

### Tillsonburg Squadron Bridge

Commander	Eric Hatzenbuhler	536-5245
Exec Officer	Doug Robinson	879-6474
Training Officer	Larry Hicks	842-5618
Treasurer	Marg Harris	425-5608
Secretary	Jacqui Hicks	842-9291
Membership	Howard Wilhelm	539-6534
P.R	TBA	
Maritime Radio	Jon Adlington	879-6243
MAREP	Yvonne Barbour	765-3793
Environment	Norm Park	688-0998
Newsletter	Joan Hicks	842-5618
Webmaster	Brent Hicks	842-9291
Historian	Joan Hicks	842-5618
Social Officer	Betsy VanStevendaal	842-3257
RVCC	Peter Barbour	765-3793



### UPCOMING EVENTS

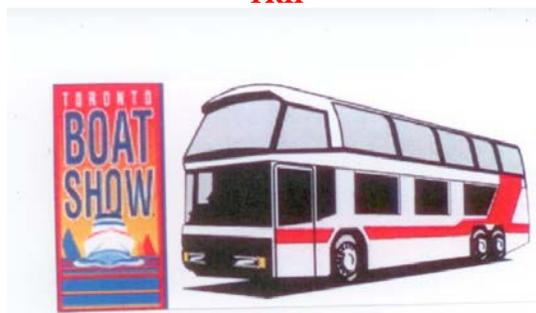
Classes in Boating Basics (for the card) starting in November.

Classes in Boating Essentials (formerly our Boating Course) teaches you rules of the water, charting, buoy system. Most everything you need to be safe on our inland waterways. Starts in November.

Maritime Radio (VHF Radio) to use a VHF radio on your boat you will need to have a ROC (M) card. This can be received by taking a radio course or by challenging the exam. Our Squadron can provide you with the course and exam. To start in November.

Any other courses that you would like to take, let us know and we will attempt to provide you with what you would like. A list of courses is provided on our website. To register for these courses call our Education Officer, Larry Hicks at 519-842-5618 or email at [canest@oxford.net](mailto:canest@oxford.net)

### ANNUAL TORONTO BOAT SHOW BUS TRIP



**Saturday, January 17, 2015**

**0900 - Ingersoll (carpool Lot Hwy 19@401)**  
**0930 - Woodstock (Quality Inn Parking Lot)**  
**Dinner at Mandarin Chinese Buffet**  
**Tickets \$35.00 (advance) includes bus & show**  
**To Reserve --- Call Joan Hicks 519-842-5618**  
**Or Eric Hatzenbuhler --- 519-536-5245**  
**Hope You Can Join Us**

## Commander's Report

Hello everyone, hope you all had a great Summer even though the weather was kind of terrible. Most of us have our boats tucked away for the Winter, and some of us like me, is going to do that next week. I don't have a lot to report other than it was a busy Summer with the Rendezvous in June which we hosted and our Squadron did everyone proud, an excellent weekend, lots of fun, good food and friendship had by all who attended. Our Poker Run held in August was a lot of fun as well, we could have used a few more hands, but nice prizes to be had and lots of food as usual. Now that Fall is here we are starting our Boating Courses once again, if you know of anyone who would like to take a course we offer a variety, please pass their name on to Larry Hicks his phone number is 519-842-5618. One last thing is the Boat Show in January, I know it's early but we have a fair number of people who have shown interest in coming so I don't think there will be any problem filling the bus this year. On the down side there will be a slight increase this year, this is the first time in at least ten years that we have had to increase our prices as the ticket and transportation both went up this year. The ticket cost will be \$35.00 per person that's a \$5.00 increase which with the other increases we are incurring it's still a great deal. So get your party together and join us on January 17<sup>th</sup> for a fun day at the Boat Show, details are on the front of the newsletter. That's all for now.

Commander Eric Hatzenbuhler



### Boating Trivia – A Mile or So

Why is the nautical mile different from the statute mile? Sir James Bissett (an ex-Commodore of the Cunard Line) says the question should be reversed as the statute or "land mile" is based on nothing in particular except that it was passed by an act of Parliament in the "good old days".

We quote, in part, The Statute mile is 5,280 feet. The knot or nautical mile is 6,080 feet, and is arrived at as follows; The meridional circumference of the earth (a great circle around the earth passing through both poles) has been measured at 24,859.7 statute miles, or 131,259,216 feet. A circle contains 360 degrees and each degree is divided into 60 minutes, each one being equal to a nautical mile.  $360 \times 60$  equals 21,600.  $131,259,216$  divided by 21,600 equals 6076.8 feet.

