughness, I was intrigued by the section on sizing propellers. I have heard before about corrosion in propellers caused by cavitation. The writer takes this further, explaining that if the blade loading (the amount of thrust developed by each square inch of the blades) is excessive, there is a reduction of pressure on the surface of the blades, where the boiling point of water is reduced, causing steam bubbles to implode, eroding the surface of the metal. Each comment is backed up by solid facts as this as well as personal experience. The book is brought right up to date with a discussion about "fly

by wire" technology used in the newest installations, controlling throttles, engine synchronization and shifting, etc.

It seems that the diesel engine has endeared itself to the marine application largely because of its economy, safety and reliability.

There are many boats still powered by gasoline engines, but it is rare these days that they are fitted to a new boat, or when re powering. Most of us have had some experience with gasoline engines, but with the huge influx of diesel power, it is advisable to learn something more about these modern miracles. This is just the book to achieve this end.

Mike Kott.



It is with sadness that we recognize the passing of Past Commander Jack Wright. Jack was a long time member of The Hamilton Power and Sail Squadron, serving in many capacities. I personally remember working along with Jack and Bruce Smith for almost 10 years at Westdale High School in the '80's. Jack arrived faithfully with his bundle buggy every week for the 20 week Boating Courses to serve up a hot cup of coffee for the appreciative students.

Everyone had a good time at the **Christmas Dinner and Dance** at Marquis Gardens. Ruth Lewis did a great job in organizing the event. There were lots of prizes and fun.

Don't forget to mark on your calendar the **Pizza and Wing Night**. It's at Macassa Bay Yacht Club on **February 1**; cost is \$7. per person. Entertainment TBA.

Also, mark down the **Toronto Boat Show January 12 to 20**.

April 25/08 will be the **Annual General Meeting** and Graduation, at Macassa Bay Yacht Club.

I will finish off my "windy" article from the last issue of Dry Rot describing the summer just past:

Mention has to be made of the Little Current Yacht Club's Cruiser's Net. This is ably hosted by Commodore Roy Eaton, who broadcasts from the Anchor Inn at Little Current, every morning at 9 o'clock, on VHF channel 71, during July and August. He is often assisted by several volunteers, who verify and log the call ins. Roy starts off by checking to see if there are any emergencies to be dealt with, like medical or weather. After this he gives a précis of world and local news, followed sometimes by a short story. After this is the morning check in, where boats call in with their name and position. If necessary, relays are used to extend the range. This year the Cruisers Net celebrated with a new higher tower for increased clarity and range, plus it fielded a total of 3,446 check ins, from 742 individual boats for the season. Of special note from the Cruiser's Net to boaters who cruise

the North Channel and Georgian Bay: Squaw Island and Squaw Island bank have been officially renamed Odjig Island and Odjig Bank, named after Rosemary and Daphne Odjig. Daphne Odjig is often referred to as the Queen of Canadian Aboriginal art. The island and bank are situated east of Wikwemikong and south of Killarney. Please update your charts.



I arrived with my van back from Wiarton to Gore Bay. The "Gore Bay Yacht Club" hosted an annual fish fry, plus election of their new Commodore at the pavilion in Gore Bay. This is the kind of meeting I like, where the "Club business" takes less than five minutes. There was a huge abundance of food and drink.

Special mention must be made of Norm from K-W, who catches most of the fish. The fish is divided amongst several people who prepare it in different ways. There was fresh salmon, perch and bass, mmmmmmm good,

which went very well with all the pot luck salads and desserts.

After all the fun and food, TL was headed north and east, with a stop at Bell Cove in the Bay Of Islands. Just after anchoring, I was startled to hear the sound of heavy equipment moving just above the tree line. On further investigation, it was found that this once pristine area is undergoing development. In conversation with Jeff, the foreman and son of the land owner, it was suggested they were just putting in fire roads and are going to raise Highland cattle...an unlikely story I thought! The tons and tons of gravel being brought in to build a perimeter road along the south shore of the Bay Of islands did not convince me of this story.

