



# Foghorn



[www.cps Halifax.ca](http://www.cps Halifax.ca) / 1-888-277-2381

October  
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*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.*

## Commander's Corner



The summer has flown by and I believe fall is here. It was a good summer for boating once it arrived. With no hurricanes in the forecast we should be able to get some more fall boating in before the hauling and tarps come out.

Our Training Department under the capable direction of Adriana McCrea has our course instructors ready to go with courses starting in October, January and February. Check out the website at [www.cps Halifax.ca](http://www.cps Halifax.ca) to sign up for a course to expand your knowledge. You may want to go further afield with your boat next year so why not take a course which would help you navigation, your electronics or to keep your boat and engine in good repair.

Howard Donohoe, our Social Officer, is busy planning some interesting social seminars and you will receive notice of each one. Plan to join us at the Armdale Yacht Club for one or all of these social times. The club is generous in allowing us to hold our talks at their facility. Hope to see you there.

**Do you have some time you might like to volunteer to the Squadron?** We need an Assistant Training Officer. If you have any interest please contact me.

Safe Boating is Everyone's Concern – Take a Course to Improve Your Skills and Knowledge. You can always encourage a friend to join you.

Sarah-Jane Raine, Commander

## Keep some Wednesday Evenings Open

For the past several years Armdale Yacht Club and the Halifax Squadron of CPS have co-hosted boating and nautical seminars. This year we begin with Gordon Fader talking about "The Wrecks of Halifax Harbour" on Wednesday, 29 October 2014 starting at 1900.

We have booked the evenings of 26 November 2014, 25 February 2015, 25 March 2015 and 29 April 2015 at AYC for some great nautical evenings. Some of the topics we are exploring are: Chartering in the Caribbean; coastal watch, the RCMP and you; neat apps for your phone; and search and rescue operations centre in Halifax. Let the Squadron's Bridge know about your suggestions for a seminar.

All seminars are at AYC Upper Wardroom starting at 1900 with cash bar, munchies and conversation. The program will begin at 1930 and end usually at 2030 or so.

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The best bilge pump of all is a bucket in the hands of a frightened man- Butch Dalrymple-Smith

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Congratulations to Ron Hoffman shown here receiving his life membership from Commander Sarah-Jane for volunteering 20 years as an instructor for CPS

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Anchor as though you plan to stay for weeks, even if you intend to leave in an hour – Tommy Moran

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Out of sight of land, the sailor feels safe. It is the beach that worries him – Charles C Davis

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### **The Wrecks of Halifax Harbour**

Have you ever wondered what lies under the harbour's waters? Join members of CPS Halifax Squadron and Armdale Yacht Club for the first seminar of the season on Wednesday 29 October 2014 at 1900, AYC Upper Wardroom.

Gordon Fader describes all that he has seen in the Harbour including small boats, pilings of a railroad bridge and a sunken munitions ship. The visuals are amazing and so are the stories. Gordon is a geoscientist who is now retired from Natural Resources Canada's Geological Survey of Canada at BIO. He has mapped many underwater areas of the Maritimes. Gordon has assisted the Atlantic Geoscience Society in their fifth full-length video entitled "Halifax Harbour: A Geological Journey."

Have questions about the Harbour, Bedford Basin and the Arm? Save them for Gordon. Hear all about the secrets hidden under the waves.

We start at 1900 with a cash bar, munchies and conversation. Gordon will start at 1930 and end after questions around 2000. Join us for a great time and fascinating tales of what's under the Harbour's surface.

## Summer Adventures by Adriana McCrea, AP (CPS Training Officer)

In the spring we were eagerly anticipating an early launch. And come August 12<sup>th</sup>, my brother George would be arriving from England: we would be showing him the ropes in a few sails around the Bay and were contemplating a direct sail to Bras d'Or Lake later in the month. However, a series of frustrating delays ensued and our boat was not launched until August 5<sup>th</sup>. Our sailing season would be extra-short as we would be hauling her on October 2<sup>nd</sup>. Still, in this brief span we did log over 600 NM, with many afternoons sailing St. Margaret's Bay, trips to Halifax and Mahone Bay, and, to cap it off, a non-stop return jaunt to the South Shore.

