



# The Foghorn

## Halifax Power and Sail Squadron

### Late Spring 2021



#### COMMANDER'S CORNER

*Catherine Lunn*

*Commander, Halifax Power and Sail Squadron*

Greetings to all members. As we struggle through another year of Covid-19 it has been a challenging year in many ways. As more people are vaccinated during this third wave, we may be returning to more “normal” circumstances. Lilacs are blooming and flowers are out so Spring is here. Now we are coming out of lockdown conditions just in time for the arrival of nice sailing weather.

It is that time of year to start getting our boats out of wrap and/or storage and getting them ready for another season on the water. Check out the following site for a spring checklist for getting your boat ready: <https://www.snagaslip.com/blog/2021/03/spring-boating-checklist>



Our Squadron is recognized for its many contributions in teaching and operations. At the 2020 CPS-ECP Virtual AGM, our Squadron and Atlantic District Education Officer, Adriana McCrea, was designated one of three Officers of the Year. Read more about Adriana's contributions and our long list of distinguished volunteers in this issue.

We have a need for some volunteers. The positions are Secretary, Public Relations Officer, and Supply Officer. This might be a time to give back to the Halifax Squadron for the excellent instruction in boating and safety on the water that you have experienced. Please contact me to talk more about these positions.

As usual, this issue of the Foghorn is packed with photos, news, articles, and general interest material. If you have ideas, photos, or articles, please contact me or Howard Donohoe.

Have a happy and safe summer on the water.

**Ideas, articles, stories, comments, and suggestions? Send Howard or me a note.**  
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*Halifax from Dartmouth at dusk.*



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#### NOTICE OF ANNUAL GENERAL MEETING 2021

TAKE NOTICE that the Annual General Meeting of Halifax Power and Sail Squadron ("Squadron") will be held virtually by a Microsoft 365 Teams meeting, on **Wednesday, June 16, 2021 at 1900 hours (7:00 pm)** for the purpose of:

- receiving and approving the reports of the officers of the Squadron
- receiving and approving the Financial Statements of the Squadron for the twelve month period ending March 31, 2021
- electing the officers of the Squadron
- considering other business as may properly come before the meeting

The Report of the Halifax Power and Sail Squadron Nominating Committee is attached to and forms part of this Notice. Any further nominations must be made by either (1) 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 or (2) a nomination from the floor at the AGM. The petition must be filed with the Squadron Secretary not less than 2 days prior to the date of this meeting.

Dated this 27<sup>th</sup> day of April 2021

Catherine Lunn, Acting Secretary

**The link for the virtual Halifax Power and Sail Squadron annual general meeting will be sent to all squadron members in advance of the meeting.**

#### REPORT OF THE HALIFAX POWER AND SAIL SQAUDRON NOMINATING COMMITTEE

1. The Squadron Nominating Committee nominates the following members for election as Squadron officers for 2021--22:

Commander	Catherine Lunn
Executive Officer	Sarah-Jane Raine
Secretary (Acting)	Catherine Lunn
Financial Officer	Emanuel Laufer
Educational Officer	Adriana McCrea
PR Officer	vacant
Membership Officer	Sarah-Jane Raine
Newsletter Editors	Howard Donohoe, Catherine Lunn
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 her position as Immediate Past Commander and does not require election or appointment:  
Sarah-Jane Raine;
  - (b) Pursuant to Halifax Power and Sail Squadron Regulation 9.14.1, the following member will serve on the Squadron Nominating Committee for 2021-22 by virtue of their position and do not require election or appointment:

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

Respectfully submitted,  
Sarah-Jane Raine, Catherine Lunn  
Squadron Nominating Committee 2021-22



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### **Marblehead to Halifax Ocean Race**

*RNSYS Website*

As outlined in our March update the committee was set to meet and provide further guidance on the 2021 Marblehead to Halifax Ocean Race which is scheduled for July 11, 2021.