The earth is slightly flattened at the poles. In consequence, the nautical mile is actually 6,108 feet at the poles where it is longest, and 6,046 feet at the equator, where it is shortest. This being so, an average of 6,080 feet was decided upon as the length of the nautical mile, and this is its correct length in latitudes 48 degrees north or south. What should be remembered is that the nautical mile is a unit of length, the knot is the unit of speed. For practical purposes of quick calculation, a statute or land mile is roughly seven-eighths of a nautical mile, and a nautical mile is 1.15 of a statute mile.

Taken from the Royal Victoria Yacht Club's "Mainsheet" 1972

### A Little Bit Of History

The Tillsonburg Squadron was formed in 1966 and has been very busy ever since that time with Safe Boating Classes. In the early days classes were large as everyone thought it would be a good idea to get some training in safe boating. The classes at that time were about 22 weeks with a lot of information being taught in 20 weeks with a little practice at the end and an exam, usually held on a Sunday to accommodate all potential members. Back then stores were not open on Sunday and most people could get to a Sunday exam. The exam was about three hours with an administrator from the District who took the exams away to be marked. All answers were written with no multiple choice. If you got some of the answer right you got part marks so it was important to write as much as you could for each answer. You had to have 80 % to pass and you never knew your marks just if you passed or failed. That saved a lot of husbands from being bullied by their wives who would definitely get more marks on the exam. Not very many failures as we had very good instructors. There was a lot more information in the course than is in the Boating Essentials and Boating Basics now. You had to complete a full cruise and the person marking your exam took a great deal of time to mark an exam. The marks were then forwarded to the Squadron Training Officer who would let the instructor know and he would let the individual students know of the results. The men would become full members of Tillsonburg and the national organization. The ladies could only be Lady Associates as the organization did not have any place for ladies on their bridges. They could not hold an important job on the bridge. That all changed when ladies received the vote and we became as important as the men. In 1999 we had our first Lady Chief Commander, some of you may remember when she came to Woodstock to the District AGM where our Larry became District Commander.

Her name is Doreen Hinksman and she is still very involved in our National Organization. Things have changed quite a bit since then as now classes are small because everyone is busy with family and working and with the PCOC people think that if you have the card you know all there is to know about safe boating. It would be good to have all boaters have a Full Boating Course as there are still too many foolish accidents that if people had a little knowledge they hopefully could be avoided.

Squadron Historian, P/D/C Joan Hicks AP

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### YOUR SUMMER PLACE TO BE

TELEPHONE: (519) 586-2731 FAX: (519) 586-2192  
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We tend to forget that happiness doesn't come as a result of getting something we don't have, but rather of recognizing and appreciating what we do have.



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**RAFFLES---DOOR PRIZES---TALL TALES AND A LOT OF FUN**

**WITH A SAFE RIDE HOME.**

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**ONLY 55 SEATS AVAILABLE AND THEY ARE GOING FAST**

**JANUARY 17, 2015**

**DON'T WAIT UNTIL JANUARY CALL NOW**

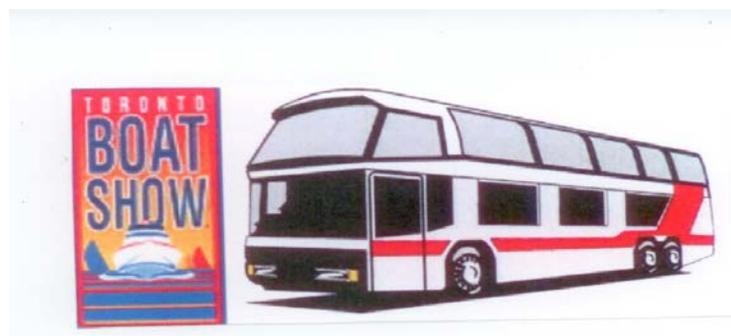
**JOAN 519-842-5618**

**ERIC 519-536-5245**

**PICK UP AT 401 & PLANK LINE PARKING LOT 9:00 A.M. INGERSOLL**

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In 2016 Tillsonburg Power & Sail Squadron will be celebrating our 50 Anniversary as a Squadron. We are planning great celebrations to mark this auspicious occasion. Watch future issues of this publication for details and plan to attend events that we have planned for this event. This is your Squadron and we need your attendance to help us celebrate.

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**The Nautical Chart**

**Indispensable Aid to Safe Piloting**

In order to travel anywhere safely in his boat, skippers must have knowledge of the depths of the water, the shoals and the channels. He must also know the location of aids to navigation and landmarks, and where ports and harbours can be found. At any given position, he can generally measure the depth, and he sees some landmarks: but for true safety he has to know the depth ahead, the actual location of those aids to navigation which he can presently see, and where more aids are located

relative to the course he plans to follow. For the best route to his destination he must know where it lies with respect to his present position, and the dangers to navigation which may be along the way.

All of this information can only be determined from charts, one of the most essential and important items of equipment for piloting a boat. It would take a skillful boatman indeed to cruise any distance into strange waters without the necessary charts, even if he were equipped with all the other needed devices – and it would be foolhardy of him to attempt it. The skipper must not only have the required charts, he must know how to use them.

