



ANNUAL TORONTO BOAT SHOW BUS TRIP

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Ships sail east and ships sail west,
While the self-same breezes blow.
It's the set of the sails and not the gales,
That determine the way you go.

December Newsletter 2012

SEASONS GREETINGS

FROM

THE BRIDGE

ANNUAL BUS TRIP

TORONTO BOAT SHOW

Saturday January 19th 2013

Members and Guests \$30.00 Per Person

Reservation Deadline January 3rd, 2013

After That Date \$35.00 Per Person

And

Tickets Go On Sale To Outside The Squadron

Depart 9:00 A. M. At Carpool Parking Lot Ingersoll

Depart 9:30 A.M. At Quality Inn Parking Lot Woodstock

Drop Off At Show Approximately 11:00 A.M.

Depart Show At 5:30 P.M.

Head to Restaurant for Supper (Mandarin)

Home Approximately 9:00 P.M.

Cost includes Bus and Ticket into Show, Dinner Your Cost

Raffles On Bus

Phone For Reservations

Eric 519-537-8945, Joan 519-842-5618





Commander's Message

It's again the time of year when we are getting ready to face the colder weather. The boats are all tucked away and winterized until the next season comes around. This does not mean that all our work is done. Our never ending work is always in front of us. We are busy with our courses every winter and all our other obligations. During the winter months we work to fulfill our mandate that we pledged to take upon ourself when we became a member of the Squadron. Don't let us forget this.

Our Training Department is in full speed ahead. This means that our training Officer Larry and his instructors plus proctors are doing what they like to do. Also our Public Relations Officer Dennis is thinking up schemes to entice more students to our classes. This doesn't mean that all the rest of our membership can sit on their hands and relax. Every member that pledged to belong to our Squadron took it upon themselves to work for the good of our organization. The manner in which you can assist is: Spreading the word to fellow boaters, what we stand for, especially to mention that we are deeply engaged in trying to make our water ways safer, cleaner and more pleasurable by means of education, in short our large array of courses we have to offer. If every member would spread the word amongst the fellow boaters in their respective Marinas where they keep their boat and hand them some of our literature that explains our reason for existence, we could do a lot of good.

Also to mention is the fact that we do courtesy inspections of their vessels free gratis on request that these inspections are in no way connected with law enforcement. These inspections are confidential but will reveal any shortcomings for the safe operation of your boat or requirement of the laws or regulations of the Government and will give you a chance to get the shortcomings corrected or repaired before the law finds out when they do their inspection. They are courteous also but will fine you anyway. Any faults or defects in your safety equipment or defects in your boat could mean injuries or in some cases death.

Furthermore we are drifting closer to the festive seasons. Do not forget that there are people amongst us, that are not as fortunate as most of us. It is therefore expected of us that we share our blessings somewhat. Hereby Betsy and I wish you all a Merry Christmas and a Happy New Year.

Cdr. Ted VanStevendaal

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See you at the Toronto Boat Show

January 19th, 2013

Your Bridge is always trying to plan events that everyone will enjoy, so if you have ideas of things that would be of interest to the members please let someone on the Bridge know. We look forward to your suggestions. We have some suggestions that speakers could be brought in with interesting talks on boating related subjects. If these were arranged we could send you an e-blast with the particulars of the event. So look forward to hearing from us.

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The Long Point Area

We are very fortunate to be able to boat in the Long Point area. Long Point is a World Biosphere Reserve. Our sand spit is a blend of habitats, long uninterrupted beaches, sand dunes, grassy ridges, wet meadows, woodlands, marshes and ponds and a shallow inner bay which was designated by UNESCO as a World Biosphere Reserve in 1986. Long Point is also the Graveyard of the Great Lakes and over the years more than 150 boat and 600 lives have been lost trying to navigate the waters around our unique Sand Spit. It is the migration route of many birds finding their way north in spring and back south again in the fall. It is also the stop over for the Monarch Butterfly on its way to and from Mexico. Thousands of butterflies can be seen on the Point as they stop for a rest on the flight north or south. Long Point Waters are some of the best sport fishing spots on the great lakes. The Long Point area is also home to over 750 species of animals that make their homes in this special area.



Your Squadron was represented in four local Santa Claus Parades. In Ingersoll, Tillsonburg, Norwich and Strathroy. Thanks to all who participated and see you next year.



