



Tillsonburg Squadron Bridge

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Webmaster	Brent Hicks	842-9291
Historian	Joan Hicks	842-5618
Social Officer	Betsy VanStevendaal	842-3257
RVCC	Peter Barbour	765-3793



Coming Events

Poker Run & Corn Roast
 Saturday August 11, 2012
 See advertisement later in Newsletter

Fall Classes
 Call Larry Hicks, 519-842-5618
 For upcoming classes
 Times and dates

National AGM in Edmonton
 Edmonton Marriott
 River Cree Resort
 Registration National Site
 Always a great time.



Poker Run & Corn Roast
 Saturday August 11, 2012
 Prizes and B.B.Q. at
 Port Rowan Pavilion 1630
 Join us for Food Fun and Fellowship
 Entry Fee \$ 10.00 per hand
 Register from 1000 to 1200 at
 Marina Shores or Booths Harbour
 First Prize \$ 100.00
 Second Prize \$ 50.00
 Third Prize \$ 25.00
 Lots of Door Prizes.

Commander's Message

As we enter the new summer season again, we also enter the new boating season. A few weeks ago we tried to draw the Boaters attention to the fact that they have a responsibility leaning on them to conduct themselves in a safe manner while on the waterways. This is not just for themselves but also for their crew and other boaters out there. This should be particularly evident, when you fly your Canadian Power and Sail Squadron flag on the bow of your vessel.

What we really need to remember very clearly is that we do not need any alcoholic beverages to drink aboard while on the way. These laws are not just meant for everyone else but not you. All educated boaters should be aware, that if you are found impaired behind the wheel of your boat that you not only will lose your Boating Card but also your privilege of driving any automobile or any other motorized vehicle on the road. Think about it before you drink. It is found that a large number of boating mishaps are caused by alcohol. These accidents can sometimes show some unneeded fatalities.

Being Squadron Members, we are obliged to show by example how to act on the water. We are not there to break any speed records or any other antics to draw the attention of the people out there, increasing the potential of a mishap many fold.

Let us also be certain that we have a full array of safety equipment on board, required by law. Also while you are out there, it would be nice to talk to fellow boaters about the courses we offer during the winter months, and there by become members of our organization with all the benefits and privileges we have to offer. Furthermore my wife Betsy and myself wish you all a happy and safe summer, with enough wind for our sailing friends but not strong enough to annoy our motoring friends.

Cdr Ted VanStevendaal AP

On the front page you will note the New Bridge Officers that were elected at our AGM in April. These members are here to help make our Squadron successful.



Prince Edward Island Lighthouse

Sea Room, that's the prize
Tack and jibe and trim the sails
Get out where the deep water lies.

Sea Room, away from the channels and buoys
Away from tugs and barges and ships
Away from fishing boats, PWC's and toys.

Meaning no disrespect, they're welcome here.
There's water for all to enjoy
But the call of Sea Room is what I hear.

Sea Room, off soundings, what I want to hear
From the navigator (me) and the captain (me
also) gives a silent cheer.

Sea Room, in deep water we navigate
Not from waypoint to waypoint
But optimizing wind and sea state.

Sea room almost a kind of Zen
Away from shore side worries and stress
That's the state of mind I yen.

Written by Jock Tulloch, who sailed away to a
warmer climate with no worries just water.

The World's First Seafarers continued

In the pre-modern time of human navigation and discovery of new lands by navigating the oceans, a few people have excelled as seafaring explorers. Prominent examples are the Phoenicians, the Ancient Greeks, the Persians, the Arabians, the Norsemen, the Ausronesian people and the Micronesians of the Pacific as we have seen in the preceding articles.

We will now go to the antiquity times and handle the accomplishments of the Mediterranean people

Navigation in the Mediterranean made use of several techniques that sailors used to determine their location, including staying in sight of land and understanding the winds and their tendencies. Knowledge of the sea's currents, observation of the positions of the sun and stars, which was already then the birth of celestial navigation.

