



Tillsonburg Squadron Bridge

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Exec Officer	Ted VanStevendaal	842-3257
Training Officer	Larry Hicks	842-5618
Treasurer	Marg Harris	425-5608
Secretary	Jacqui Hicks	842-9291
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P.R.	Dennis Cook	842-3064
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MAREP	Yvonne Barbour	765-3793
Environment	Doug Robinson	879-6474
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
Officer at Large	Norm Park	688-0998



UPCOMING EVENTS

National Annual General Meeting
October 23rd to October 26th

Eaton Chelsea Hotel
Downtown Toronto

Come for the week or come for a day
Register online on the CPS Site

www.cpsboat.ca

Get a Recreational Vessel Courtesy Check
RVCC by Tillsonburg Members
Peter Barbour & Doug Robinson
Phone numbers on the Bridge List

Don't forget coming in January is our Bus
Trip to the Toronto Boat show. Call Eric
or Joan and reserve your spot. It is not too
early to get your reservation in. More info
in the next newsletter



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Commander's Report

Well I hope everyone had a good summer and got lots of boating in, it sure flew by quickly. With fall just around the corner we are gearing up for Fall Boating Courses. If anyone is interested in an advanced course please give Larry a call at 519-842-5618.

Our Squadron remains solvent and we still have a good member base, I would like to see some improvement in participation from all the members when we try and run a function. It's always a lot of fun and at a reasonable cost, so I ask that you come out and support the organization you belong to.

We have two bridge members that deserve a mention for their hard work this past summer. Pete Barbour and Doug Robinson spent quite a few weekends doing courtesy boat checks. At last count they had done 126, they deserve a huge thank you for all their efforts.

In closing, enjoy the last few weeks of boating and we will talk to everyone soon.

Commander Eric Hatzenbuehler.

The Fresnel Lens

In 1819, the French Commission for Lighthouses assigned Augustin Fresnel to a team that would investigate improving lighthouse illumination.

Fresnel created a bull's eye lens panel in 1821 made with a segment of rings and specifically designed for use in lighthouse illumination.

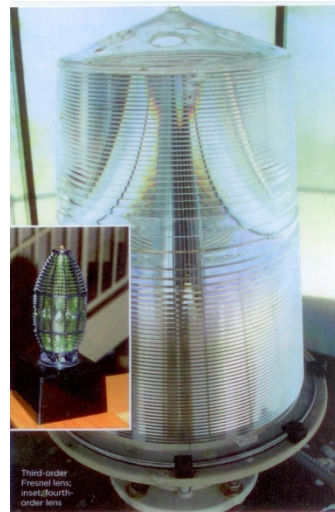
In 1823 the first Fresnel lens was used in France's Cordouan Lighthouse near the mouth of the Gironde estuary. This first-order lens produced a light that could be seen from more than 20 miles at sea. Fresnel produced six sizes of lighthouse lenses, divided into four orders based on their size and focal length.

High quality, state of the art glass Fresnel lenses were used in lighthouses in the late 19th through the

mid 20th centuries. Many are now retired from service and can be seen in museums.

When plastic became available, Fresnel lenses could be made much cheaper and lighter. For a time, the most widespread use of Fresnel lenses was automobile headlamps. Newer cars no longer use glass Fresnel lenses because of cost, weight and impact resistance. Fresnel lenses continue to be used in many automobile tail and backup lights, however and today, Fresnel lenses can be found in projectors, cameras, aircraft carriers and naval air stations. New applications have appeared in solar energy materials.

---Bridget Doerner from The USPS Ensign



Did you know that the cruise liner, Queen Elizabeth 2 moves only six inches for each gallon of diesel fuel that it burns.

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Volunteers

Volunteers are like yachts, no matter where they are, they arouse your curiosity. Who are they? Where do they come from? Why are they here?

They could stay moored, where it's safe and still justify their being, but they choose to cut through tough waters, ride out storms and take chances. They have style. They are fiercely independent. If you have to ask them how much they cost, you cannot afford them.

