



UPCOMING EVENTS

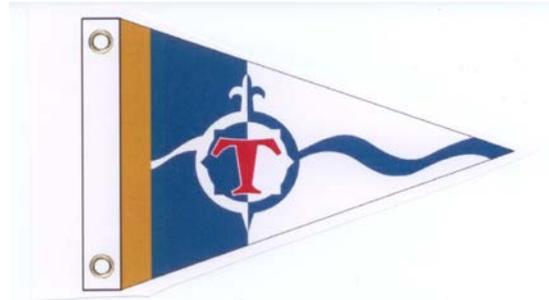
Our next event will be our Annual Bus Trip to the Toronto International Boat Show. The details are Saturday, January 13th, 2018. Look for details later in this newsletter. Hope to see you there.

Call Larry at 519-842-5618 if you are interested in taking any classes to upgrade your skills this winter. Especially for your Pleasure Craft Operator Card or Maritime Radio Operators Certificate.



Tillsonburg Squadron Bridge

Commander	Eric Hatzenbuhler	536-5245
Exec Officer	Doug Robinson	983-0466
Education Off	Larry Hicks	842-5618
Financial Off.	Crystal Hatzenbuhler	536-5245
Secretary	Jacqui Hicks	842-9291
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Newsletter	Joan Hicks	842-5618
Webmaster	Brent Hicks	842-9291
Historian	Joan Hicks	842-5618
RVCC	Peter Barbour	765-3793



Our Squadron is now 50 years old and we are able to add a gold stripe on our burgee. They are available from Joan at 519-842-5618. These are \$25.00 each and are a great addition to your vessel.



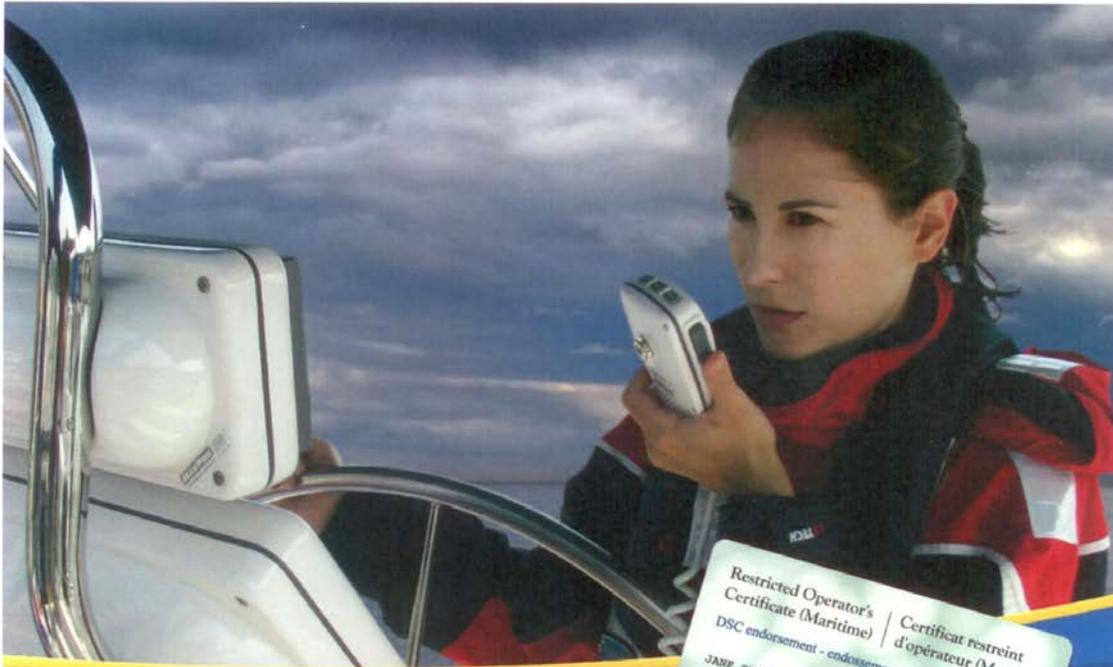
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canest@oxford.net

Commanders Report:

Hello Everyone

Hope all is well with everyone, I hope everyone had a good summer. I know we sure did, a little less wind would have made things a little more comfortable, however all in all it was nice.

Our Poker Run and Corn Roast this past summer was a success, we ended up with about 45 hands registered, lots of prizes and fun had by everyone at the end of the day, our Past District Commander Jay Jefferies was on hand to shuck the corn and Larry Hicks was in charge of the hot dogs. Look forward to the next one held again on the 2nd Saturday in August, 2018.

Our Instructors have been busy with some Maritime Radio Courses and PCOC Courses, I believe they are just finishing up with them now.