After one day at Bell cove, I headed to Picnic Island near Little Current to top up groceries and do some socializing. The wind had really piped up, so I hugged the east shore of the Waubuno Channel for a lee. After my turn to the east, the full brunt of the strong westerly was barreling in and it was tricky making my way through the traffic and chop. With the low water levels, a lot of the old abandoned cribs in the Picnic Island anchorage are problematic. I slowly and cautiously made my way around between Picnic and Low Islands, to anchor on the south side of Picnic. It sure would have been nice to have a lookout on the bow. I laid the 35 pound Bruce and chain with lots of scope and it got a real test, but it held sure on the bouldery clay bottom. Rather than going ashore in the dinghy, I just stayed aboard to keep watch, to make sure she held OK. The following day I was able to secure a dock at Spider Bay Marina for "Hawewater Weekend" (already mentioned).

After a great time at Little Current, I traveled west with stops at Clapperton Island, Shoepack cove, passing through Little Detroit and Aird bay, the Whalesback, to John harbour, then to Turnbull island. Turnbull Island is a great place to view Bald Eagles. There are two big nests on the south side of the main



Gore Bay Yacht Club Picnic



Janet Head Lighthouse showing overgrowth.

harbour. It makes for a nice outing in the dinghy, going to explore the eagles. This year I did not see the eagles, although there were reports they were seen earlier.

I considered a run to Blind River for some shore cooking, but with the very low water levels, I was nervous about tickling the bottom with the propeller, so gave it a pass. It was back to John Harbour for a couple of days, then back to

Gore Bay for lift out and decommissioning. On the way back to Gore Bay, I noticed that the Janet Head light house is almost totally obscured by brush and trees now. You are able to see it only at about 4-5 miles off. Years ago, I remember spotting it all the way from south of John Island, a distance of about 15 miles. This may seem a trivial complaint, but when a helmsperson is fully occupied with steering in heavy seas, it is very comforting to have a good solid target to aim for. Other changes noted this summer, are the new docks at Little Current, located west of the old Post Office building. The fingers extend out into the channel. At Gore Bay, there is considerable new dockage projecting out from the west shore.

So, in closing, I learned that after 31 years of sailing, power boating is quite distinct, but it opens up new possibilities for boating enjoyment. I gradually came around to positively embrace the the new boat.

Mike Kott.

A Few Words from the Training Department

Des. Wood, Training HPSS

As I write this brief note, the snow flakes are swirling around but the thoughts of boating are still not much below the surface. Some Christmas shopping has been started but has yet to be completed. Unfortunately a new boat will not be under the Christmas tree this year.

The 2007/08 Boating course is well underway with seven of the 14 week course completed. We have a total of 49 students registered for the Boating course this year and attendance has been very good with a real keen group of students this year. As in the last couple of years, we have several different instructors teaching the course as opposed to one person teaching the entire course. This approach helps to distribute the work load on our volunteers and to focus on the expertise and particular interest of the individual instructors teaching a particular topic.

We have also continued to use a concept that was introduced last year where by the proctors circulate among the students to assist them with chart orientation and other similar activities. This approach not only is a great help to the student but a good refresher for the proctors as well. It also helps the student to get to know and communicate with members of the Squadron and to feel part of the boating fraternity. Hopefully this will also help to encourage the new students to become more active in Squadron activities and possibly become active members of the Bridge in the future.

Two VHF courses have been given since the start of the training season for a total of 38 individuals who successfully completed the VHF courses.

Unfortunately we only had 1 person who was interested in taking the Piloting course hence, we were not in a position to justify having a course this year. Hopefully, this will change for the 2008/09 training season.

There is a possibility that Burlington Squadron will be offering the weather course in the beginning of the

new year hence, should any one be interested please let me know.

The current picture of folks on the waiting list for courses is as follows;

Boat-Pro	02
GPS	06
VHF	06
Piloting	01
AP	01
S/S or Mtnce.	01
Weather	01

Requests for Boat-Pro have dropped off significantly in the last quarter for some reason. I don't doubt that this will change in the beginning of the year and as the magic date of September 15, 2009 approaches. This is the date when all boaters will be required have the competency card to operate a vessel.

Don't forget to remind your family and friends. If you can't convince them to take the Boating course please take the time to remind them of the September cut-off date and encourage them at least to sign up for the CPS Boat-Pro Course. It's for their safety, security and protection on the water!!

There are definite advantages in taking the CPS Boat-Pro course as opposed to the quickie courses offered at Boat Shows etc. For example, we provide a full day of instruction by a qualified instructor, the card is valid in US waters and CPS HQ maintains an up to-date database of successful candidates so the card can be replaced in the event that is lost. Further, a CPS Associate Membership is available for candidates who successfully complete the course.