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Long Point was also home to pirates, thieves and rowdies as the police were unable to police the taverns and brothels inhabited by sailors at the end of the point. The Ontario Government finally sold off the entire point, and until this day you cannot get a liquor license on Long Point. It is now home to one of the most prestigious private hunting clubs (The Long Point Company) who now own a large piece of the point that they bought in the early 1900's. Today wealthy sportsmen fly in to hunt deer, duck and to fish. Members must always wear a suit and tie to dinner.

In 1870 a hurricane blew out a channel right through the point. The lighthouse for this channel is now a private home. Thirty years later another storm blew it back in again.

Hundreds of Arctic Tundra Swans make a stop at Long Point in the spring and fall to rest on their journey to and from the Arctic. You may visit the viewing stands to see the wonderful sight of the Tundra Swans.

This area is a treasure that we must keep for future generations. The area is always changing with the wind and waves so what is here today may be changed tomorrow. So please leave this area the way you found it or in better

History of Navigation

In this segment we will see what the Greeks had to contribute to the art of navigation. By the third century BCE the Greeks had begun to make use of the "Little Bear" constellation to help them get to where they wanted to travel.

In the first century CE, Lucan writes of Pompey, who questions a sailor about the use of stars in navigation. The sailor replies with his description of the use of circumpolar stars to navigate by.

To navigate along a degree of latitude a sailor would have needed to find a circumpolar star above that degree in the sky. For example Apollonius would have needed Draconus to navigate as he traveled west from the mouth of the Alpheus River to Syracuse. Perhaps I should mention that the Greeks of that era, were already far advanced in Astronomy, Calculus Geography and numerous other sciences. They already knew about the wandering stars, planets as we call them. The voyage of the Greek navigator Pytheas of Massalia is a particularly notable example of a very long early voyage. Being a competent astronomer and geographer, Pytheas ventured from Greece, through the Strait of Gibraltar to Western Europe and the British Isles. It also should be mentioned, that he had to transverse the Gulf of Biscay, which is by no means a quiet section of the Atlantic Ocean. Pytheas is the first known person to describe the Midnight Sun, Polar Ice, Germanic Tribes and possibly Stonehenge in England. He was also the first to give an early account of the fact, that the moon is the cause of the tides in the oceans.

Nearchos's celebrated voyage from India to Susa after Alexander's expedition in India is preserved in Arrian's account "The Indica".

Greek navigator Eudoxus of Cyzicus explored the Arabian Sea for Ptolemy VIII, king of the Hellenistic (Greek) dynasty in Egypt. According to Poseidonius, later reported in Strabo's geography, the monsoon wind system of the Indian Ocean was first sailed by Eudoxus of Cyzicus around about 118 or 116 BC.

Nautical charts and textual descriptions known today as "Sailing Directions" have been in use in one way or another since the sixth century BC. As you can see it was not the British, Dutch, Spanish, Portuguese, nor Americans that laid the foundations for navigation as we know it today. All they did was improve on it, as time went by.

The next segment will be the contribution, the Phoenicians and Carthage made to the art of navigation.

This article researched, compiled and written by Ted VanStenevdaal



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Always looking for older wooden boats, but I think this is a little bit too much of a fixer upper. We are having a problem getting an 18 foot dippy seaworthy, so I'm afraid this one would never get done. We found this sitting in Alaska awaiting someone to give her a new lease on life. Anyone interested? Purchase price may be quite low.





When I first took over the job of historian, I thought that a historian had to be old, but quickly I found out that you don't have to be old but it helps and that you only have to compile new stuff that will someday become old stuff and keep it all in boxes for future generations to laugh at all the things that our squadron did way back when. I have laughed over some of the old stuff that is in the boxes that one day was new but is now old. Now if that has you completely confused, you know how it is to be an old historian gathering all this new stuff for future generations.

So if you have anything that is old or new that you think the Squadron should have in their possession please forward me a copy for the archives.

P/D/C Joan Hicks [AP](#)

Some of our History August 13, 1972

In honour of the 25th Anniversary of the Canadian Power Squadrons, an official flag was started from Vancouver on an eastward journey last spring. On August 13, 1972, the flag arrived in Port Rowan in the able hands of David and Bob Parke, owners of the boat the "Sharadan". They are both members of the London Squadron. The flag was then passed to Commander Joe Mueller of the Tillsonburg Squadron who mounted it on his boat the "Olmajo".

