



UPCOMING EVENTS

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



ANNUAL TORONTO BOAT SHOW BUS TRIP

Tillsonburg Squadron Bridge

Commander	Eric Hatzenbuhler	537-8945
Exec Officer	Ted VanStevendaal	842-3257
Training Officer	Larry Hicks	842-5618
Treasurer	Marg Harris	425-5608
Secretary	Jacqui Hicks	842-9291
Membership	Eric Hatzenbuhler	537-8945
P.R	Dennis Cook	842-3064
Maritime Radio	Jon Adlington	879-6243
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

Another great value for January 18th 2014 is as noted above “The Annual Bus Trip to the Toronto Boat Show”. For the low low sum of \$30.00 each you can reserve a seat on this highway coach which will include the admission ticket to the show. The bus will pick up in the usual spots of Ingersoll 401 and Plank Road at the parking lot at 9:00 A.M. and in Woodstock at the Quality Inn lower parking lot at 9:30. A.M. Door prizes and supper after the show at the Mandarin. Cost of meal not included in \$30.00 admission. Travel is open to members and friends. To reserve your seat don’t delay call now to either Joan 519-842-5618 or Eric 519-537-8945.



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Commander's Message

Hello everyone hope all is well. Not too much to report since the last time. We have been having regular monthly meetings and are working on the Boat Show Bus Trip which is Saturday, January 18th, details are in the bulletin so read on please, also please visit our website the info is also on there. I would like to thank Brent Hicks for doing a great job on our recently revamped website. I encourage members to take part in the boat show if at all possible, it's a great time, tickets are available now just by making a phone call or email to Joan or myself. The tickets will be made available to the public as of January 1, 2014 and to other squadrons in the area who would like to come aboard for a day of fun.

In October CPS celebrated its 75years of existence in teaching safe boating. Meetings were held in Toronto the last weekend of October, Joan and Larry attended the weekend representing our Squadron. There is a booklet that was put together by a committee which included Joan from our Squadron and I saw it briefly at our last bridge meeting, it was very well done. Every Squadron in Canada had a chance for a little feature in the booklet and it gave you a little bit of history from the very beginning till now. To date our Squadron remains financially solvent and we look forward to 2014.

In closing I would like to thank my Bridge Members for all their help this past year and I would like to wish each and everyone of you a Very Merry Christmas and a Healthy Happy 2014.

Respectfully Submitted,

Commander Eric Hatzenbuhler

A Christmas Tradition

When four of Santa's elves got sick, the trainee elves did not produce toys as fast as the regular ones, and Santa began to feel the pre-Christmas pressure.

Then Mrs. Claus told Santa her mother was coming for a visit, which stressed Santa even more.

When he went to harness the reindeer, he found that three of them were about to give birth and two others had jumped the fence and were out, Heaven knows where. When he began to load the sleigh, one of the floorboards cracked, the toy bag fell to the ground and all the toys were scattered.

Frustrated, Santa went in the house for a cup of apple cider and a shot of rum. When he went to the cupboard, he discovered the elves had drunk all the cider and hidden the liquor. In his frustration, he accidentally dropped the cider jug, and it broke into hundreds of little glass pieces all over the kitchen floor. He went to get the broom and found the mice had eaten all the straw off the end of the broom.

Just then the doorbell rang, and an irritated Santa marched to the door, yanked it open, and there stood a little angel with a great big Christmas Tree. The angel said very cheerfully, "Merry Christmas, Santa! Isn't this a lovely day?" I have a beautiful tree for you. Where would you like me to stick it?

And thus began the tradition of the little angel on top of the Christmas Tree.

Not very many people know this. Now you know the rest of the story.

THE CPS FOUNDATION

About the CPS Foundation.

The CPS Foundation is a charitable corporation established in 1975, and is a separate entity from CPS-ECP. Initially the CPS Foundation was formed by members appointed by CPS. All members of the Foundation are also CPS members. Today the Foundation is a strong well established successful organization controlled by 5 Directors elected by Foundation members at its Annual General Meeting.

The objective of the Foundation is: "to provide funding for training and study courses and facilities in the field of Boating, Seamanship, Piloting, Navigation and Safe Handling of boats of all kinds and to extend support to the activities of Canadian Power and Sail Squadrons". In other words, to grow its fund to strengthen and guarantee the mission of CPS. Since its inception, the starting capital of \$16000.00 has grown significantly all the while gifting monies earned to CPS-ECP.

The charities directorate decrees the separation between the Foundation and CPS and calculates the minimum amount payable to the benefiting charity based on the Foundations receipted donations. Funding is frequently provided to CPS as grants for specific projects, at the discretion of the Foundation Directors.

Much of the credit for its success goes to the members of CPS who have donated to the various programs in a special and generous way. All donations placed in the capital account stay in the fund in perpetuity, and funds provided to CPS are provided from accrued interest.

The Programs of the Foundation

Memorial and Gift Fund: The Foundations longest running program and is the recipient of funds donated in memory of Loved Ones as well as personal donations. Some members donate to this fund by a bequest in their will.

