



# The Foghorn

## Halifax Squadron, CPS/ECP



Winter 2019 – Edited by Howard Donohoe, Catherine Lunn and Daryl Skeard

### Squadron Commander's Signal

Catherine Lunn

Happy New Years, one and all.

As we move into a new year there is still plenty of work to do behind the scenes by our executive committee to plan the year ahead and continue to bring a safe boating education to you, our members, and members of the boating community at large. A full listing of the courses and the timetable can be found on our website, [www.cps Halifax.com](http://www.cps Halifax.com) or at [www.boatingcourses.ca](http://www.boatingcourses.ca); don't forget to register!

The International Boat Show will be at the Halifax Exhibition Centre on February 7 -10, displaying the latest technology in boats, boating equipment, and accessories. Please drop by our booth (#710) to try out the simulator – can you safely dock the boat? What are the rules of traffic on the water? ...test your skills.

Come out and join us at our next Social at Armdale Yacht Club, at 7:30 pm, on Wednesday, January 30<sup>th</sup>. Our feature speaker is Geoff D'Eon to speak on The Bounty.



### Thank You to Janice Cook, Our Retired Newsletter Editor

Janice Cook has been editing *The Foghorn* for a long time! Three to four times a year, she wrote, collected, prepared and sought material. It is quite a task. I met Janice when she took the Boating 5 course, Advanced Piloting, in the Fall and Winter of 2007. She and her good friend, Susan Blagdon, co-edited the Foghorn for many years. When Susan became sick, she retired leaving Janice to take on the editorship of the *Foghorn*.



As Editor of the newsletter, Janice was also a member of the Squadron Bridge, now called Executive Committee. She helped a great deal with her thoughtful considerations and down-to-earth comments. We will miss her input in so many ways. Thank you, Janice, for so much help over the years.

*Catherine Lunn and  
Howard Donohoe*

### Nautical Terms

**Fall** – The loose end of the tackle, to which power is applied in hoisting.

**Fake** – One of the circles or windings of a hawser as it lies disposed in a coil.

**Fall Astern** – to lessen a vessel's way so as to allow another vessel to get ahead of her.



*The Students in a former Boating 5 class (Advanced Piloting) enjoying themselves.*



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### New Editors for the *Foghorn*

After a couple of months without an editor, three people have come forward to work as an editorial team. Our Squadron Commander, Catherine Lunn, is working with Daryl Skeard, Assistant Education Officer, and Howard Donohoe, course instructor and Social Officer to produce this issue and perhaps others.

### Award Winners—Angus MacPherson and Paul Light

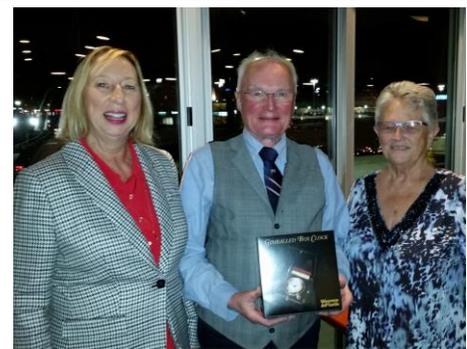
Our Squadron is pleased to announce that National has awarded two of our Halifax Instructors this year! Please join the Executive in congratulating Angus MacPherson for Instructor of the Year and Paul Light for Electronic Instructor of the Year, for the Atlantic and Quebec regions. Commander, Catherine Lunn, presented the awards at a local dinner on the evening of December 12, 2018.



Paul Light is congratulated by Squadron Commander Catherine Lunn (L) and Past-Commander Sarah Jane Raine (R).

Angus and Paul are two of are many excellent instructors.

Our Squadron has six instructors recognized for their excellence in teaching. Talk to your friends and fellow boaters. We offer many courses from basic boating including the PCOC course to advanced



Angus MacPherson receives congratulations from Catherine (L) and Sarah-Jane (R).

navigation. And don't forget courses in RADAR, engine care and maintenance, and VHF radio.

*Catherine Lunn and Howard Donohoe*

### Changes in the Earth's North Magnetic Pole

Being a geologist, I know that our magnetic field involves the interaction of the 'solid' Fe-Ni inner core and 'liquid' Fe-Ni outer core. For the past 225 million years we geologists see reversals of the north and south magnetic poles. What is being reported in this article is an accelerated movement of the North Magnetic Pole.

