



Foghorn



www.cps Halifax.ca / 1-888-277-2381

May
2015

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.

Fascinating Seminars for Fostering Continuing Education

In October and December, members of the Halifax Squadron of CPS and Armdale Yacht Club enjoyed two very interesting talks. Gordon Fader, a retired geoscientist with the Geological Survey of Canada, spoke about the wrecks of Halifax Harbour. In December we heard the description of the Joint Rescue Coordination Centre by Cheryl Marshall.

Wrecks abound in Halifax Harbour. When we sail the waters little do we think of the many wrecks nor many of the amazing events. Gordon noted that we all think about the collision of the Imo and Mount Blanc yet many other events have been marked by the debris under the water. He also noted that the explosion did not produce a large crater north of the McKay Bridge on the Halifax side. Nearby is the evidence for two railway bridges across the harbour. These bridges were destroyed by gales. Abundant lines across the muddy bottom of the Halifax and Bedford basin attest to the difficulty ships had in remaining anchored in one spot during storms. The lines are anchor drag marks.



Beginning in the early history of Halifax ships have left their marks as wrecks. We all know of Mars rock and Tribune Head. These mark the locations where HMS Mars and HMS Tribune found the bottom in the 1700s. The history of mishaps and wrecks in Halifax Harbour continues through the two wars and up to the present day. A large poster at the bottom of the back stairs to the Lower Ward Room in AYC shows the many details that Gordon included.

Assisting mariners and preventing loss of life and vessels is the role of the Joint Rescue Coordination Centre (JRCC). In early December Cheryl Marshall, a rescue coordination specialist for the Canadian Coast Guard spoke about the JRCC. This centre is staffed 24/7 by the RCAF and the Coast Guard. They are able to mobilize federal assets and private vessels as needed to assist mariners in distress. The staff has specialists and aircraft available to them at Greenwood, NS and Gander, NL.



The area of jurisdiction for the Halifax JRCC stretches to the mid-Atlantic south of Iceland and southward to an east-west line from George's Bank. It is a large section of the ocean. Iceland, Greenland (Denmark) and the US all help with assets and coordination as needed by the Halifax JRCC.

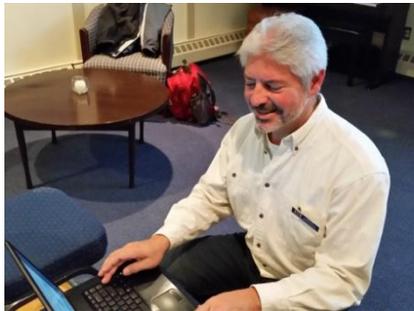
Cheryl spoke about several situations from large ships to pleasure vessels. She reminded us always to file a 'float plan' and never hesitate to let Coast Guard radio know if you are dealing with a distress situation. She noted that every time you key your VHS mike, CG radio has a display that shows an LOP to your vessel.

During the summer in Shediac Bay, Mahone Bay and Halifax Harbour inshore rescue boats are available to assist mariners. All year, various CG rescue vessels and lifeboats such as the *Sambro*, are on call 24/7 for assistance. Cheryl remarked that using the new VHS radios with location reporting and other digital benefits greatly assists rescue operations.

Both talks highlight the environment that we mariners use. Through Gordon's talk we know more about the history of ships in distress through weather, fire or procedural mistakes and the resulting wrecks. With Cheryl's talk we also appreciate that the JRCC stands ready to help mariners with many assets and a large amount of experience.

Apps and Their Use on Board

Many of us have 'smart phones' and love their use of various apps. As a geologist, I really appreciate the earthquake app that shows me magnitudes and locations on a Google Earth map. It's really neat. As boaters we can use a host of various interesting, useful and even essential apps. David Hackett, a member of the Halifax Squadron, spoke to the audience of AYC and CPS-ECP members on Wednesday 18 February 2015 about tools for your android smartphone. These apps cost nothing or very little to obtain. Many are extremely useful. I liked the basic ones that dealt with tide and basic navigations. Dave demonstrated some that are "mini-chart plotters" with varying degrees of complexity, cost and usefulness depending on how much money you wish to invest. Of course we all must be conscious of the power drain on the phone battery.



This seminar compliments the one presented last year by CPS-ECP member Alan Uren about using apps on an iPhone. More information about things nautical may be found on the CPS-ECP website at <https://www.cps-ecp.ca>.

