



# The Foghorn

## Halifax Power and Sail Squadron

### Late Spring 2022



#### Commander's Corner

Greetings to all our members as we begin another year of the Covid-19 pandemic and its variants. We have all had to make adjustments in our lives and in CPS-ECP to survive in the pandemic. As we face ongoing challenges, let's make the best of 2022 as an opportunity to share inspiration and motivation in our organization. Currently we are working with our Atlantic district to offer boating virtual courses advertised through social media (Facebook), the national website (also link through <https://boatingcoursesonline.ca>), or visit our local Squadron website at [www.cps-halifax.ca](http://www.cps-halifax.ca) (Boating 2, 3 Combined and Boating 4 Near Shore Marine Nav offered as "in person classrooms").



We continue to have an opening for a secretary on our executive Committee. If you are interested in being a volunteer with our executive committee, please contact me at [catherine.lunn@novascotia.ca](mailto:catherine.lunn@novascotia.ca). I wish to thank our instructors and executive committee members who continue to dedicate their time and efforts to our organization throughout the year.

#### Education Department Notes

Managing the most important reason for our existence, training, our Squadron's Education Department has had some challenging moments during the pandemic. With the Omicron variant around so much, we are seeing virtual and in-person classes in schools, universities, and CPS-ECP. The Squadron has been allowed by NS Health

#### In this issue

Commander's Corner.....	1
Education Department Report. ....	1
Eight Bells for Bruce Kirby.....	2
News from Boating 4.....	7
Two Hitches for You.....	7
E-transfers.....	8
Mannie's challenge.....	8
Northwest Arm and its challenges....	9
Halifax Harbour and Bedford.....	10

#### Three Items for You.

1. Please renew your membership. Go to [www.cps-ecp.ca](http://www.cps-ecp.ca) and log-in.
2. Consider volunteering to help run the Squadron. Call 1-888-277-2381 or contact Catherine Lunn.
3. Look for the AGM details in an e-mail blast.

**Collecting Expired Flares**  
**The Squadrons of Halifax and**  
**Bluenose are holding a Flare**  
**Collection on Saturday, June 25,**  
**2022, at Shining Waters Marina**  
**(9 am -3 pm). Come join us and**  
**bring along your expired flares**  
**for disposal.**

and CPS-ECP National to offer some courses in-person.



# The Foghorn

## Halifax Power and Sail Squadron

### Late Spring 2022



#### **CPS-ECP Courses and Teaching**

These two years of the pandemic has been difficult for CPS-ECP National and many Squadrons. What many of us have learned is how to move to a digital teaching platform and teach online. Students have adapted as well. **Now we collectively might feel we are “Zoomed” out!**

**Boating 4: Near Shore Marine Navigation I**, for boaters who have completed the intro Boating courses (Beyond Boating Basics and Introduction to Marine Navigation) and wish to expand their seamanship knowledge. This class began in March.

#### **Boating 5: Near Shore Marine Navigation 2 (formally Advanced Piloting)**

This course began before the start of the declared pandemic. After a hiatus of a year, we began to hold some warm-up sessions to practice basic skills using the Mahone Bay chart. Most of the students hope to finish soon.

**Marine Electronic Navigation:** Learn about hand-held and built-in GPS and chart plotter instruments and become familiar with the

many features and capabilities of these devices. This course covers the features, capabilities, and uses of electronic charts and the variety of ways they are available - from chart plotters, PDA's, tablets, laptop and desktop computers. Learn about electronic programs like Maptech, OZI, FUGAWI and Nobeltec. The course runs on Tuesdays for 8 weeks, beginning May 10th, 2022. Class meetings will be conducted via video app. Important: early registration is strongly encouraged as it can take over 2 weeks to receive the textbook; each student will have their student kit posted to them. For more information and to register, click on this [Electronic Navigation](#) link

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#### **Courses: Maritime Radio Self-Study Course**

##### **Maritime Radio with DSC - Self Study:**

Course material is available on line 24/7. You will move through the course material at your own pace. You have 60 days to complete the course. Students will have a contact name, and email to arrange the examination.



