



Fog Horn

www.cps Halifax.com



May 2004

Halifax Squadron

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 the Canadian Power and Sail Squadrons. Halifax Squadron serves Halifax, Bedford and the St. Margaret's Bay area."

CPS AGM and Graduation

Come and celebrate with the graduates of the fall and spring CPS courses at the Armdale Yacht Club on Tuesday, June 1, 2004. In addition to the graduation ceremony, the evening will include a buffet supper, the Annual General Meeting and Change of Watch of the Squadron Bridge. Stick around afterwards for some great live entertainment. The cost is \$25 and tickets can be bought at the door. **RSVP to louise.white@ns.sympatico.ca by May 28.**

1800 reception (cash bar)

1900 dinner

2000 AGM and Graduation

2100 Musical entertainment by The Luv Handles

The Return of the Tall Ships



Parade of Sail, Halifax Harbour, 24 July 2000

Up to 40 tall ships will sail into Halifax Harbour between July 29th and August 2nd, 2004. This will be the fourth time these majestic vessels have graced Halifax Harbour. The visit takes place during the World Acadian Congress and is especially themed "A Salute to l'Acadie". There will be lots of fun activities in and around the water, including the ever-popular Parade of Sail".

To: The Members, Halifax Squadron

NOTICE OF ANNUAL GENERAL MEETING

TAKE NOTICE that the Annual General Meeting of Halifax Squadron will be held at Armdale Yacht Club on June 1, 2004, at 2000hrs for the purpose of:

- a) receiving and, if thought fit, approving the reports of the officers of the Squadron
- b) receiving and, if thought fit, approving the Financial Statements of the Squadron for the twelve month period ending March 31, 2004
- c) electing the officers of the squadron
- d) 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 Commander not less than 2 days prior to the date of this meeting.

Dated this 5th day of May, 2004.

Carl Kumpic
Squadron Commander

The Foghorn Navigation Challenge

You are cruising past Peggy's Point, close to shore to enjoy the scenery. Your chart shows Halibut Rock just off shore, and you really don't want to go aground there. Your GPS is set to WGS84 datum, but your St. Margaret's Bay Chart (paper or electronic) is drawn to NAD27. You don't know how, or don't want to bother, to change the GPS datum. You do know that the error is about 100 metres, enough to put you on the rock. How might you pass by in safety, with no charting or plotting or electronic instruments, and still stay close to shore to observe the tourists? (Answer on back page) If you like the idea of solving a problem like this, and if there's interest, a problem will be posted monthly on the web, and also in each issue of the Fog Horn. And please send in your own suggestions: I'll need them! Email: training@cpshalifax.com

Emanuel (Mannie) Laufer, N
STO, CPS Halifax Squadron

Around the World in 18 Years

Veteran solo sailor Hubert Marcoux treated CPS members and guests to a fascinating talk during the 2004 CPS Atlantic District AGM held April 2-3 at the Holiday Inn Select in Halifax. About 60 people gathered on the Saturday evening to hear of the sailor's experiences, spanning 18 years and traveling around the world by sailboat.

Marcoux began his epic voyage in 1985, when he left Florida aboard his 31-foot Hullmaster, "Jonathan". He cruised throughout the Caribbean, with a most interesting stop in the San Blas Islands, where he befriended the local Kuna Indians and acquired his first crewmember--a pet monkey. He transited the Panama Canal and then ventured up the coast for a stay in Costa Rica, where, in a remarkable twist of fate, he met some residents who also had a pet monkey from the same tribe. The two (male and female) experienced love at first sight and Hubert knew he had to release his friend from his boat duties and allow him to immigrate to fulfill his romantic calling.

Hubert departed Costa Rica and stopped in the legendary Galapagos Islands where, in spite of arriving without the proper permission papers, managed to befriend the customs people there and be invited to stay and explore. Some time later, he continued on to Pitcairn Island, historically significant for being the place where the mutinous crew of the HMS Bounty settled.

Marcoux continued westward to Norfolk Island, a few hundred miles northwest of New Zealand but politically a part of Australia. It was at Norfolk Island that Hubert met Michelle, a young woman wanting passage to Australia. The two eventually became something of a couple and Hubert stayed in Australia for about a year. The cruising bug again did its work and Marcoux continued his sailing (some double-handed, some solo), hitting such locations as New Zealand, Fiji, Vanuatu, New Caledonia, and the Solomon Islands.

While on a solo trip to Guam, tragedy befell the "Jonathan". Marcoux hit a reef off Ponape, Micronesia. Unfortunately, locals stripped the boat while Hubert was in town arranging salvage help. He did manage to retrieve the mast and sell it to another sailor, but the "Jonathan" was otherwise a total loss, so Marcoux flew back to Australia and Michelle. The two then decided to go to Japan where they got jobs teaching English. A year later, in 1993, the couple returned to Australia. Marcoux studied for a year and eventually wound up making and selling jewellery. The business was quite successful for a few years, and Hubert began dreaming of his next boat. His previous sailing experience gave him a lot of ideas about what his next boat should be, and he soon realized it would have to

be a custom design. He hired the services of Col Clifford of Compucraft and began construction of the 49' "Mon Pays" in 1997. The boat was launched in 1998 and Hubert moved aboard to complete the vessel over the next few years.

In 2002, Marcoux knew it was time to continue his circumnavigation, and he left Sydney to travel along the Great Barrier Reef, and on westward through the Arafura and Timor Seas to the west coast of Australia, where he stopped for engine repairs. He eventually departed and made the 5000-mile trip to South Africa with just one stop—a four-day layover in Rodrigues, part of Mauritius. His engine quit for the last time somewhere near Madagascar.