We have made the sad decision to cancel this year's version of the race in its traditional format.

Due to the current situation with COVID, we do not have enough clarity on whether current restrictions at the Canada/U.S. border will change to allow the race, despite regular outreach to border authorities. We are concerned that we will not have time to properly prepare for the

race or give our competitors ample time to prepare their yachts when or if the restrictions are lifted before July.

Our attention and efforts will now turn to our alternative options where both Boston Yacht Club and the Royal Nova Scotia Yacht Squadron will look to hold slightly shorter races that start around the same time. More information on these will be available in the coming weeks. Initial communication will be through our newsletter and MHOR website then will be followed up from the respective yacht clubs.

We appreciate everyone's eagerness and comments as we have gone through this process. We look forward to welcoming you all back for the start on July 9, 2023!

### **Knots-in-Use: *The Constrictor Knot***

*Mannie Laufer with contributions by Howard Donohoe*

A knot often used on our boat is the Constrictor Knot. It is a variation of the ubiquitous clove hitch. This is not a bend or a hitch, it is a binding knot, used perhaps to bind up the end of a piece of line, perhaps to prevent an end from fraying, like a whipping. Or it is used to tie shut a sack or garbage bag, or that sort of task. On our boat we use it mostly for fabricating chafe protection for mooring lines and anchor rode. A piece of old sail cloth or the like is wrapped around a mooring line or anchor rode and tied on using a slipped constrictor knot at each end. Un-slipped, the constrictor knot cannot easily be un-tied, but must be cut off. We keep a little baggie aboard the boat containing pieces of old sail cloth and bits of line, small stuff, so that chafe prevention material is always at hand to use when we tie up or anchor. A constrictor is a great knot for tying your lines to round object; avoid square shaped objects for tying.

Creating a slipped constrictor or other knots such as a slipped two half hitches or slipped clove hitch allows greater flexibility for untying. Some knots require constant tension to ensure integrity, so think carefully about a slipped knot before you leave it.

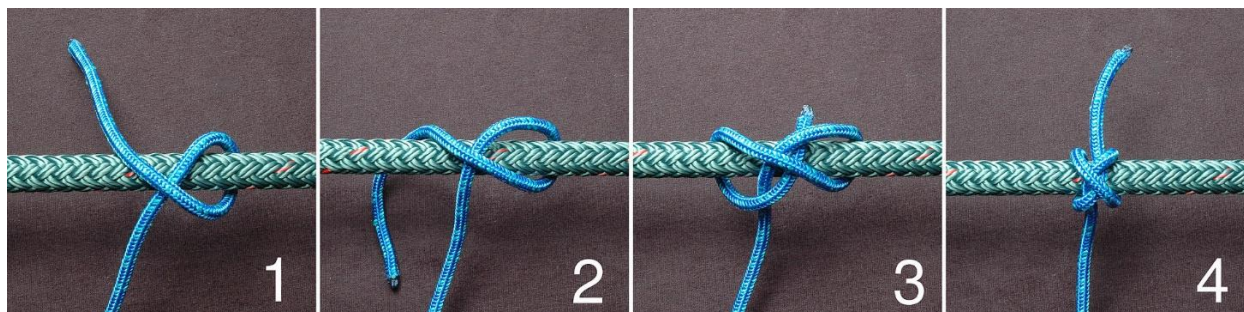
Check out constrictor knot at [https://en.wikipedia.org/wiki/Constrictor\\_knot](https://en.wikipedia.org/wiki/Constrictor_knot) . The site has pictures and tying instructions. The following photos are from this site which allows use of this information without copyright imitations.