Honour Roll Program: Is our most beneficial program in terms of our fund building endeavor Squadrons donating \$1.00 per member per year to the Foundation are presented with certificates outlining their participation in the Honour Roll Program.

Affinity Pin Program: provides an opportunity for personal recognition or participation. Our donors are published and encouraged to wear Affinity Pin which is a symbol of lasting commitment. The Pin acknowledges the donation of \$50.00.

To participate in any of the above programs or request more information call Larry Hicks a Director of the CPS Foundation. 519-842-5618



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Recreational Vessel Courtesy Check

The Anagram for this is RVCC

Its Mission is to voluntarily conduct courtesy checks on vessels to determine their compliance with the safe boating regulations as to the safety equipment on board by consent of the boat owner. This program is sanctioned by Transport Canada and CPS is completing the 3rd year of this program. Any member approached by the RVCC rep to conduct a check should realize that this volunteer will not report any items that are not on board nor will they access monetary fines but will make you aware of what is required. If you see one of these members conducting courtesy checks in your marina please welcome him or her to complete their task. Our Squadron has two members trained to conduct these checks and our Squadron is pleased to report and congratulate Peter Barbour who conducted the most courtesy checks in all of Canada for 2013, and Doug Robinson who was third most checks in Canada for 2013. We are very proud of their success and by their success they have qualified Tillsonburg Squadron as the top Squadron in Canada (first out of 166 Squadrons.) They also qualified Western Ontario District as the Best District in Canada. Doug and Peter were recognized at the Annual General Meeting in Toronto for their hard work, and presented with deserving reward. Congratulations again Peter and Doug. Peter is now the Ontario Regional Coordinator and trainer for this program.



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Public Relations Effort

One of the most difficult tasks of volunteer organizations such as ours is to make people aware of who we are and what we do. Our Squadron has been in the Tri-County area since 1966 and still after 47 years of teaching safe boating some people still are not aware of our mission as a Teaching Squadron of Boaters. This year our efforts to be more visible were enhanced by our participation in seven Christmas Parades in the tri-county area. It is hoped that this will result in more boaters seeking our expertise in order that they may attain the various levels of knowledge that is required to safely participate in their personal style of boating. Throughout the Newsletter you will see the pictorial review of our efforts.



The Ghost Ship of Lake Erie

On December 7th, 1941 the Japanese struck the American Naval Fleet in Pearl Harbour, an attack that sent both nations headlong into a bloody and culturally changing conflict.

However there was another maritime tragedy that took place on the same date some 32 years earlier. On December 7th, 1909 at 11:00 A.M. the Marquette & Bessemer No. 2, a 350 foot long steel hulled car ferry, left the port of Conneaut, Ohio with a cargo of rail cars filled to the brim with coal. The heavy laden ship headed north, bound for Port Stanley, Ontario. A notable passenger on board the ship was Albert Weis of Erie, the treasurer of the Keystone Fish Company. Weis carried \$32,000.00 in a leather briefcase in order to purchase a Port Stanley fishery for his employers at the Fish Company.

Lake Erie has a long history of being one of the most treacherous of the Great Lakes, with powerful storms seemingly to appear out of nowhere. And as the Marquette & Bessemer No. 2 made its way north away from the shores of Ohio, there was a great storm brewing

The blistery winter storm suddenly blew out of the west and slammed mightily onto the Great Lakes with winds that were estimated to have reached at least 90 miles per hour. The storms might was so furious that it actually dropped the temperature 45 degrees within a 24 hour time period.

Battered to and fro the Marquette & Bessemer No. 2 tried in vain to crisscross the Lake in a doomed attempt to ride out the storm. The frigid assault of the storm and an unfortunate streak of bad luck sealed the fate of the ship and its 31 passengers and crew. The ship, its

cargo and crew went to their watery grave in the deep depths of Lake Erie on the evening of December 9th, 1909.

Last reported accounts tell that they saw the ship struggle in the waves off Port Stanley, and it seemed to have turned west. It was never seen again.

Legend has it that about the time the ship went down the Captain's wife who was on the Southern Coast of Lake Erie at Conneaut that night heard the mournful pathetic blow of the ship's whistle as it sank beneath the waves. Three days later on December 12th, a lone lifeboat was found washed ashore 15 miles from the city of Erie, Pennsylvania. It contained the frozen bodies of 9 of the crew and one ice encrusted set of clothing from a 10th in a position that seemed to show whoever had donned the clothing had simply disappeared. The belt was tied, the shirt was in the pants, a coat covered it all in perfect order. To complete the hallow facade of frozen terror, the shoes still had their socks stuck to the inside as if the wearer had filled them when they froze.

