



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 April 7th 2015. Three sessions. Call Larry.

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 April 16th 2015 three sessions. Call Larry

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

Tillsonburg Power I Sail Squadron AGM, April 13th 2015 at 7:30 P.M. Cornell Hall. Come and meet your new Bridge for the year 2015-2016

Tillsonburg Graduation and Commander's Celebration, May 9th at the Cornell Hall. Guest Speaker Lillian Kluka, the first lady captain of lake freighters on the Great Lakes. Interesting lady so try and attend. You will receive an invitation in the mail shortly, reply quickly to reserve your seat.

**Western Ontario District
Annual General Meeting
April 24-26, 2015
At Stoneridge Inn & Conference Centre,
6675 Burtwistle Line
London, Ontario
519-652-6022
Advertisement in this newsletter.**

Commander's Report:

Hello Everyone: It's been a few months since we have communicated, we had our Annual Boat Show Bus Trip once again, and for the third time we have had a mediocre attendance, of course ending in a loss of funds! This used to be one of the main highlights of the year and we sold out most times within a few weeks. I think for next year we will look into a smaller 30 passenger bus and its first come first serve, when it's full that's it.

We need to hear from our membership as to what might interest you and get you involved in one or two events throughout the year. It's nice to belong to an organization such as this, and the Bridge tries hard to come up with ideas, so please take some interest and talk to one of us, we are open to almost anything. Of course we are having our Annual General Meeting at the Cornell Hall on April 13th, 2015 at 7:30 P.M. Once again I ask our members to come out and at least find out how this organization that you belong to is actually doing, Yes as always we need help because the same faces running this Bridge are getting tired and some new blood is always welcome, we have positions that require very little time on your part but you may have some ideas that we don't think of and it would help the Squadron move ahead once again, times have changed over the years, events that were always well attended show no interest anymore that's why I am reaching out to our members to see what you would like to see happen. You don't have to come out to a meeting just give one of us a call and talk, we can bring ideas to the table. Things are getting harder in our District as well, we have had a couple Squadrons close up due to lack of participation and the majority of these members were absorbed into other squadrons so it makes me think why couldn't they make it work, these members went and joined other squadrons so they must be interested in the organization. I don't want this to happen with us so once again please come forward and talk to someone or come to the AGM and bring forward any of your ideas that you might have, lets take this ship and start it moving in a positive way once again.

Our Annual Graduation Ball is being held on May 9th, you will be notified of this very shortly, it's a nice evening with a great meal for a little price, come and help celebrate with our new graduates and welcome them into our Squadron.

That's all for now, I hope that you will consider what I have mentioned above and come forward and talk to one of us.

Respectfully Submitted,

Commander Eric Hatzenbuhler



Leon's Proudly Supporting Non Profit Organizations.

Kindly support our Advertisers as they support us in our newsletters. Tell them when you support them that you are a member of Tillsonburg Power & Sail Squadron and tell them thanks for their support

Have a safe and enjoyable summer, on the water, hope to see you there.

Four Days in November

Taken from the Ontario Farmer written by John Phair a reporter for Ontario Farmer based in Dresden.

It was the Great Lakes regions' worst-ever weather event. Over the course of four terror-filled days, what is now known as the Great Storm of 1913 swallowed up 12 lake-going vessels, damaged the hulls of at least 30 more and had took the lives of between 250 and 300 persons.

Hurricane force winds, wet snow and freezing temperatures combined to wreak havoc, not only the lakes, but inland as well as significant property damage and the destruction of communication lines and other infrastructure was incurred. Inland, the storm's wrath was also cited as the cause of a train derailment near Wyoming, Ontario that claimed three lives.

On Lake Huron alone, eight vessels, all heavily laden with wheat and iron ore, went down claiming between 178 and 185 lives. Author and historian David Yates said it was unquestionably the most destructive and costly storm ever to have taken place on the Great Lakes and its aftermath will forever be etched in history.

Nevertheless, he says today the event is largely an obscure and long-forgotten event, save for a few history buffs who reside in the many port communities that frame the Great Lakes. He suggests this is largely because The Great Storm of 1913 was overshadowed by another catastrophic event of that era, The Great War of 1914.