Of course sailing by hugging of the coast would have been ill advised in the Mediterreanean and the Aegean Sea due to the rocky and dangerous coastlines and also the sudden vicious storms that plague the area and could easily cause a ship to crash on the rocks. The Minoans of Crete are an example of an early western civilization that used celestial navigation. Their palaces and mountain top sanctuaries exhibit architectural features that align with the rising sun on the equinoxes, as well as the rising and setting of certain stars and planets.

The Minoans made sea voyages to the island of Thera and Egypt. Both of these trips would have taken more than a days sailing for the Minoans and thereby would have left them traveling by night across open waters. Here the only thing left to use was the locations of certain stars, especially that of the constellation Ursa Major, to keep the vessel in the correct direction. Written records of navigation using stars, or celestial means of navigation, go back to Homer's Odyssey, where Calypso tells Odyssey to keep the Bear on his left hand side as he sailed away from the island. The Greek poet Aratus wrote in his stories in the third century BCE, detailed positions of the constellations as written by Eudoxos.

The positions described do not match the locations of the stars during Aratus or Eudoxos' time for the Greek mainland, but some argue that they match the sky from Crete during the Bronze Age. This change of position of the stars is due to the wobble of the Earth on its axis, which affects primarily the pole stars. Around 1000 BCE the constellation Draco would have been closer to the North Pole than the star Polaris. The pole stars were used to navigate because they didn't disappear below the horizon and could be seen consistently throughout the night.

Next time we will see what the Greeks contributed to Navigation of the Mediterranean.

This article was researched, compiled and written by Ted VanStevendaal

Four members of the Tillsonburg Power & Sail Squadron attended the cruise on the USCC Cutter the Bristol Bay. This is in conjunction with USPS and is an educational Cruise. We left the Detroit Coast Guard Station at 7:30 and this year sailed down the river and under the Ambassador Bridge, turned around and went up the river out into Lake St. Clair and back. Along the way we are treated to a commentary of the navigational aids in the Detroit River and Lake St. Clair. This year we also benefited from a flare demonstration conducted by the Coast Guard crew aboard. The members present were Doug Robinson, Ron Smith, Larry & Joan Hicks. If you would like to go next year, get in touch with Joan and she will have reservation forms. The cost this year was \$15.00 U.S. Well worth the money.



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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Restricted Operator's Certificate (Maritime)		Certificat restreint d'opérateur (Maritime)	
DSC endorsement - endossement ASN		Canada	
Name / Nom: JANE SMITH			
Date of Birth / Date de naissance: 1958 10 04		Club Number / Numéro de club: 176 573 SMI	
Iss. / An. / Mo. / M. / Day / J. / An.		Date of Issue / Date d'émission: 2009 09 15	
Industry Canada / Industrie Canada		Canadian Power & Sail Squadrons / Équipes canadiennes de puissance	

If you have a VHF Radio on your boat you need an ROC (M) operator certificate to be legal.
 You can take a course from Tillsonburg Power & Sail Squadron to acquire this certificate.
 Call Larry Hicks, or Jon Adlington for time and location of course.



One of our new students Sylvia being congratulated at our Graduation and Commanders Ball.



YOUR SUMMER PLACE TO BE

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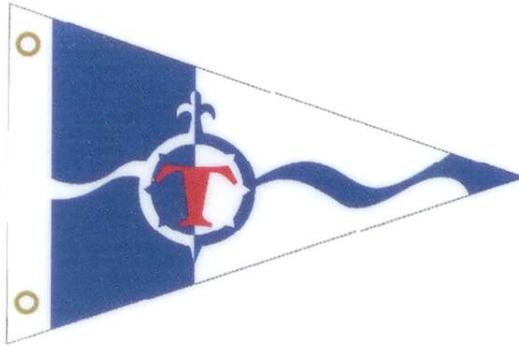
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519-875-3179
 coleparker@sympatico.ca

The District Rendezvous was held this year in Bayfield hosted by the Goderich and Stratford Power and Sail Squadrons. It was a great weekend with hot weather, good friends, good food and great entertainment. Tillsonburg Squadron with help from St. Thomas and London cooked the Sunday Morning Breakfast of bacon, sausage, pancakes, eggs, hash browns and toast, bagels and croissants. Thanks to the members from other squadrons that helped to make it a great breakfast serving more than 100 guests.