Despite the great length of the ship and the shallow depths where it was supposed to have sunk, the wreck of the Marquette & Bessemer No. 2 has never been found. At more than a hundred meters the ship was as long as a football field. Few such large ships have eluded devout hunters of sunken ships along the Great Lakes. Despite thousands of dollars by private entrepreneurs and scientists, and hour upon hours of diving expeditions the site of the ships resting place has never been found. But it seems that since it sank below the icy waves of Lake Erie on that dark December night over 100 years ago the ship has been seen and heard on multiple occasions. Many times since its untimely demise sailors have heard the ghostly

moaning whistle of the ship when they are the only vessel for miles around. An old fashioned whistle that seems to struggle in a mournful wail that bemoans its fate. Much as the same sound the Captain's wife had reportedly heard that December night as the ship gave into the struggle with the pounding waves.

It also seems to be a common occurrence all across the beachfront of Lake Erie in both Pennsylvania and Ohio for a phantom ship to appear on the horizon just for a few minutes before it fades away into a haze. Now ore carriers are still a common site on most of Lake Erie, and it is not unusual to see them slowly crawl across the horizon as you relax on a Lake Erie Beach during a hot summer day. But no ore carrier of today has that old configuration and belches dark smoke from two forward smoke stacks. And none of them just fade away into the horizon. The usual beachgoer may be too caught up to take much notice, but I have heard on more than one occasion where someone was taking in the panorama of Lake Erie to simply see a distant ship in the shape of the Marquette & Bessemer No. 2 just blink out of existence.

Now these of course could just be visual ticks or hallucinations, but James Donahue in his article "Ghost Ship Marquette & Bessemer No. 2" relates that "Adding to the mystery is that the wreck has reportedly been seen from the air on clear days. It has been sighted about eight miles northeast of Conneaut, in about 10 fathoms of water. Yet no one has located it by boat."

To this day divers of the Great Lakes covet to find the mystery wreck of the Marquette & Bessemer No. 2. It has often been hailed as "The Mount Everest of Great Lake Shipwrecks."

But perhaps all these divers and researchers have to do to find the old ship is to sail out in a lonely dark night and wait to hear the mournful wail of the whistle to echo across the Lake's surface. And if they hear it, perhaps they can track it down to its source. To find the old No. 2 or their own chilling fate.

This article taken from the Pittsburgh Paranormal Examiner written by Robin Swope.



YOUR SUMMER PLACE TO BE

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E-MAIL: booths@boothsharbour.com

Are the Ladies Really Spoiled

According to company lore, Ole Evinrude, a Norwegian Immigrant, got the idea for an outboard motor while on a picnic with his sweetheart Bessie. They were on a small island in Lake Michigan, when Bessie decided she wanted some ice cream. Ole obligingly rowed to shore to get some, but by the time he made it back the ice cream had melted. So Ole built a motor that could be attached to his rowboat, and founded the Evinrude Company in 1909.

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Next Radio Course will be held at Annandale School in Tillsonburg starting January 7th at 7:00 P.M. till 9:00 P.M. continuing the 14th and 21st. Cost \$60.00 call Larry for registration at 519-842-5618. All course materials supplied.

So you've got the card, good for you. Now you want to learn a bit more. Take the **Boating Essentials** Course to better understand compass, aids to navigation, plotting cruises on paper charts, how to read all the information that is on the marine charts. It has just started but we will catch you up call Larry for registration, 519-842-5618.



Membership in CPS, What's in it for me?

Early in 2014 all members will receive the notice from headquarters regarding renewal of your CPS membership. You might ask yourself what benefits do I get as a member of CPS? Why should I renew? The answer to these questions are found on the National Web Site at www.cps-ecp.ca Once you see the CPS information, go to members section, If you are a first time visitor, click on to first time visitor and follow the directions for first time visitor. If you have been on the site, enter email and password and log in. Go to Member Services, click on members benefits detailed. Info of benefit packages and various companies offering discounts to members of CPS are displayed here. There is also one other very important reason that you should renew. Your membership goes to support all the activities of our Squadron and since we are all volunteers 100% of your contribution is put to work and we would thank you for it. Maybe you don't boat any more but yet you believe in our work to provide safer boating thru education. It all helps. Thank You

The winner of the last newsletter quiz was a tie, between Paul Woods and Robert Pegg The lighthouse in question was the Port Burwell light house on the hill overlooking the lake at Port Burwell. If Paul and Robert would get in touch with me we can get you and item from the Tillsonburg Ships Stores. 519-842-5618 Joan



Some of the parades were nice with just a little snow to make it seem like Christmas. This is our entry into the Otterville parade.



Straffordville parade was a little more inclement as you can see by the snow falling on the Ingersoll Pipe Band ahead of us in the parade but spirits remained high and the jolly man in red thrilled many a parade goer.

We were in Ingersoll in the morning of November 16th, Tillsonburg in the afternoon and a lighted parade in Woodstock in the evening of the same day. Otterville was November the 30th, Norwich was was December the 7th and Straffordville in the morning of 14th and Burgessville in the

evening of the same day. This was the very first parade in Burgessville and it was cold and snowy but was a resounding success.

ROBERT JONES
 Marine Technical Services

72B Vienna Rd
 Tillsonburg, ON N4G 3C8
 519-688-7330
 robert@rjonesmarine.com
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The Bridge of the Tillsonburg Squadron

Wishes each and everyone of you

Merry Christmas

&

Happy New Year

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