Yates, a high school history teacher and long-time resident of Goderich, Ontario, was the keynote speaker at the 144th annual meeting and banquet of the Petrolia St. Andrew's Society, held Nov 27 at the Petrolia Legion. He noted that it was fitting that the Great Storm be the topic of the St. Andrew's celebration because many of the people involved were of Scottish or Irish heritage. Yates pointed out that the Great Storm was actually the culmination of two storms which collided over the Great Lakes, creating cyclonic winds and blizzard conditions which made navigation nearly impossible for the most seasoned crew.

"Many surviving seamen recalled gale force winds in one direction while 30 to 50 foot waves battering their vessels from the opposite direction," he said, adding that by the time the storm hit Lake Huron on Sunday, Nov. 9, 1913, it had already claimed three vessels and at least 53 lives on Lake Superior. Yates noted that late on the evening of Nov. 8, four vessels: The James C. Carruthers, the J.H. Sheadle, the Hydrus and the Wexford, after bucking the winds, snow and waves of Lake Superior and locking down at Sault St. Marie, gambled and made the fateful decision to venture out onto Lake Huron. At this point, Yates pointed out that it is important to remember that the story of the Great Storm of 1913 is more than a natural disaster. "It is a very human story where human decisions led to fatal consequences," he said, adding that the captain of all four ships were competent seamen, trusted with grave responsibilities. "They were also mindful of the need of the ship's owners to make profits by carrying heavy cargos in as many voyages as possible." He noted as well that a skillful captain was highly prized among ship owners and crew alike. "They were expected to have enough confidence in their crew, ship and their own judgment that they would not be frightened by every storm warning that was posted," he said adding that in those days, it was no surprise when a ship's captain ignored clearly posted warning issued by the U.S. Weather Bureau.

"Even after the loss of the Titanic the year before, mariners paid little heed to weather reports and as a consequence I would say that on Nov 9 that reckless attitude doomed hundreds of seamen." He noted that one of the owners of the James C. Carruthers later told a newspaper that "no master ever paid attention to weather reports," for if they did they would have never gotten anywhere. In addition, Yates said there was good reason to believe, at least at the juncture, the worst of the storm was over for the winds appeared to be calming and the barometric pressure was rising. However he noted that seasoned mariners understand that this phenomenon can occur when the storm's cyclonic winds simply change directions and in this case the counter-clockwise rotation of the hurricane meant its high winds were just shifting from the Northeast to Norwest.

Yates said the first of the four ships to enter Lake Huron was the James C. Carruthers, which he added was the pride of the Canadian fleet. Built in the Collingwood shipyard and launched in May of 1913, the Carruthers was the newest ship on the great Lakes and at 529 feet she was also the largest. Interestingly, Yates said one could draw many parallels between it and the Titanic. Her Captain was William Wright, who was loved and respected by his crew, and was a 25-year lake veteran. The Carruthers was just on her third voyage and Wright told one of his fellow skippers that day that he “still hadn’t learned all her tricks and the crew complained that the paint in their rooms was still sticky.” Before leaving the Sault locks that day Wright consulted fellow captain S.A. Lyons of the Sheadle and together they decided to brave the Lake Huron waters despite the storm warnings. Yates said Captain Wright’s decision to continue was heavily criticized later but added that it is important to note that he made the same decision to carry on that many others did that day. “Besides, he was in command of the most modern ship on the great Lakes and it was built to weather any gale,” said Yates. Yates noted that the only one of the four ships that entered Lake Huron from the Sault that day was the Sheadle, although it was grounded on shore and was badly damaged. Its’ Captain, S.A. Lyons later reported that he saw the Carruthers navigational lights fade into the distance that day as she struggled against 55 to 75 mile-per-hour winds and turbulent waters. His observation was the last sighting of the Carruthers. Yates added that the Carruthers is one of two vessels lost on the great Lakes that day that has never been found: the other was the Hydrus. The Hydrus, he noted, was built in Cleveland in 1903. He said her captain, John Lowe was already two days behind schedule when he left the Sault and was returning to Cleveland with a load of iron ore and a crew of 24 men.

On northern Lake Huron Captain James Watt, the master of the up bound freighter J.F. Thurston, exchanged whistle blasts with the Hydrus as she entered Lake Huron, “It was the Hydrus’s last final salute, she was never seen again,” said Yates.

Yates said the last ship in that fateful convey to leave the Sault canal that day was the Wexford under the control of 24 year old Captain Frank B. Cameron.

