



Fog Horn

www.cps Halifax.com



December
2004

Halifax Squadron (www.cps Halifax.com)

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 the Canadian Power and Sail Squadrons. Halifax Squadron serves Halifax, Bedford and the South Shore.

Upcoming Events

Registration for CPS Classes

Halifax Grammar School, 945 Tower Rd.
January 4 - 5 1900-2100h
St. Margaret's Sailing Club
January 8 1300-1500

January 14
CPS Social
Check web site for details

February 17-20
Halifax International Boat Show
Exhibition Park

May 4 (rain date May 6)
Flare demonstration
Contact Mannie Laufer 477-8770
training@cps Halifax.com

The Foghorn Navigation Challenge

You are approaching St. Margaret's Bay from the south (chart 4386). A notice to mariners just now on Channel 21B informs you that buoy DA53, guarding Horseshoe Ledge, is out of position. It is near high tide and calm, so the ledges are not visible from the water. You wish to avoid going aground on the ledges on your approach, and you don't want to depend on any electronic aids, i.e., you want a backup. How will you avoid the ledge? Visibility is good, and, among other things, you can see the Peggy's Cove lighthouse and also Southwest Island. (look inside for the Answer)

Flare Demo

The annual demonstration will be held Wednesday evening, May 4, (rain date: Friday, May 6. The fee (members: \$15 non members: \$20) goes to the purchase of flares for demonstration. Please DO NOT bring expired flares, as Coast Guard can no longer accept these for disposal. (RCMP will accept expired flares for disposal).

CPS Social

Mark your calendar and keep your eye on our website for more information the next CPS Social, Friday, January 14. A representative from the Nova Scotia Department of Fisheries and Aquaculture will give a presentation on the types of fishing gear (such as surface nets, deep nets, lobster traps, etc.), encountered along our coast. Learn about the markings, how they are deployed, how to identify them and, most importantly, how to avoid them to prevent damage either to the gear or to our boats. Look for the details of time and place on the squadron website.



Wild Horses at fresh water pond on Sable Island, the weather station is in the back ground.

Sable Island is about 200 nautical miles from Halifax. You need permission from the Canadian Coast Guard to land, there are no facilities, and foul weather can make landings impossible. It's a great adventure for the intrepid sailor. See inside for one Skipper's adventure this summer.

For latest news on upcoming events, up-dates and dates of courses being offered contact us at any time, check www.cps Halifax.com frequently.

Sable Island Flare-Up

We were Bob, Ken, Mannie, Susan and Jesse, my 11-year-old grandson and we set off for Sable Island near the end of July. We phoned Gerry Forbes, the officer in charge of the Island, to tell him we were about to set off, and should arrive in about 36 hours. Gerry told us that the weather research station on the Island was running an international study of the ozone layer, but had run out of ozone sondes and if a supply were not received within a couple of days, the project might have to be cancelled. New sondes were at the airport, but due to the fog, it had been and continued to be impossible for a plane to land to deliver them. Could we bring about 20 kg of cargo, the sondes? Sure, no problem! We waited a couple of hours while Gerry had someone go to the airport, collect the sondes, and deliver them to *CEOL MOR*. A bit of re-packing, and we were off. Due to excellent winds, we arrived the following day a couple of hours earlier than we had originally expected. We delivered the sondes the next morning on landing the dinghy on the beach at Sable and an Gerry took us around the Island to see the weather station, research facilities and the famous Sable Island horses. The next four days were spent exploring the island. Our first stop, the west end, where the weather station is located, and the West Light. Gerry told us that some weeks ago, the light had been extinguished, and now only the East Light is operational. We corrected our charts, sorry to see yet another useful navigation and safety aid lost to cost-cutting. Let's hope the human presence on the Island can be maintained! (Write your MP) Then, the central region, and finally, the eastern end of the island. Then, time to return home. We were about to hoist anchor, when a fishing boat showed up. We hailed him, and asked about fishing. "Good", was the reply? "What have you got?" "Crabs". "Could we buy some from you?" "No problem!" And with that, they gave us a 10-gallon pail, full of crabs, still alive, no charge. Susan knew how to kill and clean the beasts, and you may be sure a fine supper followed! Again, our start was later than planned, but, with a supper like that, who cares!