Breaking News! The earth's magnetic pole is moving at an accelerating pace. Check out <https://spaceweatherarchive.com/2019/01/16>

*Mannie Laufer and Howard Donohoe*

[/earths-shifting-magnetic-pole-affects-your-cell-phone/](#)

Note that the land people use "declination" where we mariners use "variation". "Declination" for us is something quite different, just ask any of the celestial navigation people. For up-to-date variation data in case the compass rose on your chart is older than a year or so, go to <http://geomag.nrcan.gc.ca/calc/mdcal-en.php>. And for the magnetic geeks out there, Google "world magnetic model" for lots of fun.



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### Coming Very Soon – The Boat Show

From Thursday, 7 Feb to Sunday, 10 Feb 2019 we all get to dream, consider and maybe buy! It's time for the annual boat show being held at the exhibition grounds on Prospect road. The Alderney and Halifax Squadrons will have a joint booth



*Digital training system. A visitor challenges herself to steer and follow the rules of the road in the training.*

with many volunteers able to speak to the public about what we do and the courses we teach.

And this year will we have the digital training system for 'driving a boat' from the docks out into the lake. This game is lots of fun and has some quirky challenges. Not only are all the chandleries represented but you will find many marinas, yacht clubs and vessel repair services. Of course, the large display areas for power and sail boats are fascinating. The RCMP and the Canadian Hydrographic Service are represented.

I had a lengthy discussion with a representative of the CHS about charts. He finally asked me to take part in a survey of paper quality for print-on-demand charts. You never know what you may see or do at the boat show. It is worth attending!

*Catherine Lunn and Howard Donohoe*

### Bounty – The Greatest Sea Story of them All

On Wednesday, 30 January 2019, you will have a chance to learn more about the two vessels named "Bounty." Geoff D'Eon, a noted CBC producer, has written a fascinating book about the original Bounty and the 1962 MGM Bounty built for the movie. Although Bounty one was commissioned in 1787 as a vessel in the Royal Navy, she did not carry the title of His Majesty's Ship (HMS) Bounty; instead it was His Majesty's Armed Vessel (HMAV) Bounty. These are just some of the many interesting parts of the story. Geoff will have so much more to say about the personalities on board.

Most of us attending the many Tallship events in Halifax have seen the S/V Bounty, built in Lunenburg in 1962 at the Smith and Rhuland yard. She has been significant crowd pleaser over the years. She was here in 2012. When she left Halifax, it was to return to Connecticut and then onward to Florida. She crossed paths with Hurricane Sandy and succumbed to the sea on 29 Oct 2012 east of Cape Hatteras.

Geoff will illustrate his talk with video clips and slides. You will hear a mostly untold story about HMAV Bounty and its officers. Interestingly there is a Nova Scotia connection with the crew. The S/V



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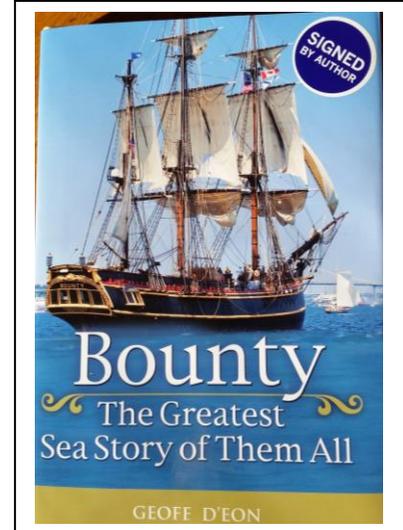
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Bounty has an equally interesting story, although tragic. Geoff is a great story teller and his research has uncovered many facts, events and details that may not have been appreciated before this time.

Geoff is an avid sailor and owns a CC27. His experience as a producer, journalist, writer and executive producer allowed him to bring his interest in sailing together to chronicle the tragic end to a vessel often seen on Halifax's waterfront.

Join us at Armdale Yacht Club for an evening to remember on Wednesday 30 January 2019. The bar in the Upper Wardroom is available and the talk begins at 1930. Conversation, munchies and drinks are the order of the day before and after Geoff.

Geoff's talk about the two vessels named Bounty is part of a social and educational program brought together by AYC and the Halifax Squadron of CPS/ECP. This is the fifth year of cooperative seminars and talks. The next talk is on Wednesday 27 February. Peter Theroux will describe his adventures in the Southern Ocean as he transited from New Zealand to the Falkland Islands and Cape Horn.



*Howard Donohoe*

### Fall and Winter Talks Presented by AYC and CPS-ECP

For the past several years AYC and the Halifax Squadron of the Canadian Power and Sail Squadrons (CPS-ECP) have been collaborating on presenting talks and seminars of interest to mariners. This year we have some great talks that will entertain, instruct and challenge you. All talks are on a Wednesday evening starting at 1930 and ending about 2100. The bar will be open at 1900 for gathering and chatting. Munchies will be available and of course the bar is ready to serve.