Once again we are going with the Bus to the Toronto Boat Show on Saturday January 13th, 2018. There is info in the newsletter so please read and try to make it.

Next year Tillsonburg Squadron will be hosting the rendezvous in June and it will be held at the Sarnia Bay Marina, of course there will be plenty of details following in the new year and as we get closer to the event. I urge all members to come out to some of these events and enjoy the fun we have.

At this time I would like to wish everyone and their families a Wonderful Christmas and a Happy Healthy New Year.

Respectfully Submitted: Eric Hatzenbuhler
Commander Tillsonburg Squadron.



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Why does Santa have three gardens.
So he can Ho Ho Ho.

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This photo depicts a sad time for all recreational boaters when the calendar and the thermometer both point towards the onset of winter. So it's time to lift em out, wrap em up and battin down the hatch for a few months. The members of the Tillsonburg Power and Sail Squadron are not exempt to this short interruption of their recreational boating passion and that is a good thing because many of these boaters now turn their skills to classroom presentations of the full range of safe boating courses offered by their

national counterparts of Canadian Power and Sail Squadrons, known to all members as CPS-ECP. The courses range from Basic Boating which provides the Pleasure Craft Operator Card on through to the more in-depth courses of maritime navigation and off shore cruising. Do you have a VHF radio on board? Well TPSS has a course that provides that certificate as well. Check out our web site it's all on there and then give a quick call to Larry Hicks (Education Officer) at 519-842-5618 or canest@oxford.net to get further info or to sign up. Class will be held at Annandale School, Tillson Ave location Tillsonburg. Registration at the school is October 17 at 7:00 P.M. If you are not familiar with the Tillsonburg Power and Sail Squadron then it's our fault for not better making our presence known. We have been here in Tillsonburg for 51 years now and following please find a bit of an explanation of who we are and what we do.

The Tillsonburg Power and Sail Squadron, a unit of CPS-ECP was formed in Tillsonburg on May 2, 1966. The mission statement of all CPS-ECP units is Safer Boating thru Education. The Tillsonburg Squadron serves the area of Oxford County and to the shores of Lake Erie teaching the various aspects of "Rules of the Road for Marine Recreation." The course material presented covers all the knowledge needed to operate a marine vessel with the greatest care for themselves and others.

The Squadron is made up of interested boaters who are now members of the National Group. All members are volunteers and offer their skills, knowledge and time as absolute "Volunteers Teaching Safe Boating." The National body offers training on various topics such as PCOC (Pleasure Craft Operator Card), Marine Navigation etc etc. Courses are usually offered thru the Fall and Winter seasons. Tillsonburg Squadron operates under the guidance of a Squadron Executive comprising of a Commander, Executive and Education Officer. Our squadron has about 140 members and held 50th Anniversary celebrations in May 2016 at the Royal Canadian Legion in Tillsonburg. Guests were present from our sister squadrons in Western Ontario. Congratulation were received from our Local, Federal and Provincial Representatives as well as the Deputy Mayor of Tillsonburg. The evening meal catered by the Legion ladies and entertainment was enjoyed by all.



TILLSONBURG POWER SQUADRON
1966-1986

**TILLSONBURG POWER AND SAIL
SQUADRON**
1986 – Present

In 1966 a group of boaters from Lake Erie, who were members of the London Power Squadron, decided it was time to have a Squadron in their area. The Tillsonburg Power Squadron received its charter on June 11, 1966.

The signing members of the warrant were B.D. Burn, D. Chalk, M. Chivers, D. Ellis, R.D. Freeman, J.G. Guthrie, G. Hossack, A. LaPlante, R. LaPlante, R.K. MacFarlane, J. Rankin, R.A. Reid, K. Ross, J.A. Seymour, A.G. Swain and L.R. Tyrell. Lloyd Tyrell was the first Commander. Tillsonburg's first AGM was held April 9, 1967 with 27 members in attendance.

Since the founding year, Tillsonburg Squadron has been a powerful, vivacious and energetic Squadron with numerous events happening annually throughout the years.

The volunteers of Tillsonburg have helped many people over the years in Lake Erie and surrounding areas to ensure the waters are a safe and pleasurable place for everyone. This proud tradition continues today.

The Tillsonburg Pennant (pictured above) was designed in 1978 by Cam MacDougall. The red "T" stands for Tillsonburg and fortunately reads the same both front and back. Other elements of the design are the wavy line representing the water, the compass rose representing navigation, the blue at the left represents night and the white at the right represents day. The gold stripe on the fly represents Tillsonburg being a squadron for 50 years. This was added in 2016.



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Why was the snowman looking through the carrots in
the fridge?
He was picking his nose.