After the flag has toured the Long Point Bay area, it will be handed over to District Commander Bill Wallet, who will send it on to the next District. With each lap of the Flag's Journey accomplished pictures were taken. It is hoped that at some time in the future, these will be put together in the form of a book.

The idea behind the publicity the Flag's trip will evoke is that the boating public may become more aware of the existence of Power Squadrons, their purpose and perhaps become members when training classes start in the fall.

In the coming year 2013 Canadian Power & Sail Squadrons will celebrate their 75th Anniversary. To commemorate this milestone we are selling 75th Anniversary Pins. If you would like one of these pins get in touch with myself and order one. They are for sale for \$8.00 each.



75th Anniversary

In 1938 a few men from Windsor travelled to Detroit to take a United States Power Squadron course in safe boating practices. These few started Canadian Power Squadrons in that same year. Next year we will be celebrating our 75th Anniversary. Certainly this is a great accomplishment by all those volunteers who over the years have from those few first members nurtured CPS into the great national organization we have today. There are yearlong festivities planned so why not join in on the fun. In October 2013 the National AGM and Celebrations will be in Toronto so why don't you take this opportunity to be a part of the festivities. Everyone is invited to attend and if you haven't been to a National AGM this one will be a great one for you to join in. More details will follow.

Western Ontario's own Joe Gatfield will be taking over the helm as our Chief Commander and it would be great if we could all support his efforts.

The Great Lakes Taken from Environment Canada

Have you ever wondered what makes the Great Lakes great? Here are some facts about the Great Lakes that highlight their unique history, physical features, population and resource contributions.

History and Physical features

1. Many of the lakes on the Canadian Shield, including the Great Lakes, were created by glacial erosion.
2. The combined shoreline of the Great Lakes is equal to about 45% of the earth's circumference.
3. The Great Lakes Basin covers an area greater than 750,000 square kilometers.
4. The river in Canada with the greatest annual discharge is the St. Lawrence River at 9,850 cu meters per second.
5. Canada's longest inland waterway stretches 3,700 kilometers from the Gulf of St. Lawrence to Lake Superior.
6. The Great Lakes are the largest system of fresh surface water on earth, containing roughly 18% of the world's fresh surface water.
7. Only 1% of the waters of the great Lakes are renewed each year by snow melt and rain
8. The most severe flood in Canadian history occurred on October 14 to 15, 1954 when Hurricane Hazel brought 214 millimeters of rain in the Toronto region in just 72 hours.
9. Floods are the most costly natural disasters in Canada in terms of property damage.
10. Passage of a major storm on Lake Erie can cause short term lake level changes of as much as 4 meters.
11. The first Canadian Heritage River was the French River in Ontario designated in 1986.

Population and Resource Contributions

1. Almost 60% of the world's fresh water falls within a transboundary basin like the Great Lakes, where at least one of the tributaries crosses a political boundary.
2. Forty percent of Canada's boundary with the United States is composed of water.
3. The Great Lakes Basin is home to 90% of Ontario's population and 40% of Canada's economic activity.
4. The Great Lakes support 33 million people, including nine million Canadians and eight of Canada's 20 largest cities
5. The Great Lakes provide drinking water to 8.5 million Canadians.
6. The Great Lakes support 25% of Canada's agricultural capacity
7. Each year, the great Lakes contribute \$180 billion to Canada-U.S. trade.
8. Every year, 1.5 million recreational boaters enjoy the Great Lakes
9. The Great Lakes support 45% of Canada's industrial capacity
10. The Great Lakes sustain a \$100 million commercial fishing industry.
11. The Great Lakes sustain a \$350 million recreational fishing industry
12. The wetlands of Lake Ontario have suffered severe loss over the last two centuries due to agricultural drainage and urban encroachment.

The answer for the last newsletter quiz was "Safe Boating Thru Education". The winner was John Kapin from Otterville. John if you would get in touch with me we will have you pick up your prize. 519-842-5618

T'WAS THE NIGHT BEFORE CHRISTMAS

T'was the night before Christmas and all through the boat,
The bilge pumps were hustling to keep us afloat.
The children were nestled all snug in the berths,
(We sleep here most nights to get our money's worth).