At about 0200 next morning, the weather foggy, as usual, I came off watch. The new watch was concerned about a target on the radar, which seemed to be getting closer, and keeping pretty much the same bearing. I called on the VHF, and made contact with a voice with a strong accent, which said they saw us, and what were our intentions? We're a sailing yacht, and intend to keep our course and speed. (It was a small target which should have given way to sail, and should have expected to do so, obviously from the radar signal not one of the great behemoths which carry containers, or the like.) About 0300, now, getting sleepy. The target is getting closer. It's not at

all clear what he's doing. Time for plan "B". The white, collision avoidance flares are in a separate box from the distress flares, and, like the distress flares, the type "A" rockets are on top, since these are likely to be wanted first. Take a flare out of the box. Go into the cockpit. Tear down the plastic strip. Aim the flare at an angle, into the wind. So the flare will be blown over us to locate us, said the instructor at the flare demo. Also, because that's the side where the sail is not. Push the lever, whoosh! A half second later, the flare bursts, 300 metres overhead, and for nearly a minute it's as bright as day for a half mile around. The target is a fishing boat, off our port bow. He sees us by eye, and veers off. No problem. Later that day, we're home.

I'm glad we go to sea with a supply of white flares, not only the red, distress flares. And, glad to have participated in the CPS Halifax Flare Demo last spring, to know what to do and expect. I'll be at the next one, too, to be held May 4th. Check www.cps Halifax.com

Mannie Laufer STO

Answer to Navigation Challenge:

On your chart, draw a line from a suitable point on the Horseshoe Ledge to Peggy's light, and another to the high point on Southwest Island. (For the point on the ledge, I used the rock awash at low tide.) Measure the angle between these lines (86°). As you approach, now, it's easy with your sextant (or hand bearing compass) to measure the angle between Peggy's light and the high point on Southwest Island. As long as this angle is **less than** 86° (don't cut it too fine!) you're safely away from the ledge. As the angle approaches 86° , say 80° or a bit more, bear port or starboard, whichever is most convenient, and continue your voyage, keeping the angle less than 86° . You'll follow a circular track to approach the shore, i.e., Southwest Island or Peggy's, to port or starboard, according to your chosen course, but will be always clear of the ledge. As you approach Peggy's (starboard) or, perhaps buoy DF (port) it will soon be clear that you've passed the ledge, and you can continue into the bay. For more details on this and on other traditional piloting techniques which are still applicable today, check out the AP course, being offered again this winter, in both Halifax and Saint Margaret's Bay regions.

This is the second challenge problem I've offered. Please let me know if these are of interest, and, if so, perhaps you could participate by offering an idea for a challenge problem!

Mannie Laufer STO

Is My VHF Radio Still Adequate Today?

Effective February 1, 2005 large cargo and passenger ships on international voyages or in the open sea will no longer be obligated to monitor VHF channel 16. This means, of course, that however much you try to communicate with them on that channel, you could be unsuccessful. The reason for this is the recent introduction of The Global Maritime Distress and Safety System, or GMDSS, an international system using advanced communications technology. GMDSS is designed to enhance ship-to-shore communications and provide rapid, automated distress alerting, with positional information if available. While compliance is already mandatory for those commercial vessels mentioned above, it is currently voluntary for recreational vessels. However, because GMDSS will have an impact on recreational boaters, it is recommended that they become familiar with its features. To help with the transition to GMDSS, Coast Guard stations will continue to monitor VHF channel 16 for the foreseeable future. GMDSS equipped vessels will be monitoring for digital data on VHF channel 70.

Recreational vessels wishing to participate on a voluntary basis will equip with a Digital Selective Calling (DSC) capable radio and/or a 406 MHz Emergency Position Indicating Radio Beacon (EPIRB). Ideally, navigational positioning equipment such as GPS or Loran is also highly desirable. When interfaced with the DSC radio, GPS or Loran provides vessel position information automatically -- an obvious safety feature. Much of Canada is already GMDSS operational, and the CCG expects DSC to be in the Great lakes by 2005, while the USCG expects it to be in the Great Lakes by 2007.

As of June 17, 1999, all new models of marine radios (other than hand-held) produced in the U.S. were required to have a DSC capability. Radio manufacturers may, however, continue to produce non-DSC capable radios approved prior to this date. While voice communications on the traditional channels/frequencies will continue, DSC radios provide a number of very important and desirable additional features. At the press of a button All DSC radios can automatically send a DISTRESS alert to coast stations and other DSC-equipped vessels in the immediate area.

To meet the demands of this new system, CPS will be introducing in January 2005 a revised version of its former VHF seminar, to be called the Maritime Radio Course. It will consist of two modules -- Radio Talk and GMDSS -- and successful completion of the exam will lead to a Restricted Operator's certificate with DSC endorsement. Those who already hold a ROC (M) may obtain the DSC endorsement by successfully completing the exam for Module 2. For information on the new courses soon to be offered in Halifax, go to <http://www.cps Halifax.com>.