Taken from Chapman Edition of Seamanship and Small Boat Handling.

**The Art of (Paper) Charts. By Peter Garapick**

They decorate cottage walls, get lacquered into table tops, may have coffee stains, probably have water stains, are definitely creased, sometimes rolled and always informative. They are usually only printed with a few colours of ink, mostly one sided, regularly covers about 12 square feet and are chock-a-block full of details for navigation and often inscribed with an X that marks the spot.

I speak of paper charts. To some, a substantial quantitative presentation of data, facts and geography essential for safe passage from port to port: to others, a work of art that happens to be useful to navigation. Taken with a pencil, eraser, dividers and parallel rules, plus some simple math and a wee bit of knowledge, you too can navigate the seven seas.

There is some intriguing information concerning charts that might help you find your way from one port to another, or provide topics for nautical discussion while at anchor in the sheltered bay with friends aboard. Look for this intriguing information spoken of above, in the next newsletter. Or it can be found if you sign up for the Boating Essentials , Seamanship or Advanced Piloting Classes.

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Did you notice the Bus Trip to the Toronto Boat Show. Don't keep us in suspense, Call Now.



1<sup>st</sup> prize winner at our Poker Run was John Bamford. Congrats. Shown here with Betsy Van Stevendaal, Ted Van Stevendaal, and our district commander Bob Parke



Winner of the most prestigious prize the Booby Prize was Dave Ellis, Congrats Dave.



2<sup>nd</sup> prize winner was Larry Blancher, Congrats



Joe Haslinger won the 50/50 draw, congrats Joe. Shown here with Joe, P/C Ted and D/C Bob Parke



3<sup>rd</sup> prize winner was Jim Laur

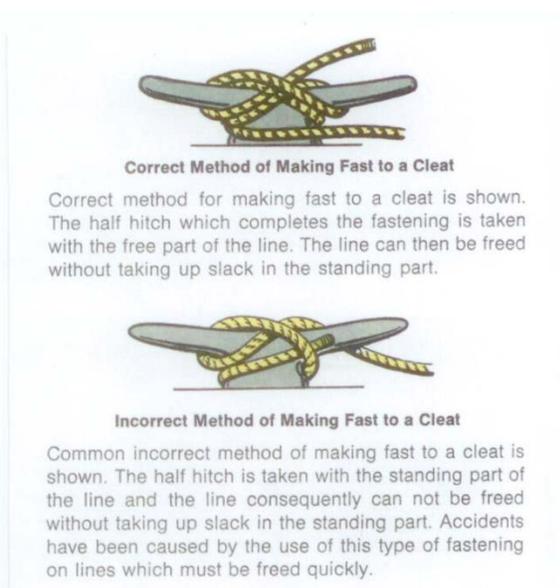


Great day, good weather, good food and great friends and fun, don't miss next years Poker Run August 8, 2015. See you there.



Though the Titanic had four funnels, only three of them were connected to boilers. The fourth one was for cosmetic appearances.

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Did you ever stroll down a dock and particularly look at the different ways that people secure their dock lines? The reference above explains the correct way to make fast to a cleat. Can you see why the incorrect is in fact incorrect.

Across the page is a sign of Fall, the falling leaves and with this is a not so enjoyable task of putting the boats to bed. Most are tucked in for Winter with anticipation of an early Spring and getting back in the water for another Summer Season. Wishing you a short and not so cold winter.



At Marina Shores registering for the Annual Poker Run is our Commander Eric and his helper, our newest volunteer. She will probably have her 1<sup>st</sup> merit mark by the time she is five.



The rise of the British Empire as maritime leaders in the world started around 1560. As the Dutch Republic of the seven provinces just came out of the 30 year war with Spain for their independence, they started a period of 50 years peace and concentrated on their Merchant Marine and consolidating their routes and Colonies. At the same time they also managed to neglect their War Navy to a big extent. All other Naval Powers started to look with envious eyes to what the Dutch were doing. They were setting up a real trade monopoly around the Baltic and Mediterranean Sea. The Brits especially were aroused, but were unable to do anything about it, as the cost of waging a civil war with the Scots and Irish was wearing down on them. Also the Commonwealth could not complete as they were burdened by a host of punishing tariffs and taxes on all the goods they tried to sell around the world.

Oliver Cromwell decided to levy some taxes against the Dutch merchants, while they supposedly were in English waters. This was also in force for all other foreign traders. The only problem of course was lack of power to enforce it as they were uncooperative for a while until these ships started to use cannons on their galleys and were doing more damage to the Commonwealth Piracy than it was worth.

