

*CPS is a volunteer organization dedicated to enhancing boating enjoyment and safety through training. The Foghorn is the newsletter of the **Halifax Squadron**, a unit of Canadian Power and Sail Squadrons.*

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Commander's Corner

On the very stormy first weekend in November, members of your Bridge participated in the CPS Atlantic District Meeting. Following are some points of interest from that meeting.

- Halifax Squadron received a Certificate of Appreciation for the Honour Roll Award for our 10th donation towards the CPS Foundation.
- There is a common problem in getting people to volunteer for the CPS Squadron's Bridge, does not matter what size the squadron is or the area of the country.
- Membership renewal is down right across the country.
- There will be an increase of \$3.00 in dues effective January 1, 2008
- Canadian Safe Boating Council has advised that there has been a law passed that lifejackets are to be worn on boats under 6 meters.
- Mapart is now selling the BoatPro Handbook through various stores, i.e. Canadian Tire, Walmart etc. When a person is ready to write the exam it refers them to the nearest Squadron in order to make arrangements. Upon passing the exam you would then obtain your Pleasure Craft Operators Card (PCOC).
- CPS is in the process of upgrading their website which will make it much easier for all members and anyone else to use it comfortably.
- Education is the main purpose of CPS and all courses are reviewed on a regular basis to keep them up to date and new courses are being added. More courses will be added for electronic navigation. Watch the website for information.

Did you know that as a member of the CPS you can save on boating equipment from manufacturers of premier nautical equipment?

- **Weems & Plath**

Save 25% on precision navigation tools and products ordered directly from Weems & Plath.

- **MariTech Industries**

Save 10% on award-winning boat safety equipment.

- **ICOM Canada**

Save 5% on high quality radio equipment.

Check out the national CPS website for more information on other member's benefits – www.cps-ecp.ca

Sarah-Jane Raine, Commander

CEOL MOR visits les Iles de la Madeleine

Mannie Laufer

Just imagine planning a summer cruise in winter! Almost like looking at a seed catalogue. So in February our Iles de la Madeleine trip planning began. Susan would drive with Janice and Evan. Andrew and Lauren would sail with me. Boat departure, morning of July 21.

Morning of July 21: Howling wind, rain, fog. No better that night. But afternoon of July 22 was good, and we were off. Dead calm, but that's what an engine's for. Dead calm to Canso. Lots of traffic, monitor Canso Traffic on 14. During the night, the head began complaining, hard to flush. By morning, it did not flush at all. Probably, a piece of paper towel or something got flushed down, when it shouldn't have. We'll have to deal with that. By morning, we got some wind, and sailed into Cap aux Meules. Marina full, but the port captain had us tie alongside another boat, and we were there.

Now, it was time to look for that piece of paper towel, or whatever. Easiest place to begin, the 3-way valve which enables us to flush overboard or to the holding tank. Well. Recall from Marine Maintenance course: *Check toilet hose regularly*. Otherwise, there's this calcareous deposit which builds



Plumber's nightmare

up inside the toilet hose. The deposit had by now choked the 38mm tubing down to perhaps 15mm, maybe less. No wonder it wouldn't flush. The valve needed cleaning; most hoses had to be replaced.

With one thing and another, I was up to my elbows in sludge and tubing for two days while the others were enjoying the islands. Job done (and a sweet functioning head it is now!) I was able to join the others to enjoy the beaches, handicrafts, sightseeing, food and drink. There are some really fine restaurants on the islands, great bakeries, even a local brewery. And *miles* of beaches! The Iles de la Madeleine are always a great place to visit.



Marina, from the Cap aux Meules



Near Verrerie "La Méduse"

For the trip home, Andrew and Lauren joined the car people, and friends Bob and Susan joined CEOL MOR. Again, practically no wind, but otherwise, a very fine trip home.

The Marblehead “Cruise” – Michael Turney

Wait a minute, isn't Marblehead a race? Well, yes, especially to those who have fantasies of being a household word in the world of sailing, but for some of us a race is merely a good excuse for going somewhere and the 2007 Marblehead to Halifax Race was just an expensive example. The NELLEKE entry was coordinated through our employer and the crew was mostly composed of members of the Canadian Forces serving in the Dockyard but we did have three civilian crewmembers to keep us honest.