The Wexford was built in 1883 for the ocean-going trade and had only been on the Great Lakes since 1903. She was carrying 50,000 bushels of wheat and was headed for Goderich. The son of a famed lake captain, Cameron had been on the great Lakes since he was 14 and had just been named the Wexford’s skipper in October. “There was no way he was going to appear intimidated by a storm on his first command,” said Yates. Yates said what happened to the Wexford, like most of the lost vessels, is pure conjecture. However he said it is known that when it entered Lake Huron on Sunday morning the storm appeared to have blown itself out and the ship was making good progress toward Goderich. “It was the last trip of the year and many of the crew had already made plans for the winter,” said Yates. He noted that it was reported the Wexford had been seen in calm waters 15 miles off Point Clark, just north of Goderich.

Yates said some idea of the speed and violence of which the storm struck Lake Huron can be learned from the subsequent testimony of Gordon Jameson, a Point Clark resident who recalled the waters being “calm as glass” when he went to church that morning. However, he stated that by the time the services were over it was obvious that no boat would be safe on those waters. As gusts of wind up to 90 miles per hour, 30 to 50 foot waves and blizzard conditions swept from the North East, the Wexford was overtaken by the storm. “With its engines swamped by water, the Wexford drifted aimlessly at the mercy of the storm and foundered near St. Joseph’s, a small French Canadian village just north of Bayfield,” he said, adding that none of the crew made it to safety on the nearby shore. He noted that it was the last anyone would hear of the Wexford for 87 years until she was found off St. Josephs’ in 75 feet of water on August 25, 2000. He added that it was thought to have a crew of 23, but the ships’ owner later revealed that they really didn’t know how many were aboard because mariners in those days were “a roving lot.”

Yates said the most human dimension of the storm was the recovery of the dead and added that it is in the cost of lives rather than in cargo that the true price of the storm must be measured. He said for the following week bodies drifted ashore, “stiff, bloated and battered.” “They wore lifebelts with the names

Wexford, Charles S. Price and Regina as they drifted to the shores of Lake Huron between Thedford and Goderich,” he said, adding that most of the storm’s dead never surfaced and were consigned for eternity to the depths of Lake Huron’s icy waters. Yates said, in all, at least 253 seafarers were lost in the great Storm. “For those of us who are fortunate enough to live along Lake Huron’s shores, the lake is an enchanting mistress,” said Yates. “But when the gales of November blow, she reminds us that we will never be her master.”



P.O. BOX 50 - ST. WILLIAMS - NOE 1P0
www.boothsharbour.com

YOUR SUMMER PLACE TO BE

TELEPHONE: (519) 586-2731 FAX: (519) 586-2192
E-MAIL: boothsh@boothsharbour.com

COLE PARKER MARINE SERVICES
Boat Maintenance, Repairs & Detailing

3670 Hwy 59
RR 1 Langton Ont. NOE 1G0
519-875-3179
coleparker@sympatico.ca



BRIDGE YACHTS LTD.
PORT DOVER
SHIP'S STORE & YACHT BROKERS



ED LAEVENS

24 River Drive, Port Dover, Ontario N0A 1N7
website: www.bridgeyachts.com

Tel: 519 583-3199

Fax: 519 583-3882



J.W. CANVAS WORKS

- Boat Tops
- Tent Trailers
- Repairs

Jennie Winter

County Road 30
Fire # 246

Tel: (519) 842-2503
R.R. #6, Tillsonburg
N4G 4G9



A North Cardinal Buoy in the harbour of Cartagena Columbia. A Columbian Naval Vessel with the city of Cartagena in the background.



Tillsonburg Power & Sail Squadron

Notice of Annual General Meeting

To: The Members of the Tillsonburg Power & Sail Squadron

Take Notice that the Annual General Meeting of the Tillsonburg Power & Sail Squadron will be held at the Cornell Community Hall on Monday, April 13th, 2015 at 1930, for the purposes of.

1. Receiving and, if thought fit, approving the Reports of the Officers of the Squadron
2. Receiving and, if thought fit, approving the Financial Statements of the Squadron for the twelve-month period ending March 31, 2015, and the Report of the Squadron Internal Audit Review Committee.
3. Electing the Officers of the Squadron, for 2015-2016
4. Appointing the Squadron Internal Audit Review Committee for the Squadron Year 2015-2016
5. Considering such further and other business as may properly come before the meeting.