The Final Seminar for the Year: Coastal Watch

Often our understanding of what law enforcement officials do along the coast is not clear. On Wednesday 29 April 2015 RCMP Corporal Brian Moss and MOT officer Pam Brennan spoke to the audience about how the RCMP works its Coastal Watch Program. We as



boaters become the eyes and ears of law enforcement to report anything that looks unusual. You can leave your name or not. All that you need to do is call 1-800-803-7267. The collaboration begins with us and may include the Royal Canadian Navy, Canadian Border Services Agency, and Canadian Coast Guard as well as the RCMP.

What most of us think about is drug smuggling and yes that was high on the list of activities that Brian and Pam discussed. They

also spoke about smuggling people into Canada through Nova Scotia as well as cigarettes and other types of contraband. Some of the drug smuggling goes on right in front of us along the Eastern Shore. We began to see that simply noticing differences from the usual was all we had to do. Brian and Pam used a number of slides of boats to ask the question: "What's wrong here?" In one case the load line of a sailboat was fully 20 cm off the water suggesting that a heavy load had been hauled recently. In another case a horseshoe flotation buoy was fixed to the rail on a Canadian sailboat. These flotation devices are not approved for Canadian pleasure vessels. Although neither of these examples proves illegal activity, a call to the 1-800 number as a tip will send a local RCMP officer to investigate.



I think we all learned that we can use the toll free number to report our suspicions without becoming involved in any way. And that was an important note from Brian and Pam: Do not approach or do anything other than report a suspicious boat. Personal safety is the highest priority.

This seminar ended the series beginning with a talk about ship wrecks in Halifax Harbour. We'll continue this popular series in the fall and winter of 2015 and 2016. Look for more interesting seminars of personal voyages, enhanced learning and great entertainment.

The Halifax Squadron is grateful for the use of AYC's Upper Wardroom and the assistance of AYC staff and volunteers: Brian Blakeney, Rear Commodore, Mary Keddy, Communications Chair, Cristina Mackenzie, caterer, and Linden Mattie, Office Manager.

Howard Donohoe, P.Geo., AP
Halifax Squadron Social and Communications Officer

Some Common Expressions with a Nautical Etymology

There are many common expressions in our everyday life which we may not realize have a nautical source or origin. A few examples:

"By and large" – we know means "in most cases" or "in any case". But this actually comes from old expressions relating to sailing either into the wind (By) or with the wind (Large). We can broadly say that most all sailing is either running or reaching.

"Chock-a-block" – means to be filled to capacity or overloaded. This comes from the condition aboard a boat when two blocks in a rigging tackle come hard together, meaning no further purchase or travel can be had.

"First Rate" – As we know, implies excellence. But the expression is likely to have originated with early British Navy ships being rated by the number of guns they carried. A ship with 100 or more guns was "first rate", a ship with 89 to 98 guns was "second rate", and so on.

"Know the Ropes" – As you can imagine, there were many, many ropes controlling the many and varied sails of tall ships of yore. A sailor had to be pretty astute to "know all the ropes".

"Pooped" – The "poop" is the stern area of a ship, and to be overtaken by a large wave is to be "pooped". In common usage, we are "pooped" when we are overwhelmed (usually with tiredness).

"Pipe down" – commonly means to stop talking and/or be quiet. The "pipe down" was the last signal of the day from the bosun's whistle (pipe), which meant "lights out" and "silence".

"Three Sheets to the Wind" – If, on a three-masted fully rigged ship, the sheets of the three lower course sails are allowed to go loose, the sails will luff or be "in the wind". As we know, when the sails luff, our boats lose way, stagger a bit, and drift aimlessly downwind!

COMMANDER'S REPORT



We have had our regular Bridge meetings to conduct the business of the squadron. Members of the Bridge worked at the CPS- ECP Booth during the Halifax International Boat Show along with members from the Alderney Squadron. Also the past year we participated in the Safe Boating Week "kick off" at the Parade Square in Halifax.

Our SEO, Adriana McCrea, along with her assistant, Norman Raine have done a great job this past season in putting students through the various courses. We had good numbers in the courses we offered this year. We were one of the squadrons chosen to pilot the new Boating course which is broken into two segments of 4 weeks each. We have to say a huge thank you to the instructors who put many hours into teaching these courses. Our two instructors for ROC(M) have been very busy with numerous classes.

We find that the website at www.boatingcourses.ca has been a great help in students finding the courses on line. We advertise on Kijiji along with notices out to various sites. Word of mouth is still a good source as well.

The Foghorn newsletter has been produced as required and we email to most of the members and regular mail to those we do not have email addresses for. Our editor, Janice Cook, is to be complimented on her work with the Foghorn.

This past winter we have held five social/education evenings. These are held at the Armdale Yacht Club and are open to our membership as well the AYC membership. We had good attendance to the talks. Our thanks go to Howard Donohoe and Brian Blakeney who worked together to make this happen.