It is interesting to note that the Government is finally clamping down on bogus providers. A new set of rules and guidelines have been published that will make it much more difficult for these providers to give the 'quickie' tests as they have in the past.





In late October I had the pleasure of attending the National AGM in Ottawa which proved to be both interesting and informative.

I thought that it may be of interest to mention some of these highlights from a training perspective. For example, a new CD was demonstrated for GPS training, it complements the student CD that will be distributed with the GPS course material. After reviewing this CD I found the material to be well presented from a practical perspective and very useful from both an instructors view point and that of the student. Some modifications have been made to the CPS Protractor that should simplify it's use and it also resolves some of the sloppiness issues that exist with the current unit. Field testing will be undertaken later this year before the final product is made available for general use. A new CD has been developed for the Boating course and should be available for next years' training session. Proofing and translation have yet to be completed. A copy of this CD will also be distributed with the training material. The Piloting course as we currently know it is under review and will be updated. The current vision is that it will be a combined course which includes Piloting - Seamanship Power and Seamanship Sail. In theory it should be available in the 2008 timeframe.

Another major undertaking by CPS HQ is the implementation of a new Web Based Admin. System. This will not only have an impact on the training

department but all aspects of data input and retrieval from the Squadron to HQ levels. It should also prove to be an excellent source of information for the general CPS membership at many aspects i.e., general information about CPS, minutes of meetings, activities and promotions put on by CPS HQ and payment of dues etc. The good news is that it should significantly reduce the need for paper forms and much duplication of effort. The target date for full implementation of the system is January 2008. As with any new system, there may be a few bumps along the way but I certainly believe this is great step in the right direction.

One of the Highlights of the AGM meeting on Saturday was to witness Past Cdr Ralph Probert received his 50 year award – *Congratulations!!!!*

Without exception there is a great cast of Instructors and Proctors signed up for this 2007-2008 training year. If your boating safety knowledge needs a little tweaking or your charting skills need a little refresher please give me a call or send me email. You can either sit in on the class or, if you feel sufficiently confident we can always use a hand, particularly with proctoring.

It's a great way to stave of the blues and keep the boating season alive during these chilly winter months.

**Des. Wood – Training HPS (905) 304-5136
sdwood@sympatico.ca**

Report from Executive Officer and Public Relations

*Another year has gone rather quickly and our thoughts turn to the New Year ahead
– the opportunities and challenges.*

In summer of 2007, Niagara District and local squadrons including Hamilton participated in advertising **Safe Boating tips on CHCH TV**, which went well. If any one has any suggestions of other types of media contacts, or think we should continue this type of advertising I would be happy to discuss this with you.

Reflecting on the past year, HPS has had a merit mark that should be mentioned again. I was honoured to attend the **National CPS AGM** in Ottawa and at this event, our member **Dr. Ralph Probert** was given a plaque & pin for volunteering **50 years** by Chief Serge St. Martin. It was a delight to have him and his wife Marion at the conference. A merit mark is a small way of saying thank you for volunteering for CPS. What really makes it worth it is being a part of the education offered by CPS and instructing safe boating and giving people the skills to get back to the dock safely. This

makes the merit mark a real honour to receive, but to be doing it for 50 years shows incredible dedication to volunteering.

Another area I would like to briefly touch on is the article in *the Spec* Dec 04 on the **development on the West Hamilton Harbour proposal** and the compromise offered by the Waterfront Trust which has now been given to the City Councillors showing the different approach to the harbour plans. During the Winter & Spring of 2008 we will see the final conclusion on this proposal.

I am not sure how many of our HPS members are concerned about the proposed changes which will really impact those who use the boating areas of the west harbour. **The West Harbour Waterfront Plan** has been on going for a few years now and I have been to these meetings and have on hand the materials that have been issued in finalizing the plan. I have also had the opportunity to speak directly with the **Waterfront Trust** about their compromise. If this is of interest to you and you have any questions or suggestions, Please contact me. **NOW IS THE TIME TO ACT** before it is too late.

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Don't forget to RSVP for our annual **Pizza & Wing night on Feb 01/08 at Macassa Bay Yacht Club**. We will have Al Will, Chair of Canada Safe Boating Council as our speaker. Al has been sailing for many years and will have great stories of his adventures.