The Report of the Squadron Nominating Committee is attached to, and forms part of this notice. Under Squadron Regulation 12.1, any further nominations must be made by way of a petition, in writing, signed by not less than 5 members of this squadron who shall confirm the consent of their nominee to stand for election.

The petition must be filed with the Squadron Secretary not less than 2 days prior to the date of this meeting.

Dated this 1st day of March 2015

Jacqui Hicks

Squadron Secretary

Tillsonburg Power & Sail Squadron

Report of the Tillsonburg Nominating Committee March 1, 2015. The Squadron Nominating Committee nominates the following members for election as Squadron Officers for 2014-2015

Office	Name	Address	Phone Number
Commander	Eric Hatzenbuhler	824 Kensington St, Woodstock, N4S 5L6	519-537-8945
Executive Officer	Doug Robinson P	R.R. # 1 Otterville, On, N0L 1R0	519-879-6474
Training Officer	Larry Hicks <u>AP</u>	185106 Cornell Rd, R.R. # 3 Tillsonburg, N4G 4G8	519-842-5618
Secretary	Jacqui Hicks	185125 Cornell Rd, R.R. # 3 Tillsonburg, N4G 4G8	519-842-9291
Treasurer	Marg Harris <u>AP</u>	5 Mason Dr, Ingersoll, N5C 3Z7	519-425-5608
Membership Officer	Howard Wilhelm	10 Chaucer Place, Woodstock, On. N4S 8B7	519-539-6534
Public Relations Officer	TBA		
Maritime Radio Officer	Jon Adlington	Box 217, Otterville, N0J 1R0	519-879-6243
Newsletter Editor	Joan Hicks <u>AP</u>	185106 Cornell Rd, R.R. # 3 Tillsonburg, N4G 4G8	519-842-5618
Environment Officer	Norm Park	108-5 Lamers Court, Tillsonburg, On., N4G 4Z4	519-688-0998
MAREP Officer	Yvonne Barbour	12 Davis Street, Aylmer, N5H 2N5	519-765-3793
Historian	Joan Hicks <u>AP</u>	185106 Cornell rd, R.R. #3, Tillsonburg N4G 4G8	519-842-5618
RVCC Officer	Peter Barbour	12 Davis Street, Aylmer, N5H 2N5	519-765-3793
Social Officer	Betsy VanStevendaal	106-66 Devonshire, Tillsonburg, N4G 4T2	519-842-3257
Youth Officer	TBA		
Web Master	Brent Hicks	185125 Cornell Rd, R.R. #3 Tillsonburg, N4G 4G8	519-842-9291

The Squadron Nominating Committee also nominates the following for appointment by the members as the Internal Audit Review Committee

Peggy Adlington	Box 217, Otterville, Ontario, N0J 1R0
-----------------	---------------------------------------

The following member will serve on the Squadron Executive Committee by virtue of his position as Immediate Past Commander

Ted VanStevendaal <u>AP</u>	106-66 Devonshire, Tillsonburg, N4G 4T2	519-842-3257
-----------------------------	---	--------------

Pursuant to Squadron Regulations 9.15.1 the following members will serve on the District Nominating Committee for 2013-2014 by virtue of their positions and do not require elections or appointment.

Chair	P/C Ted VanStevendaal <u>AP</u>	Eric Hatzenbuhler
-------	---------------------------------	-------------------

All in accordance with Squadron Regulation 9.15 and 11.6 and the Guidelines to Nominations in the Guidebook for CPS Officers

Respectfully Submitted	Ted Vanstevendaal <u>AP</u>	Eric Hatzenbuhler
------------------------	-----------------------------	-------------------



**CANADIAN POWER
AND
SAIL SQUADRONS**
WESTERN ONTARIO DISTRICT



January 31, 2015

Notice of the District Annual General Meeting

Notice is hereby given that the Annual General Meeting of Western Ontario District of the Canadian Power and Sail Squadrons/Escadrilles canadiennes de plaisance will be held at:

**Best Western Plus
Stoneridge Inn & Conference Centre
6675 Burtwistle Lane,
London, ON, N6L 1H5
(Highway 4 & Highway 401)
Saturday, April 25, 2015 at 1330**

For the purpose of

1. Receiving highlights from posted yearend reports of the Officers and Committees of Western Ontario District.
2. Receiving the Report of the District Financial Officer on the financial position of this District.
3. Electing to office those members whose names appear in the report of the District Nominating Committee annexed to and forming part of this Notice of Meeting.
4. Appointing a Financial Review Committee for the District Year 2015-2016.
5. Considering such other business as may be properly brought before the Annual General Meeting of the District.