Members cooking for the multitude.



TILLSONBURG POWER SQUADRON
1966-1986
TILLSONBURG POWER & 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 & L.R. Tyrrell. L.R. Tyrrell 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.



Lake Erie Mayflies

Sometime around the middle of May and lasting through June and into July, there is a plague of insects that strikes the cities, towns and villages along Lake Erie's shoreline. This plague is outdone only by those described in the Bible (or so it seems that way to townfolk) of great hordes of insects invading the land and laying it to waste. Fortunately, this insect is totally harmless unless you are sliding on them in your car. They are drawn to any light source – coating the sides of buildings and telephone poles. They are actually a handsome bug, windswept transparent wings, two long graceful tails no thicker than a hair, streamlined body-the main problem- they stink like dead fish, What am I talking about, you ask – the now famous Lake Erie Mayflies. Mayflies usually live for 24 – 72 hours. Don't forget that they've already spent 1-2 years on the bottom of the lake as a nymph borrowed in the mud. Within that three days, though, they manage to get into about everything you can imagine. You will find dead mayflies lying around on the sidewalks, in spider webs, on window ledges etc. they'll go anywhere where there's light at night. Wear a white shirt outside at night and you'll see.

Many mayflies stack up on the streets below street light, this is where they land after they get tired of flying around the light for hours on end. Once on the street, they are usually run over by cars and make this “snapping” sound and it's all over. If its dry, they turn into a dust after several hours of traffic. If it's raining, they turn into a thick soup that smells something awful.

Mayflies only flourish in water that is not polluted, so thanks to the zebra mussel, Lake Erie Water is the clearest its been in many years so a good habitat for mayflies. The only advise I can give is to wash them off your boat or home with a hose and be careful when driving, the road will be very slippery when mayflies are present. Your vehicle will hydroplane just as if you were on a highway covered with water.

Most of this article taken from
The Mayflies of Lake Erie – Official Site

Seagoing Superstitions

Boating is a centuries- old activity wrought with superstitions, including the following:

- Pouring wine on the deck will bring good luck on a long voyage (a libation to the gods, while being good for the soul).
- Women aboard a ship make the sea angry, but a naked woman onboard will calm the sea. (this is the reason for naked figureheads).
- A stolen piece of wood mortised into the keel will make the ship sail faster.
- A silver coin placed under the masthead ensures a successful voyage.

A few boating superstitions involve bananas. In the early 1700s during the height of Spain's South Atlantic and Caribbean trading empire, nearly every ship that disappeared at sea was carrying a cargo of bananas, giving rise to the belief that hauling bananas was a dangerous prospect. This superstition has other purported origins as well:

- Banana boats were believed to be so fast that fishermen never caught anything while trolling from them.
- Another theory holds that bananas aboard slave ships fermented, giving off methane gas that would get trapped below decks. Anyone in the hold would succumb to the gas and anyone who climbed into the hold to help would fall prey to the dangerous gas as well.
- A better known danger of bananas at sea is a species of spider with a lethal bite that likes to hide in bunches of bananas. Crew members suddenly dying of spider bites after bananas are brought aboard certainly would be considered a bad omen, resulting in the cargo being tossed into the sea.

The above article taken from the USPS Ensign



When at the Lake this year, two members of our Squadron will check your vessel with a Recreational Vessel Courtesy Check. Get in touch with Peter Barbour or Doug Robinson. These two members will gladly check your vessel to see if you have all the necessary safety equipment on your boat. There is no cost and we cannot give you a ticket, but we can save you a ticket by telling you what you need on your vessel to be legal. Just another service of your Tillsonburg Power and Sail Squadron.