First, as a first-time Marblehead entrant, what was my opinion of the event? My first impression was - expensive. Granted it is not really any more expensive than any other major ocean race such as the Newport to Bermuda Cup, but as a yardstick, NELLEKE is a 42' ketch and we sailed with a crew of eight; including all the costs – boat entry, crew entry, fuel, extra training, larger life raft rental, provisions, flare renewal, etc, etc., my final accounting to enter the race was \$5100. Not something you want to do on a last minute whim and it further convinces me that people who campaign the circuit must have deep personal pockets or generous sponsors. Regardless, most of the competitors that I spoke to had entered as a sort of cooperative with all of the crew contributing to the cost. If you do that, it brings the expense down to something that is more manageable and worth considering.

I had always heard about the “Marblehead Experience” and how everyone should try it. Although the “experience” wasn't totally extraordinary, it is something that I would definitely recommend that everyone should consider trying at least once. Go as crew with someone else. Why? Well, first, the trip is fun. The Bay of Fundy is a place where currents converge and bring major amounts of nutrients into a localized area. This leads to small fish which leads to bigger fish which leads to even bigger fish and other large pelagics. On our trip, within hours of the start, we sailed past two fishing fleets – the surface fleet out of Gloucester and a sub-surface fleet of about a dozen humpback whales all competing for the same mackerel or herring schools.

Then, if you are interested in history, the town of Marblehead swims in it, as does much of that part of New England. The Boston Yacht Club is in the heart of the older part of the town with narrow

winding streets lined with cottages built 250 years ago for people with first names like “Goody”, “Patience”, “Freebody”, and “Hope”. The area development has carefully crafted local businesses and offices into the Thirteen Colony ambiance, providing modern conveniences with a 1776-1812 appearance - very picturesque.

If you want to indulge there is always the Marblehead Party atmosphere. “Maddies Bar” is no longer the focal point for the yacht crews. The original owners sold it and the new owner is not too forgiving of happy partying yacht crews singing “North Atlantic Squadron” at the top of their lungs, or sneaking into the women's john when you just can't hold it any more. Nowadays everyone gravitates to a place a little farther from the docks called “Three Cod”. It is owned and staffed by the previous owners of Maddies and have carried their business philosophy and atmosphere to the new place with them. The one evening that I went there they didn't even bother to try to have chairs. No room. Everyone was standing and the wait staff simply went through the room with their trays of drinks selling them as they went while other staff passed around trays of free munchies. Nothing else was free, by the way except for one 2 hour period that Bacardi's ran the bar at the BYC dock and would serve drinks for free if you new about it and made it there in time.

We were awoken each morning to an artillery barrage of signal guns from each of the three or four clubs that surround the bay saluting the raising of the Stars and Stripes. There was also a revolutionary war re-enactment campsite directly opposite our mooring and they would let loose with artillery fire whenever the urge struck them so it was quite exciting. The race is managed and worked by an army of volunteers and everyone does as much as they can to make the visit a positive one from the registration through the various pre-race events and the dockside services. Their tender operators were absolute marvels with their launches – stop, turn on a dime, and nuzzle up to you boat as gently as you would want.

And the race? That was worth the trip too, once you put aside the fact that on this particular event there was no wind. It's quite an experience to jockey your way out to the starting area with 125 other boats to tack back and forth for one and a half hour until your class crosses the start line. Open 60s, 72' Swans, 36' sloops, the list goes on and on. Our class was second to last to start, which was enough

for the wind to change 180 degrees and drop from 15 knots to 5. That's where it stayed for the entire race except for when it disappeared entirely.

The saving grace for me was the pod of humpback whales on the first day and the 20-foot shark that followed the boat for 10 minutes early on the second morning. After that we realized that we wouldn't make it over the finish line within the time limit so we started the engine and motor-sailed back passing several serious racers who were still trying to find a puff of wind.

In short, I'm very glad that we did it but the one-time experience was enough for me. We will be heading back to Marblehead and Gloucester for a leisurely visit but we will not be constrained by race timings. For others, if you can find four or five like minded individuals and if your boat's safety kit is up to date (and it should be) then you might want to consider experiencing the event, BYC and the town of Marblehead yourself.



The Infamous Maddies



Entering Marblehead Harbour



Marblehead Waterfront



The Nelleke Marblehead 2007 Crew

3 New CPS Courses

About two years ago, Canadian Power and Sail Squadrons conducted an in-depth marketing study to determine what our membership was looking for in terms of training opportunities. Not surprisingly, the overwhelming response was that members wanted more comprehensive training in the area of electronic navigation. We're doing a solid job of the 'traditional' navigation requirements, but there is a gap when it comes to the new tools that are becoming increasingly more available to all boaters.