In fact, rather than capping it off, the all-nighter was early, on August 8<sup>th</sup>, as an experiment to see how Alex would handle a long-distance trip. A rookie would be accompanying him to Cape Breton; so for the trial he asked our friend Terry to come along. Alas, the trip was ill-advised from the start. Hail storms hit prior to the departure, and the hoped-for clearing never came - as [the intrepid 2-man crew discovered](#). Instead, the marine forecast became grimmer as the evening progressed. The aim had been to circle Brazil Rock. But the winds demanded a more southerly route:



By 4am, after 12 hours, exhausted, damp and rocked about, instead of tacking to get back on track, the boys turned for home, docking just before 4pm. Bruised egos aside, the only casualty was the wind instrument: the seas whipped up by the 28-35 knot winds had given the transducer a beating it could not withstand. (YAP: yet another problem in our 2014 season!) One thing was learnt: we weren't quite ready for a direct trip to Bras d'Or.

George arrived and was almost immediately whisked off by Alex to "get his feet wet" on the boat. On his first sail in the Bay the winds were conducive to raising the Spinnaker. Ditto on the next sail, when on the return from Halifax, it went up again. The winds are a tricky thing, however. On approaching Peggy's Cove, Eurus, or Notus, or Zephyr (or a combination thereof) struck: the spinnaker goes flying, Alex goes forward to lower it, George loses his bearings and the boat goes into a spin. After a few hairy minutes control was restored... (The incident may have been witnessed by several passing boats, returning that Sunday from Chester [Race Week]).

"I haven't felt so alive in years," George had said earlier, after being at the helm going through the Sambro Channel. In the next 3 weeks he repeated the words, as adrenalin-inducing moments came along in a goodly supply. We had to make a [7-minute memento](#) for him. And to serve us as we go through the long winter ahead. The video shows part of our trip of August 25-27, to Stevens Cove, LYC, around Mahone Bay and home (with huge following seas which are not quite captured in the film). And George will be back next year for that trip to Bras d'Or! (by which time our video making should be better!!)

## CPS Halifax Squadron Bridge Members 2014-2015

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Commander	<a href="mailto:CPS_Commander@cps.com">CPS_Commander@cps.com</a>	Sarah-Jane Raine
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Secretary	<a href="mailto:CPS_Secretary@cpshalifax.com">CPS_Secretary@cpshalifax.com</a>	Harry Henteleff
Treasurer	<a href="mailto:CPS_Treasurer@cpshalifax.com">CPS_Treasurer@cpshalifax.com</a>	Dan White
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Communications Officer		Dave Hackett
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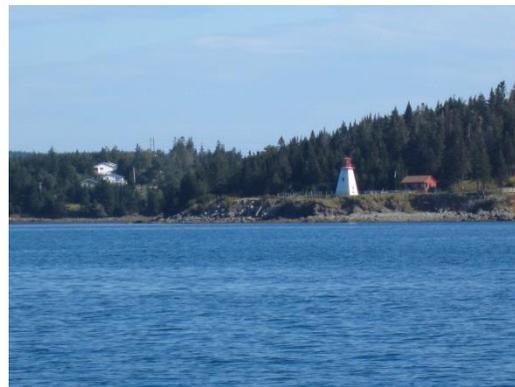
From left to right: Dan White, Janice Cook, Dave Hackett, Rozanne Raine, Norman Raine, Sarah-Jane Raine, Adriana McCrea, Harry Henteleff, Catherine Lunn, Howard Donohoe

## Sailing the Eastern Shore

By Howard Donohoe AP

It was a trip from St. Peters to St. Margarets Bay Sailing Club to bring a Niagara 35, *Otium* [cum dignitate], back to her mooring from the Bras d'Or Lakes. The crew was Peggy, David, Howard and Bryan (the Skipper). We had many years of significant on-water experience. Little did we know that the trip would offer so many challenges? In the best traditions of CPS boating courses and Advanced Piloting in particular, the crew faced adversity and still functioned. Who would guess that such a cruise would be so interesting, stimulating and tiring, all at the same time.