As Ma read Jackie Collins and I guzzled beer,
She said "You've had enough, now come to bed dear."
Then out on the dock there arose an uproar.
As I reached to the igloo to get just one more.

So up went my head out of the hatch,
(Though I should have thought first to undo the latch.)
I saw stars for a moment, and as quick as a blink,
My wife yelled "See, you've had too much to drink."

The moon on the water lit the marina up bright,
(Which was good, since the kids had lost my flashlight.)
Than what with my wondering eyes should I see,
But a fat, fuzzy old guy in a Bayliner Capri.

Instead of an outboard hung on the rear,
Tied to the bow were eight tiny reindeer.
More rapid than Reggie, these courses they flew,
And on each of their hoofs was a topsider shoe.

With crashing and bashing and banging and knocking,
I knew in an instant they must be docking.
"No Dasher! Hold it Dancer!
Damn you Prancer and Vixen."

"Stop Comet! Grab a line Cupid,
Get bumpers, Donner and Blitzen".
"Look out for that boat, Watch that seawall,
Now Fend Off, Fend Off Fend Off All."

He was dressed in a red cap ringed with fur trim,
Along with a Speedo that covered just a fraction of him.
I was shocked and astonished, What could I say.
I also go boating dressed exactly that way.

He then grabbed a bag, a bulging huge sack,
And hoisted it up onto his back.
He also had sponges and a mop in his grip,
As he waddled his way o'er to my slip.

He said "My name's Nick, and my friend I can tell,
That your gel coat need buffing.
And your teak looks like hell.
Your vinyl need cleaning, your lockers arranging.

Your holding tank pumping, and your oil a-changing,
You've put these jobs off for too long and you know it.
So here's all that you need,
This time don't you blow it."

Then as quick as he came, he was back on his boat.
His reindeer revving and eager to tote.
"Merry Christmas" he called as they cruised through the night
And regarding the beer, Joe, your wife she is right!"



P/D/C Joan Hicks AP received her 20th Merit Mark at the National Conference in Edmonton from Chief Commander Richard Bee.

Below the Western Ontario Members who attended the National Conference in Edmonton. Back row from left to right Tracie Berekoff, Mark Stock, Dave Bieman, Joe Gatfield, Bob Parke, John Manvell, Dick Jarmon, Larry Hicks, front row D/C Mike Smith, Pat Jarmon, Karen Connor, Audrey Manvell, and Joan Hicks



Training News

We have in progress now 2 classes of Boating Essentials – Ingersoll and Tillsonburg each have 6 registered students. This course is the second half of what was previously the long boating Course. If you have the card from any provider you can sign up for this course and become a member of CPS-ECP.

In January a Seamanship Course will begin and continues over probably 10 sessions. The details of Seamanship are outlined below. Another popular course this year is Weather and we are hoping for enough registrations in our squadron to hold a course here. Details also outlined below. Usually when the basic courses are nearing completion our squadron offers a Maritime radio course so that anyone needing Registered Operators Certificate can be legal at launch time.

Registrations for all of our courses can be done by phone or email to Larry Hicks 519-842-5618 or canest@oxford.net My Christmas Wish is to have full classrooms – So sign up-Have some fun inside while the storm brews outside. Merry Christmas

Seamanship: This new course, presented in colour, replaced the Piloting Course in 2008. It builds on the seamanship knowledge acquired in the Boating or Boating Essentials Course. It discusses the aspects of regulations, navigational and intermediate plotting skills, seamanship skills, emergencies and boat's capabilities and performance.

Fundamentals of Weather: This course enables a skipper to anticipate adverse forecasts, by gathering pertinent information and interpreting weather signs.

Maritime Radio course: This course teaches the phonetic alphabet, as well as the correct radiotelephone operating procedure. This course will enable a person to pass Industry Canada's Restricted Radiotelephone Operator's Certificate Exam, which is supervised by a recognized examiner and is given at the conclusion of the session.

This being the December Newsletter, it would indicate that this is a special time of year for everyone. It is the time of Joyous Celebration for people of many faiths. It is the time to acknowledge the end of the year; to reflect on what has occurred, both happy and sad; what has been accomplished and what remains unfinished. It is a time to look ahead with happy anticipation to the year we will shortly enter. May the New Year bring you fair winds and calm seas and create special memories for you and your family.

Merry Christmas and Happy New Year.