With so many fire extinguishers to choose from, selecting the proper one for your home or boat can be a daunting task. Everyone should have at least one fire extinguisher at home, but it's just as important to ensure you have the proper type of fire extinguisher. Fire protection experts recommend one for the kitchen, the garage and workshop.

Fire extinguishers are divided into four categories, based on different types of fires. Each fire extinguisher also has a numerical rating that serves as a guide for the amount of fire the extinguisher can handle. The higher the number, the more fire fighting power. The following is a quick guide to help choose the right type of extinguisher.

Class A—extinguishers are for ordinary combustible materials such as paper, wood cardboard and most plastics. The numerical rating on these types of extinguishers indicates the amount of water it holds and the amount of fire it can extinguish.

Class B—fires involve flammable or combustible materials such as gasoline, kerosene, grease and oil. The numerical rating for class B extinguishers indicates the approximate number of square feet of fire it can extinguish.

Class C—fires involve electrical equipment, such as appliances, wiring, circuit breakers and outlets. Never use water to extinguish class C fires – the risk of electrical shock is far too great! Class C extinguishers do not have a numerical rating. The C classification means the extinguishing agent is non-conductive.

Class D—fire extinguishers are commonly found in a chemical laboratory. They are for fires that involve combustible metals, such as magnesium, titanium, potassium and sodium. These types of extinguishers also have no numerical rating, nor are they given a multipurpose rating. They are designed for class D fires only.

Some fires may involve a combination of these classifications. Your fire extinguishers should have ABC ratings on them.

Fire in the Galley

Just a brief description of the events. My wife was lounging in the cockpit while I made our morning coffee. While the coffee was brewing I went to light the second burner to heat some water. I realized the burner was dry and extinguished the first burner and lifted the stove to remove the dry container. I was

filling it over our galley sink and chatting with my wife in the cockpit.

All of a sudden I heard a loud poof and I realized the container was on fire in my hand. I must of either spilled some alcohol or the fumes caught, whatever, I had a flaming plastic container of alcohol in my hand. I rushed out to the cockpit and went to swing the container over the side but the side of the container had melted and the swing caused the flaming alcohol to splatter my wife. I did not know this until later because my hand, face and hair were on fire.

I jumped overboard and when I surfaced my wife was in the water with me. We knew the boat was on fire but not how bad. We had a very difficult time to re-board because our swing ladder was tied in its upright position. When I finally pulled myself back onto the boat and lowered the ladder for my wife I could see the extent of my wife's injury. She had no skin left on her lower legs from her knees down.

At this point I think it finally clicked in that this is deadly serious. I of course could not see my burned hair and face. When I checked for fire, I found the settees on fire in the cabin and small spot fires in the cockpit. I could not get to my galley fire extinguisher so I grabbed a fire extinguisher that I keep strapped to the top of the fuel tank, accessible from the cockpit. I put out most of the fires until the extinguisher was exhausted. There was so much smoke in the cabin I could not see where the flames were. I tried from the companion way and I tried from the forward hatch but could not get through the smoke. We finally resorted to throwing buckets of water randomly into the cabin. We finally hit the last hot spot which was the settee cushion foam which does not flame but smolders. The smoke is very acidic.

We then had time to evaluate our injuries and decided we needed medical attention right away. Since we were on a mooring, we had to grab whatever we could for clothes and get into our Zodiac to go to shore. It was about a fifteen minute motor. On the way, we found people on another boat who came to shore with us to make the forty five minute drive to the hospital since I think we both went into shock. I was kept on oxygen and treated for my burns but released that day. My wife suffered third degree to her legs and stayed in the hospital for a month. The boat now has new cushions throughout and is in the process of being lifted for winter storage when I can evaluate the rest of the damage. I have found that flaming alcohol went down the cockpit drains and melted the drain pipes.

My biggest word of advice is never fill your alcohol containers in the cabin and always keep fire extinguishers away from potential fire areas. I could not get my extinguishers inside because the fire was too near them. This happened in Douglas Harbour on Grand Lake, New Brunswick, in 2000.

The fire itself caused relatively little damage to the boat, but great damage to myself and my wife. She has been hospitalized for a month with third degree burns. She is now out of the hospital and recuperating at home. It was a tremendous experience which will take both of us a long time to get over. The fire was caused by spilt alcohol which ignited the one gallon container.

Here are the most common types of fire extinguishers:

Water Extinguishers or APW extinguishers (air pressurized water) are suitable for call A fires only. Never use a water extinguisher on grease fires, electrical fires of class D fires. The flames will spread and make the fire bigger. Water extinguishers are filled with water and are typically pressurized with air. Again a- water extinguishers can be very dangerous in the wrong type of situation. Only fight the fire if you're certain it contains ordinary combustibile materials only.