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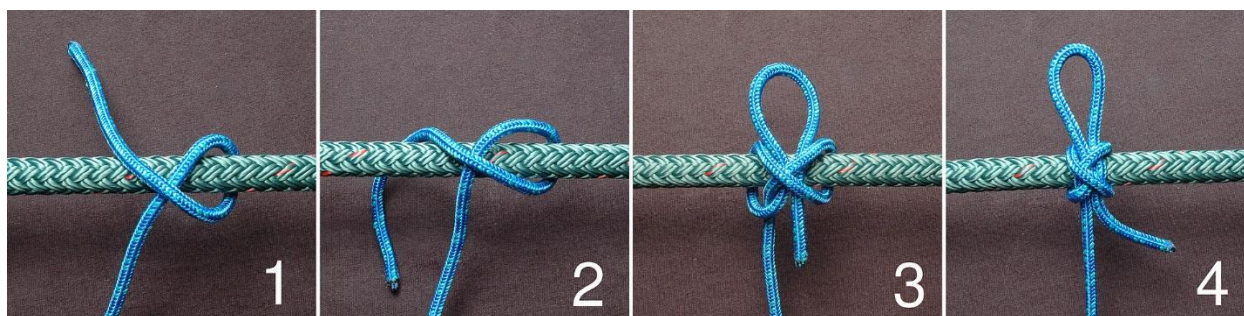
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*Tying a constrictor knot tying.*

1. Make a turn around the object and bring the working end back over the standing part.
2. Continue around behind the object.
3. Pass the working end over the standing part and then under the riding turn and standing part.
4. Be sure the ends emerge between the two turns as shown. Pull firmly on the ends to tighten.



*Tying a slipped constrictor knot.*

1. Make a turn around the object and bring the working end back over the standing part.
2. Make a second turn following the same path as the first
3. Pass the working end over the standing part, then thread it back under the standing part and both riding turns, forming an overhand knot under two riding turns.
4. Be sure the ends emerge between the turns as shown. The double constrictor may require more careful dressing to distribute the tension throughout the knot. After working up fairly tight, pull firmly on the ends to finish.

### **Special Discount Offer - Outdoor Products and Lifejackets from Coleman Canada and Stearns**

*Contributed by Sarah-Jane Raine*

**New prices, revised process effective March 10<sup>th</sup>, 2021**

All Canadian Safe Boating Council members, and members of their respective organizations or associations, are entitled to

an amazing **40% discount** off the price of many Coleman Canada outdoor products and Stearns lifejackets.

**CPS-ECP** is a member of the Canadian Safe Boating Council (CSBC), which avails us of this generous savings opportunity. The CSBC is in the business of promoting safe and responsible boating throughout Canada and works closely with leaders within the national and regional offices of boating





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safety to bring about changes that make boating on Canadian waterways both safer and more enjoyable. CSBC's motto – "helping you stay safe on the water"

#### How to access the discount

Go to the Coleman's website: [www.colemancanada.ca](http://www.colemancanada.ca) and locate outdoor recreational products that interest you. (Make sure to **click on the Stearns**



logo at the top of the page to see the

wide range of child and adult lifejackets!).

Make a note of the **product name** and the **Item#** for each item that interests you (tip: the Item# comes up after you click on the picture of the product in question).

Product prices are *not* provided on either the Coleman or Stearns sites.

For pricing and completion of the ordering process, visit: <https://csbc.ca/en/about-us-alias/627-coleman-stearns-discount-program>. CLICK THE LINK for the PRICE LIST, and then enter the password **SAFEBOAT21**

Found something you like? Record the details, and place your order by email, using the instructions on that same CSBC webpage. You will be contacted by email with an order confirmation and a request to provide your credit card details in a Secure Link to Pre-authorize to Carolyn Shepherd, the Coleman/Stearns representative.

***Editor's Note:** I have bought stoves and a pop-up shelter for my Scout Troop from Coleman. All are excellent quality.*

## Building Model Boats

*Norman Raine*

Back in the late 1970's I became interested in building model transport trucks from kits as I worked in the industry as a diesel mechanic. I also had a Class 1 license and drove transports during some vacation time. I did this for a few years building the models and still have many.