Volunteers are the only human beings on the face of the earth who reflect our Nations' compassion, unselfishness, caring, patience and just plain loving of one another. It frightens one to imagine what the world would be like without volunteers. Anonymous.

Your Squadron needs volunteers, some for very small one time jobs, some for jobs that require a little more of your time. Anything you can do to help your Squadron, please call your Commander Eric or any bridge officer and offer your assistance.



Trapped Fetch

A trapped fetch is caused by a storm travelling at the same speed as the waves. The wave builds inside the storm. They call these 100 year storms because normally they don't come

along very often. We had one in 1991-93 and 1995.

Hurricane Louis in 1995 had winds inside the storm at 200 miles per hour. The Queen Elizabeth Two met the wave that had been trapped in the storm, after the storm changed directions. The Captain saw these waves coming and had time to steer into the waves. They were 30 foot waves travelling with a 90 foot wave. The wave broke over the wheelhouse that is 95' above the water line. The ship sustained very minimal damage with the bow facing into the waves.



Everyone should know where this is. If you can identify the locations send me an email with your guess. The winner will win a prize from the Tillsonburg Ships Stores. My email is canest@oxford.net

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.

Boaters who already have their certificate may upgrade to include the new DSC endorsement.

Canadian Power & Sail Squadrons
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There is a Maritime Radio Course being presented on January 7th, 9th and 14th. If you need your ROC (M) (radio license) give Larry a call and join in with the class. Price is \$60.00. Call 519-842-5618. Tell your non-member friends as well.



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If any of your friends need the Pleasure Craft Operator Card, let them know that The Tillsonburg Squadron will be offering this in three classes November 5th, 12th and 14th, at 7:00 o'clock at Annandale School, Cost is \$60.00 for booklet, classes and operator card

Boating Essentials formerly the Boating Course, being offered by Tillsonburg Power & Sail Squadron, starting on November 19th from 7:00 till 9:00 P.M. The prerequisite to this course is to have the PCOC so if you or your friends would like to sit in on this course give Larry a call at 519-842-5618. The course will run every Tuesday Night for 12 weeks. If you require more training and already are an associate member join us for one night a week of fun and learning. Cost of this course is \$190.00 which includes all instruction material, plotter, dividers, charts, and 1 years complimentary membership in the Tillsonburg Power & sail Squadron.



As we are well advanced into the year again, I as the Past Commander am faced once more with the increasingly difficult task of coming up with some nominations for a new TPS Bridge. It is getting to be too much for a few people on the Nominating Committee, and therefore I am writing this message in our News Letter, to muster some more candidates for this Bridge. As everyone knows, the health of our squadron depends on Good Strong Leadership, but this has to be refreshed once in a while with new members.

Our present Commander Eric is now getting in good shape again after a nasty back operation which rendered him somewhat incapable this last term, but is ready again to take the Helm. Of course we were blessed with people that could fill in and take his place during that time. Nevertheless we are in need of filling some vacancies this year. Personally I stayed on the Bridge as Executive Officer but I would like to be replaced by someone that has intentions to serve as Commander. I would like to retire from the bridge if possible and finish my tenure as Chairman of the Nomination Committee for as long as it takes. Also we are in need of a Membership Officer, a Youth Officer, perhaps a Social Officer and probably a Public Relations Officer.

I am hereby appealing to our large membership out there (as we are the third largest Squadron in the Western Ontario District and also one of the best heeled Squadrons) to come forth and make yourself available to take on one of these offices. An alibi that you don't know what to do has no grounds we will instruct you as you go along. You will find it pleasant to belong, as you will meet some of the nicest people there are. We serve and do our jobs while we have a lot of fun. If interested give me a call and I will help you along. You can also contact me at tedvanst@execulink.com phone # 519-842-3257.