Equipped with this mandate, CPS immediately set out to update and expand the curriculum to include 3 brand new courses.

They include:

Navigating with GPS (replaces the old GPS course)

Electronic Chartplotting

RADAR for Pleasurecraft (replaces the old RADAR course)

All three courses are 4 evenings in duration with the final session allowing time for a 50 question, multiple-choice exam. There are some important new features to each of the courses which will benefit boaters.

- The emphasis of each course is focused on how to *use* these tools. In the past there was a lot of time spent on how they work, including the electronics involved.
- In order to deliver this kind of training in a traditional classroom setting, each participant receives a comprehensive CD with all of the slide presentations as well as a well crafted simulator that allows each person to experiment with each piece of equipment in a realistic fashion. As well, Maptech has provided their chart plotter software and an extensive chart portfolio. The charts are NOT current and to be used for training purposes only.

All too often we install the latest piece of technology on our boat, and then fail to train ourselves properly on it. The scenario goes something like this:

- we only turn on the radar the first time we see fog approaching
- or only one person has a general idea of the operation of the new chart plotter, leaving out the other members of the crew

Here's an opportunity to address this shortfall: CPS Halifax is proud to offer these courses starting on January 31st, 2008. Candidates have the opportunity to attend any one or all three courses in sequence. Here's a perfect chance to have *both* significant crew attend together, and/or teenaged children. These programs are also ideal for those boaters about to make a purchasing decision on new equipment.

For complete course outlines, dates, location, tuition and registration, please visit:

<http://www.cps Halifax.com/>

Register early, we are expecting a strong demand for these courses and seating is limited.

2007-2008 Course Schedule

All classes are from 7:00PM to 9:15PM and are held at the William Spry Centre in Spryfield

Start Date	Course Title	End Date	Duration	Instructor	Cost	Notes
Mon, 29-Oct-2007	Marine Maintenance	25-Feb-2008	15 weeks	Norm Raine	\$125	
Thur, 10-Jan-2008	Seamanship Sail	17-Apr-2008	15 weeks	Mike Turney	\$125	
Tue, 04-Mar-2008	Boating (PCOC card)	03-Jun-2008	14 weeks	Angus MacPherson	\$200	Includes one year CPS Membership
Wed, 05-Mar-2008	Celestial Navigation	18-Jun-2008	16 weeks	Emanuel Laufer	\$250	

2007-2008 Short Course Schedule

Course	Date	Time	Place	Cost
Marine Radio (VHF) Course (DSC Endorsement)	Friday, January 18, 2008	6:00 - 10:00 pm	45 Knightsbridge Dr., Stn. 7 Clayton Park Firehall, Halifax	\$55.00-CPS Member \$60.00-Non Member
	Saturday, January 19, 2008	12:00 - 5:00 pm		
Boat Pro includes PCOC	Friday, February 22, 2008	7:00 - 9:30 pm	45 Knightsbridge Dr., Stn. 7 Clayton Park Firehall, Halifax	\$65.00
	Saturday, February 23, 2008	10:00 - 3:00 pm		
Navigating with GPS	Thursdays, January 31, 2008	7:15 - 9:30 pm	Captain William Spry Community Center	\$65.00-CPS Member \$75.00-Non Member
	February 7, 14 & 21, 2008			
Electronic Chartplotting	Thursdays, February 28, 2008	7:15 - 9:30 pm	Captain William Spry Community Center	\$65.00-CPS Member \$75.00-Non Member
	March 6, 20 & 27, 2008			
RADAR for Pleasurecraft	Thursdays, April 3, 10, 17 & April 24, 2008	7:15 - 9:30 pm	Captain William Spry Community Center	\$65.00-CPS Member \$75.00-Non Member
Take all 3 courses (Navigating with GPS, Electronic Chartplotting & RADAR for Pleasurecraft) and receive a 3 course discount. \$165 for CPS members, \$195 for non member.				
Marine Radio (VHF) Course (DSC Endorsement)	Tenative Date March 2008		Date & Place to be determines watch Website for information	\$55.00-CPS Member \$60.00-Non Member
Flare Demonstration	Wednesday, May 7, 2008		Boat cruise including Flare Demo. Watch Website for updated information.	
	Rain date - May 14, 2008			

Halifax Squadron Bridge 2007-2008

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Marblehead Harbour