He stayed in South Africa for several months, waiting for favourable weather conditions to make the passage around the Cape. Despite not having an operating engine, Marcoux continued with his voyage and crossed the South Atlantic, arriving at St. Thomas, U.S. Virgin Islands, a port he had departed from many years before. This was a most memorable landfall for two reasons: First, it marked a complete circumnavigation and second, he fell asleep just outside the harbour entrance and dozed as the autopilot steered him directly into the dock! Fortunately, no great damage was done and Marcoux set his sights on Halifax, Nova Scotia, as he had a sister living in Bedford. He sailed non-stop from St. Thomas to Halifax, arriving in the summer of 2003.

Fate would take another nasty turn as, in late September, Hurricane Juan hit Halifax and "Mon Pays", anchored in Bedford Basin, was driven ashore. Hubert and his vessel appeared in the newspaper, as he was in quite a fix—"Mon Pays" high and dry in a spectacular way and no affordable means of extricating the vessel. Salvation came in the form of the very generous owner of Sagadore Cranes performing a miraculous job of getting Hubert's boat lifted and hauled away to a location where he could make repairs.

Marcoux is now living in Bedford with his sister and will soon start working on his boat. He hopes to continue his sailing again after taking a couple of years to get the cruising kitty replenished and his boat refitted--a new engine, tanks, etc. Where to next? Hubert has always wanted to round Cape Horn...

To raise funds for his ventures, Hubert Marcoux gives an absolutely fascinating talk and photo show of any length. He may be contacted by e-mail at hubertmarcoux@hotmail.com or snail mail:

Hubert Marcoux
8 Richardson Drive
Bedford, NS B4A 4E6

Dan White
Executive Officer

Answer to challenge problem

If you own a sextant, recall that if the “vertical angle” between the light and the water below the base of the lighthouse is θ , and the lighthouse is “h” metres high, you are $d = 1.85 \cdot h / \theta$ miles from the light. In the present case, if the vertical angle is less than 180° (3°), you will be clear of the rock. Just set your sextant to 3° , and observe the lighthouse from time to time, without leaving the cockpit or your guests, nor plotting anything. If you’re too close, it’s immediately obvious, and you can steer off a bit. For more information, check out our AP course, where you’ll also pick up a lot of other neat tricks you can do with the sextant, which are quick, easy and still relevant in this day of electronic navigation!

If you don’t own a sextant, but can steer a reasonably straight course, you can take a bearing on the light with your hand-bearing compass so you know the angle between the light and your course (“relative angle”). Go along for a known distance (just read your log, or use the $60D = ST$ formula we all know), and then take a second bearing, such that the distance you’ve traveled between observations is equal to the distance you will be from the light when it’s abeam. You’ll know at once if you’re safe, or need to turn, and you never leave the cockpit or your guests, neither need you plot anything. What angles to use? Any two angles will do, provided the two relative angles satisfy the relation: $\cot(\text{Rel. Ang. } 1) - \cot(\text{Rel. Ang. } 2) = 1$. The AP book likes 26.5° and 45° for the two angles. The Piloting book gives several other angle pairs. My own favourite pair of angles is 20° and 30° ; since these are simple enough that I can remember them. For more information, check out our Piloting and AP courses, where you’ll pick up lots of great stuff on this and other “running fix” techniques!
See you in class!

Emanuel (Mannie) Laufer
CPS Training Officer

Message From the Helm

As another training year comes to an end I would like to take the opportunity to congratulate this year’s graduates. We hope to see all of you at the Graduation and AGM on June 1st at the Armdale Yacht Club. My thanks go to our dedicated instructors, volunteers and the Halifax Bridge members for all the great help and support they have provided over the past year.

Halifax Squadron had a very successful year in all respects. We’ve had excellent attendance at all of our courses that were presented at a variety of venues such as RNSYS, AYC, Halifax Grammar School, SMSC, and Halifax West High School. We are trying

to find locations that best serve our students! New technology, such as an LCD projector and a variety of computer software, has made useful teaching aids, permitting clearer presentations in class.

Your Bridge has taken a proactive role in helping to make the squadron more efficient and increasing communication with our membership. Printing the Foghorn in colour has increased its visibility. It is now more useful as a communication tool that has increased our interaction with local marine retail outlets and yacht clubs. We have a fully overhauled website site that’s kept current with the latest news on courses and activities. Our financial accounting has been modernized with current accounting software that helps us to manage costs and budgets. Over the past year we have hosted a number of social events with interesting speakers. Our Public Relations Officer, Maureen McInerney, has done a great job promoting our courses and squadron activities. These initiatives, all completed in the past year, required a lot of hard work and dedicated support from the volunteers of your Bridge.

Our membership has grown to over 400 members. This is the largest it has ever been. This year we have tried to increase our electronic communication with members. Email is a fast and cheap method of communication, however, to date, only about 50% of our membership have provided our Membership Officer with their e-mail address. The use of e-mail would assist in providing timely updates and announcements to you. Your help in providing us with your current e-mail address would be greatly appreciated. Send your email address to Sarah-Jane Raine at rosali@ns.sympatico.ca.

Of course, one of the best ways of promotion is through word of mouth. Many people who have taken courses with CPS have initially heard about CPS through a friend or other contact. We hope that your experience with CPS Halifax Squadron has been a good one and that you will encourage your friends to consider learning more about boating safety, navigation and equipment. We welcome anybody who enjoys boating and has an interest in training others to become safe boaters to volunteer with our organization. There are always activities that could benefit from your help.

I look forward to seeing both grads and general membership at the upcoming graduation ceremony. We will be there to answer any questions you have about CPS, the new courses being offered and any feedback you may have about this year’s courses. It will be a fun event and a time to meet with old and new friends. Hope to see you there!

Cdr Carl Kumpic AP