P/C Ted VanStevendaal AP

Safety Fun: If you have children or grandchildren and want to teach them about water safety, visit boatingsidekicks.com. Fun activities for all ages.

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Nautical Glossary

Anchor Light: a small light used to discharge the battery before daylight.

Chart: a type of map which tells you exactly where you are aground.

Clew: an indication from the skipper as to what he might do next.

Deviation: any departure from the Captains orders.

First Mate: crew member necessary for skippers to practice shouting instruction to.

Freeboard: food & liquor supplied by the owner.

Mast: religious ritual used before setting sail.

Mizzen: an object you can't find.

Rhumb Line: two or more crew members waiting for a drink.

Swell: a wave that's just great.

Square Rigger: a rigger over 30.



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Early Navigators: Second invasion of the British Isles
980 until 1012

Under the reign of Wessex King Edward the Peaceful, England came to be further politically unified, with Edgar coming to be recognized as the King of all England by both Anglo-Saxon and Norse populations living in the country. However, under the regimes of his son Edward the Martyr, who was murdered in 978 and then Aethelred the Unready, the strength of the English Monarchy waned and in 980 Viking Raiders from Scandinavia once more started making attacks on the English. The English Government decided that the only way of dealing with these attackers was to pay them protection money, and so in 991 they gave them 10,000 pounds, or the equivalent of that amount, as I am certain the pound was not in use yet at that time. This fee did not prove to be enough and over the next decade the English Kingdom was forced to pay the Viking attackers increasingly large sums of money. Many English began to demand that a more hostile approach be taken against their Viking oppressors and so on St. Brice's day in 1002, King Aethelred proclaimed that all Danes living in England would be executed. It would come to be known as the St. Brice's Day Massacre. This of course could not be expected to go unnoticed by the perturbed Danes. So in 1003 King Sveinn Hakonarson of Denmark invaded England again with a large and powerful army, which made King Aethelred flee to Normandy, leaving Sveinn to take the English Throne. King Sveinn died within a year however and so Aethelred returned, but King Aethelred's reign did not last too long as in 1006 another Norse army invaded, this time under the control of the Danish King Cnut. After defeating Anglo-Saxon forces at the battle of Assandun, King Cnut became the ruler of England. Subsequently ruling over both Danish and English Kingdoms. Following Cnut death in 1035, the two kingdoms were once more declared independent and remained so apart for a short period from 1040 to 1042 when Cnut's son Harthacnut ascended the throne of England. In 1066 the Anglo-Saxons once more were invaded by the Norsemen, but they were repelled during the battle at Stamford Bridge, East

Riding of Yorkshire in England on September 25th, 1066. The English army was led by King Harold Godwinson and the invading Norwegian army led by King Harald Hardrade of Norway. Slowly from there on the English after a few more invasions and setbacks, they became one of the most powerful naval nations throughout the middle ages. Of course there were different other powers to tangle with, as the Spanish, Portugese, French and their biggest rival the Dutch, who were excellent navigators and shipbuilders.

Next time we will deal with the English/Dutch Wars.
This article was researched and written by P/C Ted Van Stevendaal [AP](#)

Don't forget the 75th Anniversary Pins are still available from Joan at 519-842-5618. These are going to be a collectors item so get yours before they are gone.



The last accurate weather forecast was when GOD told Noah "Chance of Showers"

Did you know that the portholes in sailing vessels are round , so the water won't hit you square in the face.

Historian Report

I have been the Historian of our Squadron for a few years now and when I took over as 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. I have laughed at some of the old stuff that was once new stuff that an old historian had compiled and kept in boxes for us to laugh at.

Now if that has you completely confused, you know how it is to be an old historian gathering all this new stuff that will one day be old stuff so that future generations can go through it and see how we ran the squadron way back when in 2013.