# The Foghorn

## Halifax Power and Sail Squadron

### Late Spring 2022



#### Eight Bells for Bruce Kirby

*Editor's Note: A Canadian icon of yacht design has gone to Fidler's Green. Bruce Kirby had eight bells rung for him on 19 July 2021. This article was written by Rob Mazza and published in Canadian Yachting.*

No individual had a greater impact on the modern sport of sailing than Bruce Kirby. Known and respected worldwide as the designer of the ubiquitous Laser that now numbers over 250,000, and is an Olympic Class in two configurations, Kirby had a yacht design career that spanned over forty years, with feet firmly planted in his native Canada and his adopted United States. He was a successful journalist, sailor and designer, and a good friend to anyone who had the pleasure to know him. Born in Ottawa, Bruce learned to sail out of the Britannia Yacht Club on Lac Deschênes. He quickly gravitated to the highly competitive International Fourteen Foot Dinghy along with his older brother David, attending regattas in Montreal and Toronto in the early 1950s. It was at a Canadian Dinghy Association (CDA) Regatta at RCYC in 1951 where he first met a young George Cuthbertson when Cuthbertson was the RCYC club measurer. Their lives and careers would continue to be intertwined, culminating with both being named Honourary Curators of the 2014 New Age of Sail Exhibit at the Marine Museum of the Great Lakes at Kingston, and both being the first official inductees to the Canadian Sailing Hall of Fame the same year.

It was during the 1958 Int'l 14 Team Racing in England that Bruce started to envision a new Int'l 14 design that would be able to match the New Zealanders upwind. Returning to Canada he immediately laid down the lines of what would become the Kirby I. Trained in journalism, Bruce by his own admission was

“not good at math” and did not even own a planimeter to measure the sectional areas, relying on counting the squares on the graph paper on which he did the drawings. Built in fiberglass in Montreal, the Kirby I achieved its goal of being consistently the first boat to the weather mark but was quickly passed by other 14s on the planning reach. The Kirby II soon followed with a much better all-around performance. By then the British were making the transition to Kirby designs and it was the cold molded McCutcheon built Kirby III that took the International 14 world by storm, especially in the talented hands of fellow RStLYC sailor Ian Bruce. Ian, sailing his cold molded Kirby III Tief Up, won the renowned Prince of Wales trophy in England in 1967, and remarkably again in 1968 with the reintroduction of the trapeze to the class. Upon his return to Canada Ian used the hull of T'ief Up to take off a mold to put the Kirby III into fiberglass production in Montreal with a new company he founded called Performance Sailcraft Inc. (PSI). Keep in mind that 1967 and 1968 were the years that George Cuthbertson and Red Jacket were tearing up the SORC. Bruce even sailed a number of Cuthbertson designs in SORC, including winning his division in the 1968 Nassau Cup aboard the Cuthbertson & Cassian designed Corvette Elektra with George Cuthbertson, George, Hinterhoeller, and Ian Morch in the crew! Those three would go on to create C&C Yachts with Erich Bruckmann the following year. Kirby would later go on to helm the C&C 35 Red Head and the C&C 61 Sorcery in later SORCs.



# The Foghorn

## Halifax Power and Sail Squadron

### Late Spring 2022



*Bruce Kirby receiving his Order of Canada from Governor General Julie Payette. Payette whispered to Kirby that she too used to sail a Laser. (Bruce Kirby)*

What would become the Laser started in 1969 when Ian Bruce phoned Kirby, who was then living in Chicago as editor of One-Design Yachtsman, to talk about a small car topping sailboat being considered as part of a line of leisure products by the Canadian Department store chain The Hudson Bay Company. The department store dropped the idea, but then One-Design Yachtsman initiated the “America’s Teacup” regatta at the Playboy club in Geneva, WI, to feature new “off the beach” sailing designs. The little dinghy was finally designed and hastily built and driven to Wisconsin, picking up Hans Fogh and the sail along the way. The little boat had some teething problems and didn’t win the regatta, but people took notice, encouraging PSI to put the little boat that they now called the Laser into production. The Laser made its debut at the 1971 New York Boat Show where they sold a record 144 boats right out of the box! The Laser was tooled by PSI at the same time as the Kirby V Int’l 14, the first of the “modern” 14s designed for the trapeze, which was also a great success, almost turning the Canadian 14 fleet into a One-Design class.

Kirby’s success as a designer of 14s had already prompted Clark Boats in Washington State to put the Kirby IV into production in fiberglass. In

1973, with the increasing popularity of the new IOR racing, they asked Kirby to design a new Quarter Tonner for fiberglass production. At this point in his career, Kirby had never designed a keel boat or a boat to a design formula as complex as IOR. So, turning to his friend George Cuthbertson for advice on things like ballast, stability, and righting moment, Kirby produced the drawings for the remarkably successful San Juan 24 of which over 1200 were built. The San Juan 24 would generate more IOR certificates than any boat built. The 24 was soon followed by the 30. Kirby was always proud of the fact that the San Juan 24 predated Doug Peterson’s Gambare and Ron Holland’s Eygthene, initiating the classic IOR shape of wide beam and pinched ends.