Eileen Hampshire, John Hampshire and Louise White (l-r)

P/Cdr Peter Allan

STO Report

I attended the Atlantic District meeting in Moncton on November 6th, and picked up some news from the recent AGM in Toronto. The Boating course has been re-organized, and some errors corrected. Piloting and AP are being revised. We were shown a preview of a proper full colour chartlet, of CHS quality, for the "Cruise of the Swag" on the Bay of Fundy in the Piloting course. VHF will now include DSC material, and all who have not yet done so, should up-grade their certificates with the DSC material. Preliminary copies of this material should be with RE's by mid November, and the complete course is expected to be ready by January. Watch www.cps Halifax.com for details as these become available! For instructors, there is a lot of new instructional material just around the corner, especially Power Point presentations. Prices for course materials have gone up, but we ordered extra material last fall at the old prices, so we'll be able to hold the line on costs for this coming term.

Mannie Laufer STO

The USPS comes to town

What do Halifax Squadron and Sarasota Squadron have in common? Two female members who frequented Montreal West Swimming Pool in the 70's! You never know what you will find out when boaters gather! Our squadron hosted members of USPS who were visiting Halifax as part of the USPS 90th Anniversary Cruise on October 16. We entertained approximately 35 guests from many districts at Tug's Pub on the waterfront. Local members and visitors shared boating and hurricane stories, burgees were exchanged and Nova Scotia souvenir pins were handed out. Louise White welcomed everyone, especially Sarasota Squadron Commander John Hampshire and his Squadron, who organized the cruise. Participants feasted on fresh Nova Scotia mussels and sampled our local brew. Too soon Group Coordinator Dewey Kennel was coaxing our visitors to board the bus back to their ship ("It's like herding cats", he was heard to mutter!) And yes, Louise and Eileen Hampshire discovered they had both lived in Montreal West and their paths had crossed at the pool where Louise worked while at university!

V/C Louise White

REGISTER NOW FOR WINTER COURSES!

The Pleasure Craft Operator Card has improved boating safety in Canada.

BUT THE CARD IS JUST THE BEGINNING.

For 65 years, CPS has provided recreational boaters with courses in safety and navigation. In 177 squadrons across Canada, our instructors help students to develop the extra knowledge required to ensure that all your boating experiences are pleasure cruises. Canadian Power & Sail Squadrons provides you with the skills to get out there, and to safely bring your family back.

YOUR PLEASURE CRAFT OPERATOR CARD GETS YOU OUT THERE

CANADIAN POWER & SAIL SQUADRONS HELPS GET YOU BACK

1.888.CPS.boat
www.cps-ecp.ca

The winter is a good time to take a CPS training course and brush up on skills for the boating season. Registration will be Jan. 4 & 5 at Halifax Grammar School and Jan. 8th at St. Margaret's Bay Sailing Club! Register online at:

www.cps-shalifax.com.

For information contact the Squadron Training Officer at:

training@cps-shalifax.com

CPS Winter Schedule 2004

Course	Place	Day	Time	Instructor	Cost	Start	Length
Boating	HGS	Tue	1900	Tim Tregunno	\$195	10-Jan	14 weeks
Boating	SMSC	Mon	1900	George Adams	\$195	10-Jan	14 weeks
Piloting	HGS	Tue	1900	John Johnstone	\$125	17-Jan	14 weeks
Piloting	SMSC	TBA	1900	TBA	\$125	10-Jan	14 weeks
Advance Piloting	HGS/SMSC*	Wed	1900	Emanuel Laufer	\$125	24-Jan	14 weeks
Marine Electronics	HGS	TBA	1900	Fred Guptill	\$100 (\$125)	10-Jan	14 weeks
Seamanship Power	AYC	Tue	1900	Norman Raine	\$100 (\$125)	10-Jan	14 weeks

* AP will be offered at HGS or SMSC, according to student preferences.

Boating fee now includes your first year's membership in CPS!!

Halifax Squadron Bridge

Position	Name	Address
Commander	R/C Carl Kumpic	commander@cpshalifax.com
Past Commander	P/Cdr Peter Allan	pallan@hfx.eastlink.ca
Executive Officer	Lt/C Dan White	xo@cpshalifax.com
Training Officer	Lt/C Emanuel Laufer	training@cpshalifax.com
Assistant Training Officer	Rozanne Raine	
Social Officer	V/C Louise White	Louise_White@maritimelife.ca
Membership Officer	1 st Lt Sarah-Jane Raine	membership@cpshalifax.com
Treasurer	1 st Lt Ken Ingram	ken_ingram123@hotmail.com
Public Relations Officer	vacant	
Secretary	1 st Lt Kelley Clelland	secretary@cpshalifax.com
Supply Officer	1 st Lt Tony deFreitas	supplies@cpshalifax.com
Newsletter Editor	Lt Nancy Lewis	foghorn@cpshalifax.com
Web skipper	Philip Harris	webskipper@cpshalifax.com

Why not share your skills with other members!

Instructors are needed for all courses. If you can help please contact Mannie Laufer at training@cpshalifax.com.