1. **Wednesday, 28 November 2018**, Safety at Sea: *Preparing for a Winter in the Caribbean* with Dan Cloutier and Judy Thomson

Dan and Judy have decades of sailing experiences in many parts of the world and usually spend five months as live-a-boards in the Caribbean. Their seminar highlighted many important and interesting topics. They talked about type of vessel, navigation in the Caribbean, preparation, laws, and day-to-day living a-board. This talk was the first in a series of talks over this year and next that will focus on various aspects of safety at sea.



*Dan and Judy.*



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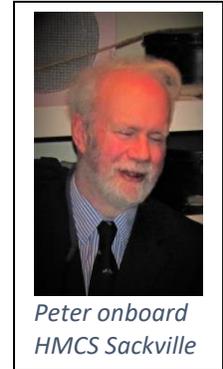
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2. **Wednesday, 30 January 2019**, *All You Have Wanted to Know about [HMAV] Bounty*, with Geoff D'Eon.  
The replica of HMAV Bounty was built in the Smith and Rhuland yard in Lunenburg for the movie. The vessel was saved from a fiery end only to be overpowered and sunk by Hurricane Sandy. This talk gives you the whole history of the original *Bounty* and the 'new' *Bounty*. See the detailed description.

3. **Wednesday, 27 February 2019**, *The Southern Ocean Transit* with Peter Theroux.  
What could be better in the 'bottom' of winter than a story about cruising. Peter will recount his adventures in the Southern Ocean cruise from New Zealand to the Falkland Islands and Cape Horn. Come hear about his adventures and consider his courage, just like Judy Robertson last winter!



*Peter onboard  
HMCS Sackville*

4. **Wednesday, 27 March 2019**, *Safety at Sea: RADAR Reflectors*, with Manni Laufer.



*Mannie will shed  
his tie and show  
RADAR reflectors.*

A simple device, full of angles, may save your life. This seminar explores a whole range of interesting and useful bits of information on why and how RADAR reflectors work. Not all reflectors work well. Find out more during this seminar. This is clearly one of those seminars that has "Safety at Sea" written all over. Next year AYC and CPS/ECP will present more talks and seminars that guide and assist mariners to make safe decisions at sea.

*Howard Donohoe*

"A skipper should not emulate Captains Bligh or Queeg. But he or she should be decisive and also aware of the limitations of the crew, the boat, and him- or herself." John Rousmaniere, author of *The Annapolis Book of Seamanship* and *Fastnet Force Ten*.

### Learning the Importance of Anchoring Well!

Peter and Fran Burchell and Josee and I sailed over to Rogue's Roost on 28 July 1984. We were all looking forward to some fun times sailing to the Roost and the food and drink that we were going to consume. The weather was nearly calm with very little wind and almost no sea running.

Rogue's Roost is divided into a large, broad northern section from the entrance northward and a smaller southern section. Snow's Cove is at the south end of a narrow deep channel. The north end of the Roost has an island on the eastern side and a large open space for anchoring.