Dry Chemical extinguishers come in a variety of types and are suitable for a combination of class A,B and C fires. These are filled with foam or powder and pressurized with nitrogen.

BC – This is the regular type of dry chemical extingisher. It is filled with sodium bicarbonate of potassium bicarbonate. The BC variety leaves a mildly corrosive residue which must be cleaned immediately to prevent any damage to materials.

ABC – This is the multipurpose dry chemical extingisher. The ABC type is filled with monoammonium phosphate, a yellow powder that leaves a sticky residue that may be damaging to electrical appliances such as a computer. Dry chemical extinguishers have an advantage over CO 2 extinguishers since they leave a non flammable substance on the extingished material, reducing the likelihood of re-ignition.

Carbon Dioxide (CO| 2) extinguishers are used for class B and C fires. CO 2 extinguishers contain carbon dioxide, a non-flammable gas, and are highly pressurized. The pressure is so great that it is not uncommon for bits of dry ice to shoot out the nozzle.

They don't work very well on class A fires because they may not be able to displace enough oxygen to put the fire out, causing it to re-ignite. CO 2 extinguishers have an advantage over dry chemical extinguishers since they don't leave a harmful residue – a good choice for an electrical fire on a computer or other favourite electronic device such as a stereo of TV.

It is vital to know what type of extingisher you are using. Using the wrong type of extingisher for the wrong type of fire can be life-threatening.

What did Adam say on the day before Christmas?
It's Christmas, Eve!

How do you make an idiot laugh on boxing day?
Tell him a joke on Christmas Eve.

What do snowmen eat for lunch?
Iceburgers.

A Cruise in the Warm Waters of the Caribbean

“Twas the night before Christmas, and far out at sea
Our vessel was sailing, as smooth as could be

The stockings were hung from the balcony chairs
With hope that St. Nickolas soon would be there

The children were nestled all snug in their uppers
Having just settled down from a Christmas Eve
supper

And Ma and myself, we were covered in aloe
A bit too much sun, in a pool, warm and shallow

When up in the sky, there arose such a clatter
I leapt from my bed to see what was the matter

To the sliding glass door, I flew like a flash
Well, more like a saunter, and less like a dash.

And what to my skeptical eyes should appear
But a great shiny sleigh, and eight flying reindeer

They circled our ship, from starboard to port
As the moon lit the driver, a jolly old sort

Who called to his team, in a happy retort
“Now Dasher, now Dancer” so on and so forth

We raced through our cabin and into the hall
To the very top deck, in time for us all

To be awed by the sight of Old Santa’s sleigh
As he lightly touched down, by the midnight buffet

With a bundle of goodies thrown over his back
He rose in the air and dropped down the smokestack

Santa went straight to work, and later we learned
He found every child’s cabin, from the bow to the
stern

Insides and ocean views, balconies and suites
Santa filled every stocking, with toys and with treats

Until all his deliveries had been handled with care
Then he noted he still had a minute to spare

So he surfed the wave rider, with nary a fall
While Dasher and Dancer scaled the rock-climbing
wall

And Prancer, who had always been fond of the cold
Tried the ice-skating rink, a sight to behold

And then with a whistle, Santa summoned his team
And he bade us farewell, silent nights and sweet
dreams

And I heard him exclaim, as he flew out of view
Merry Christmas to all, and to all, a good cruise.

Written by Alan Fox

The Little Angel on the Top of the Christmas Tree

One particular Christmas season a long time ago,
Santa was getting ready for his annual trip but there
were problems everywhere. Four of his elves got
sick, and the trainee elves did not produce the toys as
fast as the regular ones so Santa was beginning to feel
the pressure of being behind schedule. Then Mrs.
Claus told Santa that her Mom was coming to visit;
this stressed Santa even more.

When he went to harness the reindeer, he found that
three of them were about to give birth and two had
jumped the fence and were out at heaven knows
where. More stress.

Then when he began to load the sleigh one of the
boards cracked and the toy bag fell to the ground and
scattered the toys. So, frustrated, Santa went into the
house for a cup of coffee and a shot of whiskey.
When he went to the cupboard, he discovered that the
elves had hid the liquor and there was nothing to
drink.

In his frustration, he accidentally dropped the
coffeepot and it broke into hundreds of little pieces
all over the kitchen floor. He went to get the broom
and found that mice had eaten the straw it was made
of. Just then the doorbell rang and Santa cursed on
his way to the door. He opened the door and there
was a little angel with a great big Christmas Tree.

The angel said, very cheerfully, “Merry Christmas
Santa. Isn’t it just a lovely day? I have a beautiful
tree for you. Isn’t it just a lovely tree? Where would
you like me to stick it.”

Thus began the tradition of the little angel on top of
the tree.