Last June for the first time the Canadian Power and Sail Squadrons along with partners CIL Orion and Transport Canada held a Flare Disposal Day at various cities across Canada. These were sponsored by the Squadrons in the areas. Halifax and Alderney Squadrons held one which was very successful for boaters being able to dispose of outdated flares. Again this year on June 6 we will again jointly be holding a disposal day at North Sails-Yacht Shop in Halifax. A good way to dispose of those outdated flares.

The website, www.cps Halifax.ca is kept up to date and should be checked for any information you require of the Squadron particularly courses being offered and the social nights.

The Halifax Squadron remains in a good financial position.

The Bridge Officers work very diligently over the winter months and volunteer many hours of their time. I want to give my sincere thanks them for their efforts.

Respectfully submitted,
Sarah-Jane Raine, S
Commander

A couple of the 2015 classes in action



The **Boating Essentials** class: From left to right: Adrian Hewitt, Bill McGrath, Michelle LeBlanc, Jason Hanrahan, Don Pamenter, Lionel Wheaton, Instructor Ron Hoffman (kneeling), Kristina Boerder, Dan Campbell, Matthew Sancton, Rebecca MacIntosh, Noel Ryan. Missing: Shelley Harvill, Andrew Hardman, Anne Robinson



The **Sail Course** class: Sonya and Daniel Steinwender, Collette Robertson, Nigel and Pauline Kemp, Mary Ellen Gurnham, Patricia Bilski, Noel Ryan (missing : Alfred MacPherson, David Oulton and Instructor Luke Porter)

Cruising has two pleasures. One is to go out in wider waters from a sheltered place. The other is to go into a sheltered place from wider waters – Howard Bloomfield

News from the Education Department

First, note the new name: we were Training, now we are Education, which indeed is what CPS-ECP is all about- education on safe boating. In fact, the organization as a whole has been taking great steps to update many aspects of their mandate, not least of which the courses....

The old Boating course has been going through many changes over the last few years, evolving from "Boating" to "Boating Essentials" to the newest incarnation consisting of 2 shorter courses, "Boating 2: Beyond the PCOC" and "Boating 3: Introduction to Navigation."¹ Content has been adapted to reflect innovations in technology while maintaining the fundamentals of safety and awareness on the water. This has been the first year for Boating 2 and 3, and our squadron has been part of the pilot project, offering the 2 courses this time around as a combo. As this issue of the Foghorn goes to print, the class is preparing for the final exams....

These new introductory courses will be available nationally in the 2015-16 teaching season; we expect that the new "Introduction to Weather for Recreational Boaters" will also be making its debut next season. Our squadron participated in its pilot offering last year (with great success), as we also did with the new Advanced Piloting course. Immediately noticeable in all these courses is the fact that they are shorter, and that they incorporate the advances in marine electronic technology...

Electronic Navigation, too, is a refurbished course, amalgamating and trimming the old "Navigating with GPS" and "Electronic Charting" courses into a shorter 7-week program. In its new guise, it is a course much in demand.

In fact, the Halifax Power and Sail squadron has had a full slate of offerings this 2014-15 teaching season, augmented by several ROC(M) courses and the Boating Basics seminar (another of which is scheduled for July, should there be interest). We look forward to presenting this year's grads with their certificates at the AGM and Graduation ceremony on May 30th!

The national [Boating Courses Site](#) is entering its 3rd year of existence and is a wonderful tool that allows CPS members and the public at large to find out what courses CPS-ECP offers, the cost and location for any particular course, and it allows one to proceed to register. Also, potential students can check the Table of Contents for any course. Yet to be listed there are the courses slated to be introduced in 2015-16: B2, B3, and Weather for Recreational Boaters. Watch for the new listings later in the summer. In June our Squadron Educational Department will be preparing its list of courses for next year. Watch, too, for those to appear both in the above site and our own [Halifax Squadron web site](#).

As CPS-ECP modernizes, we are seeing not only shorter courses but a movement towards e-format of course materials, as requested by many new boaters. Supplementary materials, like paper charts, will

remain part of the material for navigation courses (introductory and advanced). Among the advantages of e-books are that they are portable and navigable, but for those who prefer the tactile approach, hard copies of texts remain available.

This time of transition is an exciting one for our squadron. And as always, we are open to feedback from members and students. The Education Team looks forward to seeing you at the Graduation later this month. And to all, have a happy, enjoyable and safe Boating season!!

Why enroll in Advanced Piloting?