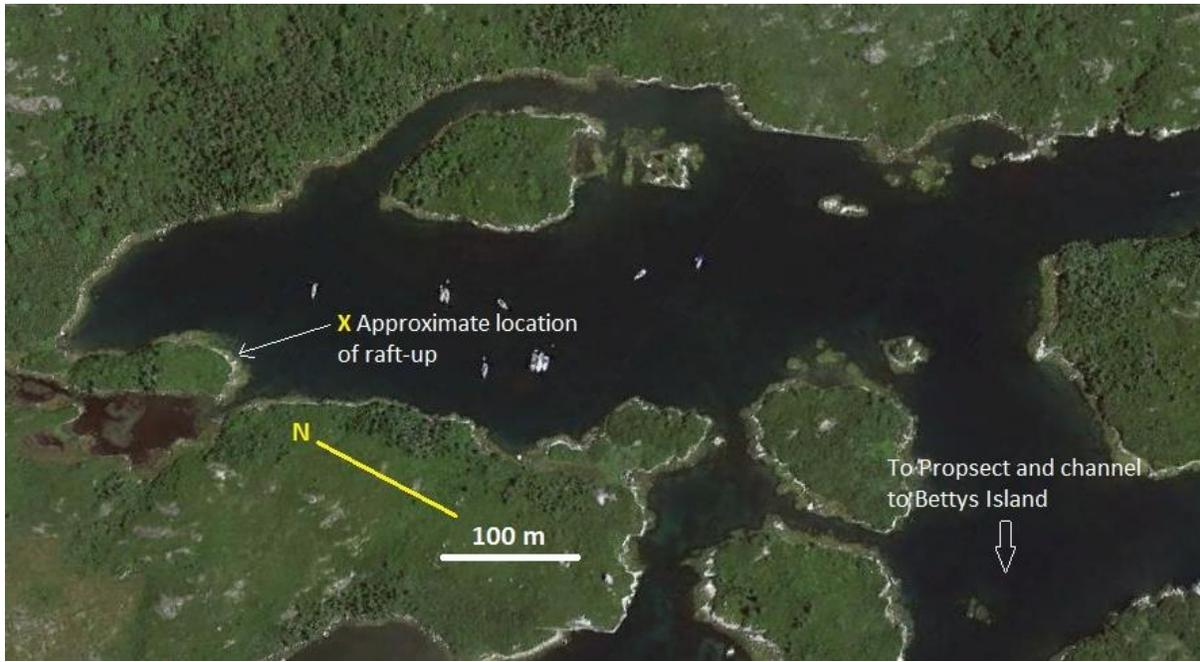


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North end of Rogues Roost. Image from Google Earth. The yellow "X" marks the location of the raft of two vessel. Through the night and by the early morning, the raft had drifted with gentle SE winds onto the point at the end of the arrow. "N" marks true north direction.

That night, after a delicious meal of steak, salad, bread and wine, numerous toasts to sailors present, past and possibly future, we turned in. Fran and Peter were on board their 22-foot sloop named *Whalesong*. Josee and I were sailing in a Mirage 27 named *Snapdragon*. We were on vacation and on a vacation cruise (before children) with the itinerary of Halifax-Herring Cove-Rogues Roost-Rafuse Island-Chester and return. Everything seemed just right. The stars were out, and the wind gently came from the ocean (sea breeze).

I remember that we were not sure where to go, because so many boats were anchored in the northern part of the roost. We decided to go to the north end, 100 m south of a small point. I told Peter we could hang together on my anchor. He agreed and we made drinks, had supper, and went to bed.

Everyone who has slept in a V-berth knows that you can feel the rocking of the boat and hear the waves striking the bow and the hull. I went to sleep with the lovely sound and slept soundly until sometime around first light at 0530. I woke with a start, because I did not hear any sounds! What was wrong? In a flash, I knew. The sound of waves on the hull no longer there because the boat was moving with the waves—we were dragging anchor.

I jumped out of bed in my nightshirt and ran toward the companion way. Then I heard that awful noise: crunch! The anchor for the two boats had dragged and *Snapdragon* had hit the rocky ledge with her spade rudder. As I started the engine and engaged the forward gear, I woke up Peter and Fran and asked



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Josee to pull in the anchor rode. We motored south, away from the ledge and into deeper water. We decided to set anchors for each vessel and did so with plenty of rode.

Over coffee a short time later we four understood what had happened. I had not used enough rode, had not set the anchor and tested it, and had not checked the bearings of two landmarks for dragging. It was clear that more scope and a definite anchor setting test were needed.

What did I do? The first problem was simple—I had no idea how much rode was out. While reading West Marine catalogue, I came across markers to place in the anchor rode. So, I bought a set from 10 feet to 300 hundred. Next, I decided to add more chain to the rode. Instead of 1 fathom, I used 6 fathoms of chain. That solved the problem of holding the anchor on the bottom. I promised myself I would calculate the CPS standard length of anchor line needed for a given depth. For most conditions, it is freeboard at the bow plus seven times the water depth.

After the change in marking and equipment, I never dragged an anchor again. I am forever grateful on that misty morning with a gentle F1 SE breeze, nothing serious happed to *Snapdragon*. I had learned the lesson on how to anchor!

*Howard Donohoe*

**Mark Twain:** “Twenty years from now you will be more disappointed by the things you didn’t do than by the ones you did. So, throw off the bow lines. Sail away from the safe harbour. Catch the trade winds in your sails. Explore! Dream! Discover!”

## Why enroll in Advanced Piloting?

*Reprinted and modified from the May 2015 Foghorn Newsletter*

The CPS courses of *Boating 1, 2, and 3, Seamanship (Boating 4)* and *Advanced Piloting (Boating 5)* teach us how to know where we are, understand the rules of the road, identify buoys, navigate safely, understand the responsibilities of the skipper and appreciate the ‘etiquette’ of boating. So why do we need this advanced 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 courses.