At the same time the French and the Dutch built up their war navy to the point that the Commonwealth did not have any choice but engage them to a full out war. This was the start of the British rise as the supreme maritime power. This was won by a tremendous sacrifice by the British Nation as they spent so much suffering, taxations, diseases and economic setbacks. The first provocation came about when Oliver Cromwell had the idea he took to parliament to enact a maritime law, that required all foreign ships to lower their flag (call dipping the flag) for any English ship they met, anywhere at sea or risk being attacked and burned up.

The Dutch Admiral Cornelis Tromp greeted the English ship by firing a cannon ball through the Flagship of the English fleet and thereby starting the first hostility. From there on and off these two naval powers fought an unending series of battles all over the world and all at sea. This was a good thing as they did not do any damage to their country and

cities. The Dutch Republic was not prepared to tangle with the Brits as their war navy had been neglected for a long time as they were mostly concentrating on their trade. At the same time Cromwell decided to make King Charles about 10 inches shorter for the simple reason that he squandered amounts of tax payers money that he mostly borrowed from the Dutch Republic to carry on his civil war with the Scots and Irish. This act enraged the Dutch as Prince William II was married to King Charles' daughter and thereby supposedly had a legitimate claim to the English Throne. All these provocative episodes lead up to a vicious retaliation by the Dutch Republic for many years and many deadly battles and lots of suffering on both sides. Perhaps Admiral Tromp when he shot the cannon ball through the flag on Blake's flagship at Goodwin Sands could have saved a lot of trouble by simply complying.

Hereby, it is my intention to go into how these wars were conducted in more detail in following newsletters. These stories are being researched out of numerous historical and literary works which exist about the rivalry and contests by the Renaissance European powers, which were all located around the northwest of the European Continent. That was the area that went all over the world to bring their Christianity, trade, civility, knowledge and not to forget slavery to the savages all over. Whether I have to believe that is another question. No matter how it all ended up, we are stuck with the mess they created all around the globe.

By P/C Ted Van Stevendaal



Don't forget to wear a poppy on November 11<sup>th</sup>

Members will lay wreaths at the cenotaphs in Tillsonburg, Ingersoll and Woodstock.



## EMERGENCIES DO OCCUR

Does everyone on board know how to call for help?

The Marine Radio Course provides you with training on emergency radio procedures along with everyday operating techniques.

Secure your family's lifeline. Be sure that you and your crew are certified to use your VHF radio.

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Sign up for the Maritime radio Course now, call Larry Hicks, 519-842-5618 or email [canest@oxford.net](mailto:canest@oxford.net)

**P/C/ Ted Van Stevendaal Report**

It is deemed necessary for me to let the entire Tillsonburg Squadron membership realize that I am responsible, as chairman of the Nominating Committee to come up with a new slate of candidates to vie for the positions on the Bridge of our organization. This has become a sizeable chore and it would please me if I only could come up with a certain number of new people that are willing to give some of their time to help us build a new crew to man the Bridge.

We cannot keep on relying on the same people that have given their time and efforts to keep our ship on the right course and in good repair.

If we don't refresh some of our Bridge Members now and then we will experience the possibility of running our ship aground, for the simple reason that the old navigators are getting bad eyesight and are losing their stamina for this job. The Western Ontario District was composed of 9 Squadrons at one time. A few years ago we lost Erie Shores Squadron in Leamington and lately the St. Thomas Squadron has folded. This was simply due to the fact that they could not come up with a Bridge to run the Squadrons and if we cannot come up with some new blood on the Bridge of the Tillsonburg Squadron we will eventually meet the same fate.

This does not have to happen if we care for our squadron, which is part of a National Organization that provides Boating Education like no other in Canada. We are in the business of saving lives on the waterways, as this is most important. It is expected from us that we try to teach all of our fellow boaters to enjoy their favourite pastime in a most civilized, considerate and safe manner.

Every year, hundreds of new boaters take to the waterways and need to learn the skills and art of navigation and water safety. People are not born with this knowledge, just as well as reading, writing and all the other skills they teach in our schools.

It is my conviction that this Organization as a whole is kept viable and intact. If I hereby aroused your interest to come on board as a Bridge Member you can call any of the following people. If interested

you could call to inquire what positions are to be filled and what the official duties of that office would be.

Commander	Eric Hatzenbuhler	519-537-89445
Secretary	Jacqui Hicks	519-842-9291
Ed Off	Larry Hicks	519-842-5618
Membership	Howard Wilhelm	519-539-6534
P/C	Ted VanStevendaal	519-842-3257



Before you forget all the bad things people did out on the water this year, record it so you don't forget. Bring in your nominations for the Bent Prop Award. Somebody must have done something to warrant their name on this beautiful trophy for next year. Remember I didn't do anything wrong this year.



The Squadron Bridge wishes all members and friends a Very Merry Christmas and a Happy and Prosperous New Year.