When I retired in April 1999, we moved into the family home in Halifax. While working around the workshop I came across a library of old magazines my father had kept. In this pile, I found a magazine on building 23 types of boats including the instructions on building a 15' International Snipe Class sailboat. The scale was 1" to the foot and it was a great project for a first attempt. I had owned a Snipe, which I raced for several years out of Armdale Yacht Club. Later I raced the boat in the National Snipe Championships in North Sydney, NS with 35 boats in the class. My crew and I finished in the top 10.

So, I started from scratch to build the jig for the hull and proceeded as per instructions and over the winter months it took shape. I sawed the lumber for the hull and deck, made the spar, boom,



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tiller handle and rudder. Some fittings were purchased, and I machined some as well. The sails my daughter made from scale patterns I sent to her to do.

While I was building this model, I became aware of the Maritime Ship Modelers Guild which was meeting at the Maritime Museum. I took myself down to a meeting and joined that evening and still am a member. I took an interest in this Guild and became President for several years. There is a lot of talent in this Guild, and all are willing to share with anyone who is interested in building model boats of any type.

After the Snipe I became interested in building boats that I was familiar with as I did a fair amount of marine engine installation during my working career. The Guild had plans for a 45' Cape Islander boat with the scale of 1/2" to the foot so off I started again. Over the next couple of winters, I worked away at this vessel fitting it out as a fishing vessel with a dory, which I built to scale, on the stern.

I was always interested in the Rosborough Pleasure Boats and got to know Kevin Rosborough, the son of the designer, so spoke to him regarding plans for one of their design. There were no plans available but was able to get the dimensions of the boat and was able to develop a set of plans to build the model. Once the model was finished, I motorized it so that I could have some fun running it around the water. It turned out well and looks just like a Rosborough 24'6".



During the Halifax International Boat Show I met up with Giles Theriault, grandson of A.F.



*Model of a 65-foot dragger built by A. F. Theriault and Son.*

Theriault who founded A. F. Theriault & Son, from the Digby area. I had put marine engines into several new fishing boats that Theriault built some years ago and asked about a particular one and if plans might be around. He went home, found them, and provided the plans, which I had copied to reflect the 65' dragger down to an 1/2' to the foot scale. My interest in this dragger was that I installed the 700-horsepower marine diesel engine in this dragger, did the sea trails, and went fishing one night to adjust the engine. It took me three winters to complete this dragger to the exact replica including motorized engine, radar, and all deck & navigations lights. The interior foc'sle is



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finished with crew bunks complete with pillows and bedding, table, stove, and sink. The main cabin has captain chair, radar screen, radio, and controls with steering wheel. I even have a toilet paper holder in the head. All deck gear there just like a dragger would have to fish. So, you can see I do the models with great detail. This is what I enjoy, is the detail work.

I have done a Sardine Carrier from the Bay of Fundy at 3/8" to the foot with detail that I have been told is museum quality. I have also built several other fishing boats.



*Bluenose Class Slope.*

the hardware for this one. Sails, again, were made by my daughter from plans that I provided. All sheets and halyards are exact and lead to the cockpit. This one turned out excellent and I have displayed it a couple of times with lots of good reviews and interest.

All my models are scratch built except the two Bluenose Schooners. It gives me a lot of pleasure to build the models and it a great hobby. At present I am building my first fiberglass hull sailboat which is a C&C 30 based on the original plans. I have owned and sailed a C&C 30 for 30 years. The anniversary is this summer.

A friend had started a model of the Bluenose Schooner from a kit but was not able to complete it so asked if I would. I had never done schooner rigging before but took on the challenge and completed the boat. It turned very good. At our yacht club someone left a kit of the Bluenose Schooner, so I brought it home and completed another one. I donated this model to the Armdale Yacht Club where it is on display. Both schooners are in full sail.