*Kirby at the helm of C&C 61 #1 Sorcery (John Kelly Cuthbertson)*

However, it was the success of the Laser and the royalties that it generated that allowed Bruce to quit the media business and become a full-time yacht designer. He and his wife Margo left Chicago and bought waterfront property in Rowayton, CT, where he established his design office in the basement overlooking the Five Mile River as it flowed into Long Island Sound. It was there that he produced a number of iconic one-design classes including the 23’ Sonar for his Noroton Yacht Club, the Ideal 18 built by Ontario Yachts, and the Kirby 25 and 30 built by





# The Foghorn

## Halifax Power and Sail Squadron

### Late Spring 2022



Mirage Yachts. His involvement with IOR did not stop with the San Juans, designing the custom 40' Runaway which was a member of the three boat 1981 Canadian Admiral's Cup team along with Bob Herron's C&C Custom 45' Amazing Grace (on which I sailed), and John Newton's Peterson designed Pachena.



*Bruce Kirby and George Cuthbertson after their joint inductions into the Canadian Sailing Hall of Fame at the Kingston Yacht Club in 2014. The Canadian Sailing Hall of Fame is administered by the Marine Museum of the Great Lakes at Kingston in conjunction with Sail Canada. (Gregory Cox)*

In 1982 Canadian Marvin McDill called from Calgary to ask Kirby to design a Canadian 12 Metre to challenge for the 1983 America's Cup in Newport, Rhode Island. Teaming with C&C Alumnus, Steve Killing, to handle the more technical side of the project, Canada I was quickly built-in aluminum and proved very competitive. However, like all the competitors of 1983 she was bested by Australia II and Ben Lexcen's revolutionary wing keel. Kirby designed his own wing keel for his 8-Metre design Octavia which won the 8 Metre worlds. When asked about his approach to that wing keel, he replied in typical Kirby fashion, "I just took a wild-eyed swing at it!" The lessons learned from Octavia were applied to the modifications that produced Canada II for the

challenge in Perth Australia, the last year that 12 Metres were used in the America's Cup.

#### International 14

His prowess as a '14' sailor led to Kirby competing in three Olympic Games on behalf of Canada, the 1956 Melbourne games and the 1964 Tokyo in the Finn, the 1968 Mexico City in the Star. It was undoubtedly his experience with the freestanding bendy rig in the Finn that influenced his rig for the Laser.



*Kirby in his initial sail in his Kirby I Int'l Fourteen Foot Dinghy Torch*

Bruce resisted the temptation to add staff as his design business grew, preferring to work alone and relying on the computer expertise of University of Michigan Naval Architecture graduate Paul Fuchs to transform his hand drawings to digitalized format.

Kirby continued to design well into his 80s, primarily restricted to commissions that interested him, such as a custom one-off cruising boat for author Nathaniel Philbrick and a new junior sailing boat called the Pixel. He was recognized for his contributions to sailing many times, being inducted into the Canadian Fourteen Foot Dinghy Hall of Fame, American National Sailing Hall of Fame, and the Canadian Sailing Hall of Fame. Along with Ian Bruce,



# The Foghorn

## Halifax Power and Sail Squadron

### Late Spring 2022



Kirby was also inducted into the Order of Canada, the highest honour available to a Canadian citizen. In recognition of Bruce Kirby and fellow CSHOF inductee Ian Bruce, the Marine Museum of the Great Lakes at Kingston will be adding the 1965 McCutcheon built Kirby III Windborne to the museum's collections. Windborne, a sister to T'ief-Up, was donated by Steve Sewel of the RStLYC, her original and only owner for the past 56 years.

#### Hassles

Kirby's later years were marred by continued legal and trademark struggles with successive builders of the Laser, but despite that he remained upbeat and optimistic in any conversations we had, recognizing that he was



*Margo and Bruce Kirby at Kingston Yacht Club after Bruce's Induction to the CSHOF. (Rob Mazza)*

"Lucky to hit things when they were happening!" Bruce is survived by Margo his wife of 65 years and by two daughters, Kelly Kirby and Janice Duffy, and two granddaughters.

Bruce often referred to his original sketched done on yellow legal pad when talking to Ian Bruce on the phone as his "Million Dollar Doodle", but it is obvious that everything that he had achieved in sailing and in dinghy design up to that point was leading directly to that doodle. It was perfectly timed to meet the needs of a rapidly expanding sailboat market, and he was the perfect person to make that creation.

Bruce Kirby was a good friend. His quiet self-deprecating sense of humour and innate self-confidence will be sourly missed. He embodied everything positive about being Canadian.

