

## Airwaves

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amateur radio operator in Kentucky.

The journey to get the call sign back started two years ago when Bialachowski first asked to have "VEONV" returned to the Haida. That request was met with a "hard no" by Innovation, Science and Economic Development Canada.

The ship didn't meet the guidelines set out by the federal department, given it has been permanently moored at Pier 9 on the city's waterfront since 2003. Those kinds of call signs are no longer assigned, Bialachowski added.

But Bialachowski didn't give up. Instead, he kicked his advocacy into high gear and provided a history of the call sign and what it would mean for the ship to get it back — and it worked.

The Haida was granted a "historical exception" from the feds and "VEONV" was returned.

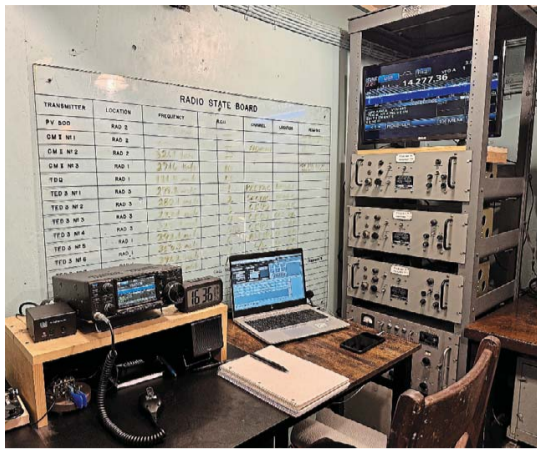
"It really does belong here," said Bialachowski.

With the call sign, the ship has been reconnected to a part of her communications history that most visitors would never see, noted Bialachowski.

Before the days of email or the internet, amateur radio played a "quiet, but meaningful role" on Canadian warships, said Bialachowski. Often, it was the only way a sailor could speak with their family while deployed.

Using amateur radio, Bialachowski said operators on the ship would "try to reach" someone in a sailor's hometown. If there was success, they'd arrange a telephone patch so the sailor could talk with family.

The call sign will mean more



FALLON HEWITT/THE HAMILTON SPECTATOR

A new amateur radio station is operating in Radio Room Two inside HMCS Haida on the Hamilton waterfront. Before the internet, amateur radio could connect sailors to their families.

connections and knowledge sharing for the historic warship, said Bialachowski.

The Haida is the last remaining Tribal-class destroyer out of 27 built in Britain between 1937 and 1945: eight went to Canada, three to Australia and the rest were for Britain.

It sank more surface tonnage than any other Royal Canadian Navy ship during the Second World War and earned five battle honours: in the Arctic, English Channel, Normandy, the Bay of Biscay and Korea. This made it known as Canada's "fightingest ship."

Bialachowski said since they hit the airwaves, volunteers on the ship have spoken with fellow amateur radio operators across Canada and the world, including in the Canary Islands, Russia, Wisconsin, Kentucky and Quebec.

On Saturday and Sunday, the Haida took part in Museum Ships On-The-Air Weekend, joining 180 other museum ships

across the world on the radio waves.

Bialachowski said an online database where folks can search for amateur radio call signs features a landing page for the call sign, with historic information on the Haida. This means more people, both near and far, are learning about the warship and its contributions.

There is also a link to the Parks Canada page, which provides visitor information and other details on the ship.

"Haida really is a national treasure," he said. "With the call sign and radio station, we're able to reach out and let the world know that Haida is here and that it has a really unique history."

Bialachowski said the plan is for the amateur radio station to operate whenever the Haida is open this summer, but it will depend on volunteer availability.

The HMCS Haida National Historic Site is located at 658

## FACTS ABOUT HAIDA INDEX

■ The Haida steamed more than 688,534 nautical miles during its 20 years of service, the equivalent of 27 times around the world

■ The Haida sank more surface tonnage than any other Royal Canadian Navy ship during the Second World War

■ After D-Day, the Haida took part in naval operations to block German shipping in the Bay of Biscay

■ In the Second World War, under Cmdr. Harry DeWolf, the Haida took part in the rescue of 44 seamen from the HMCS Athabaskan, after the ship was struck by a German torpedo in the English Channel

■ The Haida earned five battle honours: in the Arctic, English Channel, Normandy, the Bay of Biscay and Korea

■ She served two tours of duty in the waters around Korea during the Korean War and used her guns to attack supply trains on land

■ Just before its decommissioning in 1963, the Haida took a last tour through the Great Lakes to great fanfare

■ In 1964, there were plans to scrap the ship. But a group of naval history enthusiasts and former crew members emerged to buy and restore the vessel that ended up on display at Ontario Place

■ In 2018, the Haida was designated "ceremonial flagship" for the Royal Canadian Navy

■ The Haida was visited in 2009 by then Prince Charles and Camilla, the Duchess of Cornwall

Catharine St. N.

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## LOTTERIES

Yesterday's midday

Pick 2: 19

Pick 3: 544

Pick 4: 9575

Encore: 3717460

**Keno:** 4, 5, 9, 11, 15, 16, 23, 24, 27, 29, 35, 44, 46, 47, 50, 53, 57, 58, 63, 70

*Numbers are unofficial.*

*Full results at lottery.olg.ca*

**Note to readers** We are now publishing only daytime lottery numbers from the previous day because the Ontario Lottery and Gaming Corporation has stopped providing complete lists of winning numbers for publication.

CANADIAN OWNED 🍁

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## Delays

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Street. "The goal is to solve an outstanding safety problem, not shift it," Wilson said.