I owned and raced a Bluenose Class Sloop back in the 60's. I found the plans for this sloop, which was designed by Bill Roue, in the Maritime Ship Modelers Guild Library. I started with sawing the lumber for this boat and built the jig to build the hull. Following the plans, which were 1" to the foot, I continued for 3 winters to build this one. I finished it as the actual sailboat is with the seats and combing, deck winches and rigging. I machined and made



*Sardine carrier, once common in the seining of weirs in NB and NS.*





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A good way to start model boat building, if interested, may be to start with a boat kit, which has all the parts and pieces with full instructions. After one or two of these you may want to go to a scratch-built boat following a set of plans. Either way it is a great hobby, teaches patience and your reward is a model boat for display.

**Editor's Note:** Norm Raine has won recognition for his models at three annual general meetings of CPS-ECP.

- Halifax AGM: Displayed the Rosborough Model and placed first.
- Quebec City AGM: Displayed the 65' Dragger and placed first.
- Charlottetown AGM: Displayed the Sardine Carrier and placed first.

### Education Department Highlights

*Adriana McCrea, Education Officer for Halifax Power and Sail Squadron and the Atlantic District*

During the COVID-19 pandemic, many changes have affected our society. CPS-ECP has also been dramatically affected by many changes brought on by the pandemic. Historically, instruction for various CPS-ECP courses has been held at church halls, yacht clubs, schools, and recreation centres. Beginning in March 2021, the Halifax Power and Sail Squadron realized with the closure of church, yacht club, and Halifax Recreation locations, we would have to develop a new model for instruction. We have been encouraging our Squadron and Atlantic District Squadrons to take a more active role in remote teaching. Now we must. Our Squadron and the Atlantic District have done a commendable job in making CPS-ECP courses available by remote means. Look at the list below with the variety of locations.

#### Halifax Squadron Remote courses

- **Boating 6.** Jan-Apr 2021: 10 students (from NS, NB, PQ, AB, ON and BC).
- **Sail:** Feb-May 2021: 9 students (from NS, NB and BC).

- **Electronic Marine Navigation:** Mar-May 2021: 9 students (from NS, NB and BC).
- **Boating 5:** May 2021: 4 students – all over southern Nova Scotia. 'Refresher instruction' with full course to begin again in Fall 2021.

#### Atlantic District Online courses

- **Fall B2/3 Combined hosted by Alderney and Shediac** ended January 2021. 11 students – 2 Ontario, 3 Quebec, 1 Avalon, 1 Alderney, 1 Bluenose, 2 Fredericton, 1 Shediac
- **Feb B2/3 Combined hosted by Fredericton:** ended May 2021. 8 students – 4 Fredericton, 2 Halifax, 1 Shediac, 1 Bluenose
- **Boating 4 hosted by Alderney and Bluenose:** ended May 2021. 8 students – 5 Fredericton, 1 Halifax, 2 Bluenose.

#### Maritime Radio Course (MRC-VHF-ROC-M) self-study:

- Old Moodle course via [boatingcoursesonline.ca](http://boatingcoursesonline.ca): 18 enrolled.





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- New Moodle platform on cps-ecp.ca: 59 enrolled.

#### Planned Instructors meeting:

- In June, the Halifax Squadron will be organizing a virtual meeting of the

instructors to review how courses have coped and how course instruction will look in the Fall.

- Eight Squadron Education Officers (including Halifax) from the Atlantic District will be invited.

## Buoys and Lights of Halifax Harbour and Approaches

*Howard Donohoe*

**Chebucto Head Lighthouse.** A light was first lit at Chebucto Head on 21 Aug 1872. It was a revolving light showing a white flash every minute. Now, its light is out. It is positioned 0.5 NM WSW of Maugher Beach lighthouse characteristic is Fl W 20s. In the 2 June 2021 issue of the *Halifax Herald*, former Director of Operations Maritimes CCG, Rod Stright, argues that this light has a great importance to mariners. Not only is the light important, but the fog horn is essential for safety. Once you are abeam of Duncans Cove, the shore is steep-to with deep water almost to the rocky shoreline (granite) all the way to



*Chebucto Head Light at dusk.* Tribune Head at Herring Cove.