We stayed overnight in the Lions Club marina in St. Peters and left on Friday morning, 6 September 2014 at 0900. A brilliantly sunny day with still air met us at the locks. By 1000 in St. Peters Bay the wind had picked up to F2 SW. With the main and jib we made Orpheus Rock light and bell buoy (*NQI*). The Skipper ordered the motor on and with it we motor-sailed southward 7 miles to Grime Shoal light and whistle buoy (*CVI*) 7 miles east of Canso. As we turned the corner at Canso the winds were increasing (range of F3 to F5 SW) and seas were becoming more boisterous. It was 1330 on a beautiful sunny day when we considered lunch in the cockpit and all hands turned to eating sandwiches washed down by various liquids.



Peggy and I con *Otium* into the St. Peters Canal approaches south of the canal

Jerome Point F R light appears and is passed to port

We continued motor-sailing (about 5 knots) close hauled hoping to fetch all the way down the coast to somewhere around Liscomb Island. We arrived in the vicinity just after 0030. The seas were becoming obnoxious, with certain confusion to them as if two wave trains were colliding at a low angle. The wind was still a solid F5 SW with F6 overtones. We had already reefed the main and were still heeled 15 to 25°. On Peggy's and my watch, we roused the Skipper (now the first victim of *mal de mer*) and received our orders to tack offshore. We came about on the starboard tack and stood out into the ocean about 10 miles. Poor David on the starboard berth kept trying to lie flat so he wouldn't roll onto the cabin sole.



David wrestles the wheel as we tack offshore Saturday morning

The moon was breathtaking on the water. Peggy and I admired the beauty and the sense of well-being that lots of light appears to give. Buoys came and went. I thought it odd that the Eastern Shore would have cardinal buoy until I realized that I was probably looking at the 'emergency' light on a fixed aid. Having a GPS at the chart table meant that we only needed to go below, plot our position, enter it in the log and go back on deck. At 0400 the watch changed but only I went below. Bryan came on and Peggy stayed. In an instant I was sound asleep. Just before dawn I was aware of banging and extra noise so I opened the companion way to look out. The night (~0500) was pitch black! Someone

had turned off the lights when the moon set. Bryan said all was well so I went back to sleep. At 0700 under sullen, grey skies, no change in the F5-F6 SW wind and an awful motion, I sat on the cabin sole to put on my foul weather gear. I then joined Peggy and Bryan. It was then we saw the parted main sail seam near the top of the main. The three of us furled the sail as best we could with the unpredictable motion. The boat was still motor-sailing. Bryan retired below and David joined us.

All of our plans for great meals at sea were on hold; the best I could do is eating fig bars and drink whatever water I could find. David and I had a drink at the same time and in each case left us with the imminent feeling of losing our cookies overboard. As we rolled to the rail, Peggy watched with wide eyes. Greatly relieved, David and I assumed our watch as Peggy went below for much needed rest. While at the wheel I asked David to check our position—he looked at me blankly and said “I don’t think it would be wise to me to go below.” David took the wheel while I went below to plot out position leaning into the chart table with my forehead braced against the overhead handrail. A combination of deep, slow breathing and good bracing kept me ‘OK.’ At this point no one had eaten anything substantial for 20 hours. Little biscuits and fig bars kept me ‘alive.’ Once again it became clear we needed to tack offshore to miss a bunch of shoals and rocks near Sheet Harbour. We stood out five miles, sighted the sea buoy for Sheet Harbour (Geddes Shoal, red, X26) and tacked again onto a port tack. I awoke the Skipper and we discussed the situation: rough, obnoxious seas, torn mainsail, fatigue and no food for 22 hours. The decision was easy.