#### Rob Mazza

Rob, a naval architect and engineer, is Member of the Board of Trustees at Marine Museum of the Great Lakes at Kingston. He was a designer and engineer during C&C Yachts illustrious tenure as Canada's premier boatbuilder

#### Ideas, Photos, or Articles for the *Foghorn*?

Contact the Editor, Howard Donohoe, at [hvdonohoe@bellaliant.net](mailto:hvdonohoe@bellaliant.net).



# The Foghorn

## Halifax Power and Sail Squadron

### Late Spring 2022



#### Boating 4 – Seamanship Class



This Spring, Angus MacPherson's Boating 4 has been working on the various parts of the course curriculum. This course enriches a student's nautical information about basic plotting

techniques learned in Boating 2 and 3. The course takes you into the realm of tides and tidal currents, running fixes, distance off, chart plotting protocols, and fixes. One of the interesting parts of the course deals with common knots, splices, and whippings. These five students showed their ability to splice a three-strand rope into an eye splice and short splice as well as whipping the rope ends.

#### Two Knots that are not interchangeable: Rolling Hitch (1) and Rolling Hitch (2)

*The following information has been sourced at Wikipedia under a Creative Commons Attribution-ShareAlike License.*

At the turn of the 19th century the knot now known as the "rolling hitch" was called the "Magnus hitch" or "Magner's hitch", and the name "rolling hitch" referred to [two round turns and two half-hitches](#). In 1841 [Richard Henry Dana, Jr.](#) used the present-day names in his work *The Seaman's Friend*, and subsequent authors have continued to use this terminology.

There are two slightly different hitches commonly known by the name of "rolling hitch". [The Ashley Book of Knots](#) identifies these two variations as "Rolling Hitch (1)" and "Rolling Hitch (2)" and numbers them #1734 and #1735 respectively. Despite the potential for confusion with the older usage, Ashley chose the name "Magnus Hitch" to refer to knot #1736, which is simply #1734 tied with the final hitch made in the opposite direction. Since two distinct variations of the rolling hitch are widely referred to by the same name, and Magnus hitch now may refer to a different knot than it used to, the use of Ashley reference numbers for these related hitches can eliminate ambiguity when required. These hitches are pictured below.

When a rolling hitch or Magnus hitch is tied around the standing part of the rope to form an adjustable loop, it is often referred to as a [taut-line hitch](#) or one of [several other names](#), although some sources fail to differentiate by using a separate name.





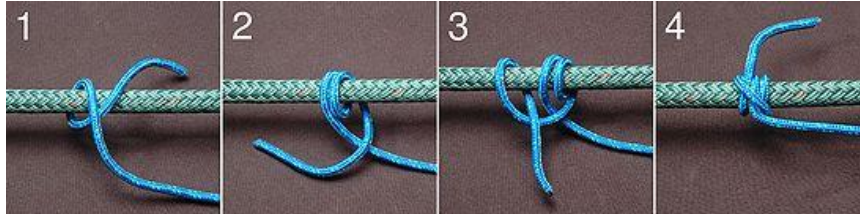
# The Foghorn

## Halifax Power and Sail Squadron

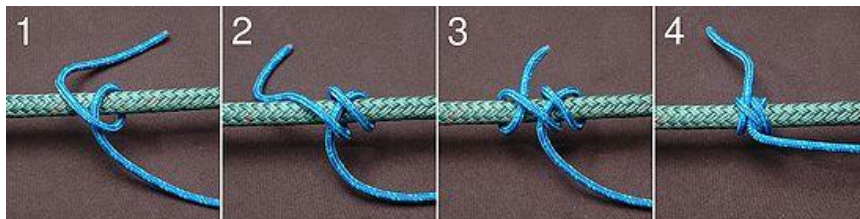
### Late Spring 2022



Rolling Hitch (1) – Also known as the Taut Line Hitch (Ashley #1734).



Rolling Hitch (2) – Rolling Hitch (Ashley #1735).



**Notes: The Taut Line Hitch (#1734)** is used to guy tents, tarps, and other standing structures. When used for these purposes, the bitter end is brought around a peg or object and tied to form a loop on the standing end.

**The Rolling Hitch (#1735)** is tied around a rope and used for selected purposes.

I have used the Taut Line Hitch in fastening tent or tarp lines. If I need to guy a pole, I use this hitch. To firm-up and finish the hitch, make sure you gently tighten all the loops. When I want to attach a line on another rope with enough friction, I use a rolling hitch (#1735). Notice how friction is increased by two loops crossing the standing end of the rope. Form the hitch by gently tightening the loops. I have used this hitch on an anchor line and lead the standing end to a winch to rotate the boat into the wave train, instead of the wind. The result was less rocking and a nice sleep. C.S. Forester in the Horatio Hornblower series describes how Capt. Hornblower uses the rolling hitch on his anchor line to rotate his vessel and bring his guns to bare on a Turkish galleon in a contested anchorage.