Mavis Colyer,
Secretary, Western Ontario District.
mavis01@on.aibn.com

Note:

12.3 ELECTIONS

- 12.3.1** At each District Annual General Meeting there shall be elected by ballot of those members entitled to vote, all elected Officers, as set out in the notice of meeting, provided that if a candidate for any office is unopposed, that candidate may be elected by a nominal single ballot cast by the Secretary in favour of that candidate.
- 12.3.2** Persons elected or appointed shall serve until the next District Annual General Meeting or until their successors shall have been elected or appointed.
- 12.3.3** As per 12.3.2, Members may be appointed by the District Executive Committee as deemed necessary for the administration of the affairs of the District.
- 12.3.4** A District Financial Review Committee shall be appointed. The person(s) appointed to the District Financial Review Committee shall not during their term as a committee member be or become an elected Officer of the District, a member of the District Council or a member of any other committee of the District.
- 12.3.5** No member of a District shall be eligible for election at any District Annual General Meeting unless nominated by the District Nominating Committee or by a petition in writing signed by not less than five (5) Members of the District of which two (2) must be from a Squadron other than that of the petitioner who shall confirm the consent of their nominee to such nomination. All such nominations:
 - (a) by the District Nominating Committee shall be filed with the District Secretary at least four (4) weeks prior to the date of the meeting at which such election shall take place;
 - (b) by petition shall be filed with the District Secretary not less than two (2) days prior to the date of the meeting at which such election shall take place.

CANADIAN POWER AND SAIL SQUADRONS WESTERN ONTARIO DISTRICT

To the Members of Western Ontario District

Report of the District Nominating Committee January 2015

The District Nominating Committee recommends the following members for election as District Officers for the year 2015/16.

EXECUTIVE COMMITTEE

<i>Office</i>	<i>Name</i>	<i>Address</i>	<i>Squadron</i>
Commander	James Jeffery JN	London	London
Executive Officer	Mavis Colyer	Wallaceburg	Wallaceburg
Educational Officer	Dave Corke <u>AP</u>	London	London
Administrative Officer	Dick Desrosiers <u>AP</u>	London	London
Secretary	Joanne DeActis	London	London
Financial Officer	Karen Connor <u>AP</u>	St Thomas	London
Past Commander	Robert G. Parke <u>AP</u>	London	London

OFFICERS

Membership Officer	Harry Harris S	London	London
Public Relations			
MAREP/RVCC Officer	Pete Barbour	Aylmer	Tillsonburg
Communications Officer	Peter Fuhry N	London	London
Youth Officer	Tracie Berekoff P	Windsor	Windsor
USPS Liaison Officer	Nick Baratta JN	London	London
Environmental Officer			
Boat Show Officer	Steve Waite SN	London	London
Assist Communications Officer	Drew Climie	London	London
Assist Secretary			
Assist Educational Officer	Harry Ditmar P	Woodstock	London
Assist Educational Officer	Dave Toogood	Erieau	Chatham

The District Nominating Committee recommends the following member for appointment by the members as the Financial Review Committee of the District.

Robert Donaldson	Windsor	Windsor
------------------	---------	---------

Pursuant to Board Regulations 7.1.6 the following members will serve on the District Nominating Committee for 2015/16 by virtue of their positions, and do not require election or appointment:

Chair	P/D/C Robert Parke AP	London	London
	D/C James Jeffery JN	London	London
	P/D/C Mike Smith P	Amherstburg	Windsor

Respectfully Submitted

Chair	P/D/C Mike Smith P	Amherstburg	Windsor
	D/C Robert Parke <u>AP</u>	London	London
	P/D/C Chris Schooley P	Sarnia	Sarnia

Un-Plugged



Western Ontario District

Annual General Meeting

hosted by

London Power and Sail Squadron

a unit of Canadian Power and Sail Squadrons

April 24 – 26, 2015

at the



PLUS

Stoneridge Inn & Conference Centre

6675 Burtwistle Ln, London, Ontario

(519) 652-6022