The CPS navigation courses of *Boating Essentials*, *Seamanship* and *Advanced Piloting* teach us how to know where we are, navigate safely, understand the responsibilities of the skipper and appreciate the 'etiquette' of boating. So why do we need the third course, *Advanced Piloting*, in this list? Most of the techniques of locating one's boat and protecting passengers as well as knowing the rules of the road are covered in the other two courses.

I have been teaching the *Advanced Piloting* (AP) course for eight years. I believe that this capstone navigation course gives students an all-encompassing view of being safely on the water in coastal cruising. At this point in their CPS lives, they are learning some new material but really what they are learning is the common sense approach to understanding the complexities of being at sea and how to use all assistance, techniques and knowledge. An important part of learning at the AP level is understanding the sources of error. Through the various ways of presenting and learning my students begin to understand that solutions to on-water challenges are often not in the book and require common sense. At the same time we talk about the importance of knowing what might 'go wrong' and how we can know or sense this.

The students in the course spend some of their time talking about their experiences. These 'stories' are very useful in highlighting some of the course material and addressing the common sense approach to navigation. In many ways, as I say to the students, *Advanced Piloting* gives them a mental tool box of possible solutions that can be applied in real-life situations.

Students graduating from *Advanced Piloting* are better prepared to understand the breadth of possible solutions to challenges. They know that not all solutions are "in the book" and that a resourceful and prudent mariner can call upon many strategies to solve challenging situations. This is a fascinating, helpful and reflective course that truly assists students to make the transition from boater to mariner. Why not try it later in the Fall of 2015?

Howard Donohoe, P.Geo., AP
Advanced Piloting Instructor

¹ "Boating 1" is reserved for the PCOC, which is more and more being taken on-line, though we continue to offer the seminar, "Boating Basics" depending on demand.

TO: THE MEMBERS, HALIFAX POWER AND SAIL SQUADRON

NOTICE OF ANNUAL GENERAL MEETING

TAKE NOTICE that the Annual General Meeting of Halifax Power and Sail Squadron will be held at Halifax, NS on May 30, 2015 at 15:30 hours for the purpose of:

- a) receiving and approving the reports of the officers of the Squadron
- b) receiving and approving the Financial Statements of the Squadron for the twelve month period ending March 31, 2015
- c) electing the officers of the Halifax Squadron
- d) considering 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. 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 11th day of May, 2015

Harry Henteleff, Secretary
Halifax Power and Sail Squadron

The sea, once it casts its spell, holds one in its net of wonder
Forever – Jacques Cousteau

REPORT OF HALIFAX SQUADRON NOMINATING COMMITTEE

May 11, 2015

1. The Halifax Squadron Nominating Committee nominates the following members for election as squadron officers for 2015-2016.

Commander	Catherine Lunn
Executive Officer	Sarah-Jane Raine
Secretary	Harry Henteleff
Financial Officer	Dan White
Educational Officer	Adriana McCrea
Asst. Educational Officer	Norman Raine
Asst. Educational Officer	Josuha Bearden
PR Officer	John Greenhalph
Membership Officer	Sarah-Jane Raine
Newsletter Editor	Janice Cook
Supply Officer	Rozanne Raine
Communications Officer	Dave Hackett
Social Officer	Howard Donohoe

2. The Squadron Nominating Committee also advises that:

- a) the following member will serve on the Squadron Executive Committee by virtue of his position as immediate Past Commander, and does not require election or appointment:

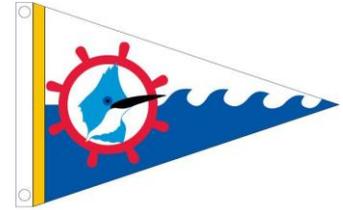
Sarah-Jane Raine

- b) pursuant to Squadron Regulation 9.14.1, the following members will serve on the Squadron Nominating Committee for 2014-2015 by virtue of their position, and do not require election or appointment:

P/Cdr Sarah-Jane Raine, chairman
Cdr Catherine Lunn

Respectfully submitted,

Dan White, Sarah-Jane Raine
2014-2015 Nominating Committee



HALIFAX POWER and SAIL SQUADRON
Cordially Invites You to Our

ANNUAL AGM AND GRADUATION

Saturday, May 30, 2015
2:00 pm to 5:00 pm

Armdale Yacht Club
75 Burgee Run, Halifax

RSVP your attendance by **May 26, 2015**
to rosali@ns.sympatico.ca

2:00 – 3:30 pm will be a meet & greet
- finger food and cash bar

-

**3:30 – 5:00 pm will be the AGM &
Graduation of this year's successful students**