## E-Transfers

We're now set up to receive e-transfers. To test the system, I have sent a successful e-transfer of \$1.00 as a gift to **cps Halifax**, at [sfo-halifax@cps-ecp.org](mailto:sfo-halifax@cps-ecp.org). If someone registers for a course from us, etc., they can now pay by e-transfer as I did for the gift. Money sent to us in this way is immediately and automatically deposited to our TD bank account. There is no security question. Interac sends notification of the transaction to the sender and to me at the [sfo-halifax@cps-ecp.org](mailto:sfo-halifax@cps-ecp.org) address.

Mannie Laufer

## Mannie's Challenge

It was spring, 1992. We were approaching Bermuda from South Shore NS in my C&C 34, *CEOL MOR*. About 6 days out. For navigation, we were using LORAN-C. Young folks, Google this. In brief, it is what people used when not more than a couple hundred miles offshore, in those days before GPS. 6 days out. We should be getting close. I checked the LORAN-C. By golly, we were about 30 miles east of





# The Foghorn

## Halifax Power and Sail Squadron

### Late Spring 2022

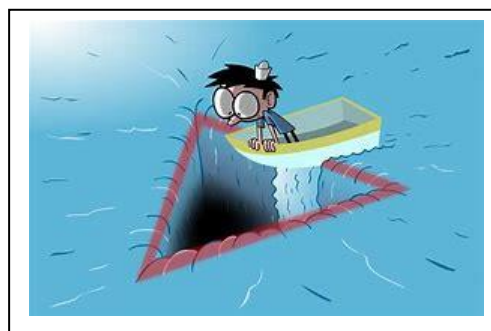


Bermuda, pretty much the correct latitude. I stuck my head out of the cabin and announced the good news to those in the cockpit. We could almost taste the beer in the White Horse Tavern. I checked again. Not 30 miles east, now more like several miles south. Then another reading. Different again. What was happening? Only one answer, it seemed. We had entered the Bermuda Triangle, and the malevolent forces of this region had made our navigational instruments useless.

But the sky was clear, and the moon was up. We took our sextant, actually a couple of us did this for practice, and we got a LOP and an Estimated Position. Using the EP as a fix (it wasn't really) we steered for Bermuda. In the morning, both the sun and the moon were visible. Shooting these two bodies, we got a real fix, and by next morning arrived at Bermuda.

Good thing that while the Bermuda Triangle makes electronic navigation instruments useless, the heavenly bodies are not affected.

***Your name in "lights" and the Foghorn if you send Mannie the answer!***



If you have any doubts about the reality of the Bermuda Triangle, send me your explanation at [eelaufner@bellaliant.net](mailto:eelaufner@bellaliant.net). I'll recognize the sender of the first correct answer at the up-coming AGM. Mannie Laufer

## Northwest Arm

For many of us, this is our 'home port.' Coming in at night often has challenges. Lights from the Armdale Roundabout and the Waegwaltic club tennis are bright and decrease your night vision. I try not to look directly at them.



The long shine reflections of lights can be disrupted by something. This is the key to finding floating logs, trash, or wharf timbers. If I do find this material in the Arm, I call Halifax Traffic (VHF channel 12) to let them know. By avoiding the west bank, you can stay away from the RNSYS mooring field, the Dingle, and the foundation of a former shipyard 200 m north of the Dingle. Most of the Arm is 15 to 24 m deep. I have tacked nearly to the rock faces on the east side with plenty of water. Knowing your homeport in

all kinds of weather is a particularly important navigation skill. Practice in all weather and at night. Listen to the sounds of the waves and water.



# The Foghorn

## Halifax Power and Sail Squadron

### Late Spring 2022



#### Halifax Harbour, Northwest Arm, and Bedford Basin from the Air



*Photo from ViewPoint Realty*

The Halifax Power and Sail Squadron acknowledges that this area is located on the traditional land of the Mi'kmaq Nation. This territory is covered by the "**Treaties of Peace and Friendship**" which Mi'kmaq and Wolastoqiyik peoples first signed with the British Crown in 1725. The treaties did not deal with surrender of lands and resources but in fact, recognized Mi'kmaq and Wolastoqiyik title and established the rules for what was to be an ongoing relationship.

This issue of the *Foghorn* results from the collaboration of the Editor, Howard Donohoe, and Assistant Editor, Catherine Lunn.