**Buoy HK 4, Fl R.** I would guess that not many people know where this buoy is. The name may give it away: West Outer Middle Ground light buoy. It was laid 0.5 NM WSW of Maugher Beach lighthouse and 0.1 NM W of the GRG bifurcation buoy HAC. It marks the eastern edge of the channel into Northwest Arm. This buoy is not mentioned in Rear Admiral (Retired) Hugh Pullen's book *The Sea Road to Halifax*. Pullen's book is now out of print, but is an amazing source of information for almost all of the buoys and lights found in Halifax Harbour and approaches.



*West Outer Middle Ground light buoy.*

## Recognition for Instructors and Officers of Halifax Power and Sail Squadron CPS-ECP

*Howard Donohoe*

Each year prior to the annual general meeting of CPS-ECP, squadrons and districts are encouraged to nominate

instructors and officers for special recognition. The list below shows the instructors and officers nominated by our



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Squadron or the Atlantic District and recognized by the Board of Directors of CPS-ECP. For the relatively small size of our Squadron (about 235 members) we have many instructors and officers who have been recognized for their teaching excellence and commitment to the principles of safe boating. The Squadron takes pride in the quality of our members as recognized by the National Office of CPS-ECP.

At the 2020 AGM hosted by the Windsor Power and Sail Squadron, Adriana McCrea was accorded the honour of being named “Officer of the Year.” In the citation, Adriana was described as an excellent Squadron and District Education Officer who has worked hard to recruit instructors, help her instructors become better teachers, and encouraged instructors to offer courses remotely. She has coped with the problem of the COVID-19 pandemic that has pushed us into virtual courses. Adriana has helped the national office in the installation of the new IT project. Quoting from the citation, District Commander Gary Steeves commented that Adriana has been a “super-tester of the new IT system.” Congratulations Adriana for the fourth recognition (see the list) by the Board of Directors.

#### **G. William Bowman Instructor of the Year Award**

2019 Howard Donohoe, AP, National, Atlantic and Quebec  
2018 Angus MacPherson, AP, Atlantic and Quebec  
2016 Luke Porter, AP, Atlantic and Quebec

2015 Norman Raine, AP, Atlantic and Quebec  
2014 Terry Carter, AP, Atlantic and Quebec  
2012 Mannie Laufer, SN, Atlantic and Quebec

#### **Electronic Course Instructor Award**

2018 Paul Light, AP  
2017 Harry Henteleff, S  
2016 Dan White, AP  
2013 Alan Uren, SN  
**2011** Dave Hackett, P

#### **Ref Reid Award Boat and Engine Maintenance Instructor of the Year**

2011 Norman Raine, AP  
2008 Norman Raine, AP

#### **Officer of the Year**

2020 Adriana McCrea, AP  
2017 Janice Cook, AP  
2016 Adriana McCrea, AP  
2013 Sarah-Jane Raine, AP  
2014 Ron Hoffman SN  
2012 Kellie Skelhorn, S  
2011 Rozanne Raine, S  
2009 Kellie Skelhorn, S

#### **Chief Commander’s Award**

2019 Adriana McCrea, AP

#### **Chief Commander’s Citation**

2018 Adriana McCrea AP  
2016 Sarah-Jane Raine, S  
2013 Sarah-Jane Raine, S

*Reprinted and updated from the Winter 2020 Foghorn.*



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*“Any bit of information most needed will be least available.”* Saunders Law of Navigation #8.



*Classic summer fog in Halifax Harbour, late afternoon. Mariners should always know where they are and where dangers are located relative to their location.*



*Rough seas remain after the passage of the cold front, St. Margarets Bay at Peggys Cove. Note the movement of the waves and the direction of the wind.*