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Wishing all HPS Members and family smooth sailing in 2008

Vicky 905-628-0645 e-mail cici@nas.net



The Hamilton and Burlington Power and Sail Squadrons
 along with the Royal Hamilton Yacht Club will be offering the Canadian Power and Sail

Fundamentals of Weather Course

This course will enable a boater to anticipate adverse forecasts, by gathering pertinent information and interpreting weather signs.

The focus is on local weather events and observations.

Course Description – The course textbook consists of seven chapters:

How the Sun Causes Weather:	Deals mainly with the atmosphere.
What Causes the Wind to Blow:	Explains atmospheric pressure.
Water in the Atmosphere:	Covers the various forms of precipitation and fog.
Clouds – Signposts of the Skies:	Includes the most common types and how they develop.
Fronts and Frontal Weather:	What they are and the weather that is associated with them.
Thunderstorms and Tornadoes:	This section also covers stability and instability.
Forecasting the Weather.	

DATES:	Wednesday, January 30, 2008 to Wednesday, April 2 - 7:00 – 9:30 (10 Weeks)	
LOCATION:	Royal Hamilton Yacht Club, Foot of MacNab Street North, Hamilton, ON.	
COST:	\$140.00 – Includes Student Course Kit <i>(Student Notes, Homework Folder, Homework Answers, Cloud Chart, State of the Sea Chart, Mapping Weather booklet) and Exam.</i>	
REGISTER:	By January 24 <i>At the Yacht Club, ask for Amy Klokoff, Manager of Waterfront Programs</i>	Payment must accompany form <i>The club can accept MasterCard and Visa</i>
PHONE:	905-528-8464 Ext 228	
E-MAIL:	sailingschool@rhyc.on.ca	

Power Squadron Members should advise Amy which squadron they are members of.

For more information contact Ray Kirkham, trkirkham@sympatico.ca

Pizza & Wing Night

Feb 01/08
Only \$ 7.00 per person.
Macassa Bay Yacht Club.

Guest speaker
Al Will, Chair,
Canadian Safe
Boating Council.

Space is limited,
so please RSVP by
Jan 25/08
by e-mail cici@nas.net
or call 905-388-1227 or
905-628-0645



ANNUAL 58TH

AGM and Graduation/ Dinner

at

**Macassa Bay
Yacht Club**

April 25/08

RSVP by Apr 14/08

MOVING?

Please send notification in writing to:

Percy Brown
194 Stewartdale Ave., Hamilton Ontario L8K 4P5

or Email (please indicate "Address Change" in subject line)
cici@nas.net

Old address:

New address:

Name _____

Name _____

Address _____

Address _____

Postal Code _____

Postal Code _____

Telephone _____

Telephone _____

Membership _____

Membership _____

Email _____

Email _____

Yes, I would be interested in receiving *DRY ROT* via email in a PDF format.

Hamilton Power & Sail Squadron 2007/2008 Bridge

Squadron Commander	Cdr Cal Traver	P	905-628-0645
Immediate Past Commander	P/C Rick Crook	JN	905-627-8954
Executive Officer	Vicky Grimshaw	P	905-628-0645
Training Officer	Des Wood	S	905-304-5136
Assistant Training Officer	Barry Courtman	P	905-387-9220
Secretary	Debby Conderan		905-643-0499
Treasurer		Vacant	
Membership Officer	George Williamson	AP	905-592-1107
Public Relations Officer	Vicky Grimshaw	P	905-628-0645
MAREP/ Environmental Officer	Warren Hyde	P	905-385-5639
Supply Officer	P/R/C Ron Warby	AP	905-389-5719
Entertainment Officer	Ruth Lewis	P	905-317-3453
Communications Officer		Vacant	
Editor Dry Rot	Mike Kott	S	905-529-8339
By Laws & Protocol	P/R/C Marney Warby	AP	905-389-5719
Historian	P/V/C Ralph Probert	N	905-637-8726
Regalia Officer	P/R/C Marney Warby	AP	905-389-5719
Boat Pro Coordinator	George Williamson	AP	905-592-1107
Port Captain Hamilton	P/C Murray Thompson	AP	905-681-8641
Halton Police Services Liaison Officer	Rob Garland		905-546-4941 x5207