Over the years I have gathered new stuff and put it in boxes to save for future generations. I have went through some old stuff and brought a little bit of history to your newsletter so that this generation can see how the squadron was run in the past. Some of this stuff has been quite enlightening and we see that things did not cost as much back then and that all members had good times being involved in the Tillsonburg Power squadron, I did say Power Squadron because back then we were just a Power Squadron not a Power & Sail Squadron. If you find something about the Power Squadron in your attic or in the newspapers, if you could cut it out or send me a copy that would be great and I will put it in the boxes of new and old stuff for future reference.

P/D/C Joan Hicks AP

519-842-5618 canest@oxford.net



Cardinal Buoys



Oh – Oh someone did something wrong, wonder if they had their PCOC. I didn't think that we should back that far into the water to unload the boat.

Tillsonburg Power & Sail Squadron Poker Run



District Training Officer Dave Corke shucking corn.



Dave & Larry Cooking delicious Hot-Dogs.



Paul Wilhelm first place winner poker hand. Seen here with P/C Ted VanStevendaal and DTO Dave Corke.



Mark Ryan second place poker hand.



Third place winning hand Kim Ryan

EC 10

Canadian Coast Guard classify this aid as a crib light. Its official name is Long Point bay Inner Light, Echo Charlie 10.

Minor lighted aid, keep on starboard – marks the original deeper water channel into Port Rowan Harbour.

It is unusual for a minor lighted of this kind to be placed out of the heavier commercial traffic area.



Greg Dulster had the least likely to win hand but it did, he won the coveted Boobie Prize.

Please as you need equipment, repairs or toys for your boating pleasure, be sure to visit our advertisers from this newsletter. If you will notice we have a new advertiser. **Robert Jones Marine Technical Services. 72B Vienna Road, Tillsonburg.** He has a catalogue that shows all that you can purchase from him. Visit him and all our other advertisers and tell them you saw their ad in our Newsletter.

Lake Erie:

A great number of us do our boating on Lake Erie, a few facts about the Lake that maybe you didn't know.

Lake Erie is the eleventh largest lake in the world (by surface area), and fourth largest of the Great Lakes in surface area and the smallest by volume.

Ninety-five percent of Lake Erie's total inflow of water comes via the Detroit River water from all the "upper lakes" – Superior, Michigan and Huron – the St. Clair River, Lake St. Clair and numerous tributaries. The rest comes from precipitation. Lake Erie is the shallowest of the Great Lakes and is especially vulnerable to fluctuating water levels.

Wind setups (wind pushing the water from one end of the lake toward the other), usually from west to east, have produced large short-term differences in water levels at the eastern and western ends of the lake, the record being more than 16 feet (4.88 m).

The water provided by Lake Erie for waterborne commerce, navigation, manufacturing, and power production has led to intensive industrial development along its shore, but the basin's moderate temperatures have also encouraged recreation and agriculture.

Lake Erie is the warmest and most biologically productive of the great Lakes, and the Lake Erie walleye fishery is widely considered the best in the world.

Point Pelee National Park in Lake Erie is the southernmost point on Canada's mainland.

Length: 241 miles/388 km, **Breadth:** 57 miles/92km
Average Depth: 62ft./19m, **Manimum Depth:** 210 ft./64M, **Volume:** 116 cubic miles/484 cubic km
Water Surface Area: 9910 sq. miles/25,700 sq.km
Shoreline Length (Including Islands): 871 miles/1402 km. **Elevation:** 569 ft/173 m. **Outlet:** Niagara River and Welland Canal.

The greater part of its southern shore was at one time occupied by a nation known to the Iroquois League as the "Erielhonan" or the "Long Tails", a tribe of Indians from which the Lake derived its name. This name is always mentioned by the early French writers as meaning "cat" Lac du Chat means "Lake of the Cat." Many attribute this reference to the wild cat or panther.

Taken from Lake Erie Facts and Figures.



As Fall fills the landscape with many beautiful colours, we find it hard to put away the boats and summer toys for another year. But we leave the lake with anticipation of another year and another great boating season to follow the harshness of winter. Each season has its beauty and fun. See you next year on the water.