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. About a third of the course graduates are women. Why not take it? See our website to register.

*Howard Donohoe*



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### Annual General Meeting of Halifax Squadron, CPS/ECP

On Saturday, 2 June 2018, the Halifax Squadron of CPS/ECP held their AGM. The usual activities were seen and heard: department reports, financial report, news from national, and the Commander's report. After the new Executive Committee is sworn in, the graduation celebrations begin. Here are some of the images.



*Merit marks are accumulated at one per year for service on the Squadron executive or teaching. 20 merit marks means life-time membership.*



*Swearing-in of the Executive Committee.*



*Part of the audience.*



*Taking the safe boater oath—boating course students.*



*Two of four class members from Boating 5 (Advanced Piloting) receive their certificates. L to R: Howard Donohoe, Instructor, Susan Russel and Glen Doucette, students, Squadron Commander Catherine Lunn, and Education Department head Adriana McCrae.*



*Happy Graduates!*



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### Halifax Squadron Winter Course Selection

### Safe Boating Is Everyone's Concern

Learn confident, enjoyable boating through education. Enroll in a CPS-ECP Boating Course.



### Halifax Power and Sail Squadron

For further information, see [www.cps Halifax.ca](http://www.cps Halifax.ca)

To register for any course, click on the course title below or go to our [Squadron's 2018-19 Calendar](#)

On-Line course with weekly GoToMeeting meetings with instructors and local tutor assistance:

Take Boating 2 – Beyond Boating Basics from your home, Jan. 23-March 6, 7-8 PM AST

For details and to register, click here: [Beyond Boating Basics OnLine](#)

### Classroom courses

Course	Start Date	Duration	Instructor	Fee
<a href="#">Boating 1: Boating Basics (PCOC Seminar)</a> *	Fri, Feb 08 <sup>th</sup> , 2019 And Sun, Feb 10 <sup>th</sup> , 2019	8 hours total	TBA	\$100* 2 <sup>nd</sup> family member & Refresher rate available <a href="#">Option of complete Intro Boating package</a> (Boating 1, 2 and 3)
<a href="#">Boating 2: Beyond Boating Basics</a> **	Thurs, Feb 14 <sup>th</sup> 2019	6 weeks	Dennis Mansour	\$165** 2 <sup>nd</sup> family member rate available
<a href="#">Boating 3: Intro to Marine Navigation</a> **	Thurs, Mar 28 <sup>th</sup> 2019	6 weeks	Dennis Mansour	\$190** 2 <sup>nd</sup> family member rate available
<a href="#">Boating 7 - Off-Shore Marine Navigation II</a>	Sat, Mar 2 <sup>nd</sup> , 2019	9 weeks	Mannie Laufer	\$235 member/\$260 non-member
<a href="#">Electronic Marine Navigation</a> ***	Thurs, Feb 21 <sup>st</sup> , 2019	8 weeks	Paul Light	\$145 member/ \$165 non-member <a href="#">Option of complete package of EN and Radar</a> Refresher rate available
<a href="#">RADAR</a> ***	Wed, Apr 24 <sup>th</sup> 2019	5 weeks	Dave Hackett	\$135 member/ \$145 non-member Refresher rate available

\* Discounted price when registering for [Boating 1, 2 and 3 package](#)

\*\* Discounted price when registering for [Boating 2 and 3 combo](#) (you have the PCOC already)

\*\*\* Discounted price when registering for the [Electronic Navigation Package](#)



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### Course Locations

A ROC(M) course is scheduled for January 18<sup>th</sup> and 20<sup>th</sup>; details on our website

The next Maritime Radio course will be forthcoming February 22 and 24, 2019

Class venues: [Cpt. Wm. Spry Centre](#) or [St James Anglican Church at the Armdale Roundabout](#)

The Electronics courses will be held at the [Canada Games Centre](#)

### Final Word

Putting together a newsletter such as the *Foghorn* is an arduous task. It takes a lot of assistance in getting ideas for content, writing, finding photos and illustrations, proofreading, and then publishing.

Let us know what you think about this issue. Any ideas for articles are always appreciated. Send us photos and articles.

Catherine, Daryl and I thank you for being members of the Halifax Squadron. Please promote our goal of safe boating through education to your friends and neighbours.

You can send your ideas and comments about this issue or future issues to me at [hvdonohoe@bellaliant.net](mailto:hvdonohoe@bellaliant.net).