When we entered the range of Geddes Shoal light and whistle buoy and Sheet Rock light, we turned north, furled the jib and motored into Sheet Harbour. After passing sheet rock and the bold islands of quartzite like teeth protecting the harbour, we ran into the first calm water since 1100 the day before. What a relief! Three males with varying degrees of *mal de mer* rejoiced; we were happy to tie up at the wharf near the Highway 7 bridge at East River Sheet Harbour. After a great brunch, beer and celebratory rum, we made ready to leave for Halifax with the help of my wife Josée.



At the East River Ship Harbour wharf, the crew offers a new national ensign to the Skipper

As an instructor for many CPS courses and most recently Advanced Piloting, I learned a lot on this voyage. I found that the crew and I were emulating the coastal schooners of old with short starboard tacks offshore and long port tacks along the shore. Whereas the old skippers would plot to tack back into a light or fog horn, we used our GPS. Let me say how reassuring the buoys and fixed lights were to us. We needed more agreeable food at hand to deal with motion sickness and hunger. I ate crunchy cookies and fig bars. Keeping hydrated was a challenge. I knew I had to drink water but it was water that sent me to the rail. The absolute challenge of not being sick as you plot the ship’s position and enter it into the log in spite of the awful motion, was the greatest effort to be made onboard. Perhaps thanking designer Mark Ellis for handholds is in order here.

In spite of *mal de mer*, rough seas and strong winds it was a great trip and learning experience. The crew was trained and seasoned, was optimistic, knew steering strategies for rough water and enjoyed each other’s company. When you have this combo and a well-found boat, ‘things are OK.’ I benefitted a lot from this cruise and so will my AP class.

# Take a **Boating** Course – [Register Now](#)

## Safe Boating Is Everyone's Concern

Learn confident, enjoyable boating through education. Enrol in a CPS Boating Course.



### CPS Halifax Squadron

For further information, please go to our website: [www.cps Halifax.ca](http://www.cps Halifax.ca)  
or contact: **1-888-277-2381**

#### FALL SCHEDULE

Course	Start Date	Duration	Instructor	Fee
Boating Essentials	Wed, Oct 15 <sup>th</sup> , 2014	10 weeks	Angus Macpherson	\$225 (2 <sup>nd</sup> family member price available) <b>Includes 1-yr membership</b>
Boat & Engine Maintenance	Mon, Oct 20 <sup>th</sup> , 2014	12 weeks	Norman Raine	\$140 member \$165 non-member Refresher rate available
Advanced Piloting	Tues, Oct 21 <sup>st</sup> , 2014	12 weeks	Howard Donohue	\$170 member \$195 non-member

#### WINTER SCHEDULE

Course	Start Date	Duration	Instructor	Fee
Seamanship	Tues, Jan 6 <sup>th</sup> 2015	15 weeks	Terry Carter	\$170 member \$195 non-member 2 <sup>nd</sup> family member rate available
Sail	Mon, Feb 23 <sup>rd</sup> 2015	10 weeks	Luke Porter	\$140 member \$165 non-member Refresher rate available
Boating Essentials**	Wed, Feb 25 <sup>th</sup> 2015	10 weeks	Ron Hoffman	\$225 (Early Bird discount and 2 <sup>nd</sup> family member price available) <b>Includes 1-yr membership</b>
Electronic Navigation	Thurs, Feb 26 <sup>th</sup> 2015	7 weeks	Rich Knowles	\$115 member \$135 non-member Refresher rate available
RADAR	Thurs, Apr 16 <sup>th</sup> , 2015	5 weeks	Dave Hackett	\$110 member \$120 non-member Refresher rate available

A Boating Basics (PCOC) seminar will be offered on Fri Feb 27/Sun Mar 1

\*\* Option to take both Boating Basics and Boating Essentials available

ROC(M) courses are currently being scheduled; for details check our website

All classes are held at the [Cpt. Wm. Spry Centre](#)



**Canadian Power & Sail Squadrons**  
Volunteers Teaching Safe Boating  
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