Members of the Tillsonburg Power Squadron cooked hot dogs and sold drinks at the Annual Tim Hortons' Camp Day.

News from the Carribean

A few interesting things here in the Carribean navigation wise. The buoyage is IALA, B, red right returning to harbour, but the buoys, when numbered, red odd number and green even number. Sometimes the outer red will have the name of the harbour on it.

Navigation lights on small motorboats (under 30 feet) if they use any lights at night (rare) have only red and green sidelights, no white all round or stern lights.

Waterskiers only have one person in the boat, and prefer to operate among the anchored boats.

In the U.S. Virgin Islands, big motorboats (40 feet sportsfishers) like to anchor by the stern so the breeze will blow into the cockpit. This has resulted in several deaths when the exhaust from the genset suffocated everyone overnight.

Well that's the news from the Carribean Jock Tulloch aboard "Unleaded"

Waterspouts

Article taken from Bilge Chatter
Birmingham Sail & Power Squadron



According to NOAA's National weather Service, the best way to avoid a waterspout is to move at a 90 degree angle to its apparent movement. Never move closer to investigate a waterspout. Some can be just as dangerous as tornadoes. Waterspouts fall into two categories: fair weather waterspouts and tornadic waterspouts.

Tornadic waterspouts are tornadoes that form over water, or move from land to water. They have the same characteristics as a land tornado. They are associated with severe thunderstorms, and are often accompanied by high winds and seas, large hail and frequent dangerous lightning.

Fair weather waterspouts usually form along the dark flat base of a line of developing cumulus clouds. This type of waterspout is generally not associated with thunderstorms. While tornadic waterspouts develop downwind in a thunderstorm, a fair weather waterspout develops on the surface of the water and works its way upward. By the time the funnel is visible, a fair weather waterspout is near maturity. Fair weather waterspouts form in light wind conditions so they normally move very little.

If a waterspout moves onshore, the National weather Service issues a tornado warning, as some of them can cause significant damage in injuries to people. Typically fair weather waterspouts dissipate rapidly when they make landfall and rarely penetrate far inland.

POKER RUN & CORN ROAST

**HOSTED BY
THE TILLSONBURG POWER & SAIL
SQUADRON**

SATURDAY AUGUST 11, 2012

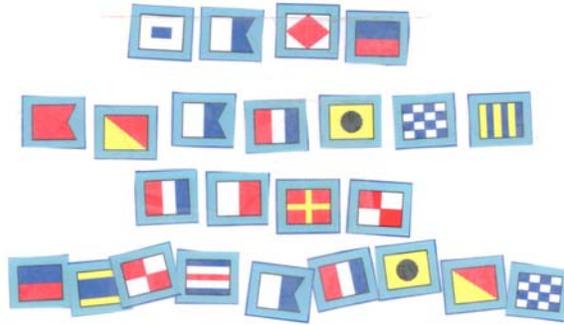
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the Old Cut Marina Gasbar, Marina shores Store Counter, and Port Rowan Pavillion
For non boaters that want to join all cards may be picked up at the Port Rowan Pavillion**

**FIRST PRIZE \$100.00
SECOND PRIZE \$ 50.00
THIRD PRIZE \$ 25.00**



The contest this newsletter is to translate the above message and return to me at canest@oxford.net

Commander Ted, Betsy, P.R. Officer Dennis Cook and Diane man the booth at the Towncentre Mall in Tillsonburg during Safe Boating Week. Information was given out to many Tillsonburg Residents and many questions answered.



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The moon coming up over Lake Pivabiska near Hearst Ontario on July 2, 2012

At the end of the day I have safe harbour, calm seas and clear skies, and I wish the same for all boaters everywhere. Until the next time.

Joan