As part of the study, markings and signage have been added to the road between Dundurn Street South and Queen Street South, indicating how the curb lane is expected to operate.

This includes where parking is permitted, where certain driving restrictions are in place and where vehicles are expected to merge back into the active lane, according to a recent newsletter from Wilson. In essence, the interim configuration means traffic must merge into one lane in certain spots, such as near Locke Street South, before reverting back to two lanes.

The newsletter also outlines how hatched areas are intended to keep part of the curb lane clear near intersections and transition areas. Drivers may enter or cross the hatched areas to turn safely. The same rules generally apply at marked bus stopping areas near intersections.

In a statement to The Spectator,

the city said staff are actively monitoring Aberdeen, including any changes in driver behaviour and how the traffic-calming measures are working. "The city appreciates residents' patience as staff continue to evaluate the installation and gather feedback during this initial period," the statement read.

The city has also been hearing directly from residents. Staff are responding to inquiries and tracking feedback, using it to better understand "on-the-ground experiences," the statement continued.

Wilson, whose ward includes most of Aberdeen Avenue, said she's also hearing from constituents. "I believe every email and phone call that was addressed to the Ward 1 office has been acknowledged, along with all phone calls," she said.

The interim safety measures come ahead of a larger reconstruction project in the works for Aberdeen and Dundurn Street South. Design options on the table for Aberdeen include new streetscaping and parking layouts, as well as a multi-use path on the south side of the street. Dundurn may receive reconfigured bicycle lanes and

cycle tracks.

As part of the project, the city is aiming to modernize aging underground infrastructure, including replacing or upgrading three water mains and separating a combined sewer line.

The reconstruction of Aberdeen and Dundurn is currently in its design phase, with the first of two planned public consultations having taken place last month. Construction is expected to run from summer 2027 to fall 2029.

Traffic calming on Aberdeen has been debated for years. Public discourse has generally revolved around whether the road should function more as a thoroughway for commuter traffic, or as part of a residential community. Large stretches of the road are flanked by houses and apartment buildings on both sides.

A six-month "road diet" was approved in 2020, reducing traffic from four lanes to two, after residents flooded elected officials with competing letters, delegations and a petition over the traffic-calming effort, The Spectator reported.

Earlier this year, The Spectator published video from a colli-

## OFFER YOUR SAY

Do you have thoughts on the measures along Aberdeen Avenue? Residents are encouraged by Ward 1 Coun. Maureen Wilson to share feedback with Transportation Operations.  
**Email** trafficops@hamilton.ca  
**Phone** 905-546-4376

tion where a vehicle veered off the road, across the sidewalk, over a lawn and into a tree at a high rate of speed — and during school hours.

Aberdeen Avenue isn't the only lower-city roadway dealing with traffic issues. Lane closures have been in effect along Main Street from Dundurn Street South to Victoria Avenue South, as crews work to rehabilitate the inside of an underground water main.

As The Spectator previously reported, council voted in favour of the two-way conversion as a traffic calming measure in 2022, amid an uptick in pedestrian fatalities.

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## Housing

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the 64 that CMHA Hamilton already supports through roughly 30 landlords, Phipps noted. The rent is to be set at market rates, but through government-funded subsidies, tenants will be able to bridge the affordability gap, whether they are working or receiving social assistance.

CMHA Hamilton bought the three-storey medical building with glazed blue bricks following the city committee of adjustment's approval of minor variances needed for the residential blueprint.

Each apartment will have a bedroom, kitchen and bathroom with showers.

"They are a good size. They are the type of apartment that you would want to have forever," Phipps said.

There will be laundry on each of the three floors and tenants will have access to a special "spa room" with a bathtub. The plan also calls for common areas, including a kitchen, room for pro-



CURRAN ARCHITECTS INC.

**The future apartments at 700 Main St. E. will be a decent size and include bedrooms, kitchens and bathrooms.**

gramming, staff offices and an outdoor green space.

Construction is underway at 700 Main St. E. as more than 2,200 people struggle with homelessness and roughly 6,250 households await subsidized units in Hamilton.

In addition to out-of-reach housing costs, coupled with lagging social-assistance rates, mental illness and substance use figures significantly for some on the street.

For instance, a 2024 "point-in-time" count of Hamilton's homeless population found more than half of 807 survey

respondents had challenges with substance use (50 per cent) or mental health (59 per cent).

Rather than build from scratch, CMHA Hamilton opted for the more economical conversion route at roughly \$7.9 million.

The project involves a "significant overhaul," but it works out to about half the cost of a new building and a third of the project timeline, architect Bill Curran noted.

"Plus, it is a great example for what to do with our many vacant and underutilized similar buildings," he said.

And despite its original function as a medical clinic in 1963, the layout lent itself well to multi-residential adaptation, Curran said. "It was shockingly perfect to divide up into nice-sized apartments," he said.

The building's terrazzo floors and marble-clad main stairs are staying, he said.

Meanwhile, word of the project has spurred pushback from some area residents, including concern about future tenants' involvement in the criminal

justice system.

Crime can be a product of living in poverty, said Phipps, adding people with mental-health challenges are "more likely to be victims of violence than perpetrators."

But permanent, affordable housing is shown to reduce recidivism, she noted, specifying the residence is not geared for forensic program clients.

"This just really makes a difference in allowing people to thrive," Phipps said.

To share more about the project, CMHA Hamilton is hosting an information session at 7 p.m. on Wednesday at the Bernie Morelli Recreation Centre.

An open house for neighbours is also in the works for October before tenants move in.  
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