



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.

Inside this issue:

RICHARD PERRY GOES BOATING.....2
 VINCE & DIANNE PURCELL IN NASSAU.....5
 BOATWISE CONTEST.....7
 NOTICE OF MEETING.....8

**SAFE BOATING AWARENESS WEEK
 MAY 20-26**

For more information, go to:
<http://www.csbc.ca/html/nsbaw/index.html>

Upcoming Event!

ANNUAL GENERAL MEETING & GRADUATION

Friday, June 2, 6 p.m. reception, 7 p.m. BBQ dinner, 8 p.m. AGM & Graduation; cost is \$15 per person. Royal Artillery Park, 1575 Queen Street, Halifax
 RSVP by May 25th to Cdr. Dan White at 443-8222 or e-mail dan.white@primus.ca

**NEW FEATURE! NEW FEATURE!
 “MY FAVOURITE WEBSITE”**

This is sure to please; we’ll comb the web and find the very best boating-related sites the WWW can offer, and mention one or two in each issue of The Foghorn. This issue’s “best of the best” is:

Hear Ye, Hear Ye, Come one, come all!

As we wrap up another year of providing Canada’s best recreational boater training, please come out and help us celebrate! The AGM is your opportunity to hear how your squadron has done over the past year, and the graduation ceremony honours those students from our Winter and Spring terms who have successfully completed various CPS courses.

We are returning to a favourite AGM/Graduation venue of years past: the beautiful and historic **Royal Artillery Park**, on the corner of Sackville & Queen, adjacent to Citadel Hill. This year, we have opted for a light menu to make the event affordable for all. **Reserve soon, as space is limited.**

It is that time of year again...

You should have recently received your CPS membership renewal information by mail. If you have not renewed, do so now! There are several easy ways to renew, including going to the national website and renewing online, instantly:

<http://cpsdues.cps-ecp.ca/>

Not sure if you want to renew? Check out all the benefits of continued membership in CPS:

<http://www.cps-ecp.ca/english/benefits.html>

Carl’s Sail Calculator

<http://www.image-ination.com/sailcalc.html>

Though primarily meant as a comparison tool, this is also a great device for simply learning more about your sailboat. The page is divided into 5 parts:

Part 1 has a list of boats; just scroll down the list and find your boat, click on it, and you’ll see various performance details and characteristics fill in a chart (which is Part 2) below. You can explore the meaning and significance of those criteria by clicking on the displayed value in each box.

You don’t have to select another boat to compare with your first choice unless you want to, but if you do, another page will appear with a handy bar graph comparing the two boats you have selected. If you are shopping for a new boat and can’t decide between two finalists, this might help.

Part 3 is a filtering tool which may also help you find boats that fit your needs. Part 4 goes a step further by providing an innovative weighting tool to help you select the ideal boat. Finally, Part 5 covers propeller sizing and both theoretical and practical hull speeds.

D.W.

the Tribune took 238 lives. Angeleah's hull has just passed by Tribune Rock, named in memory of that terrible night.

Now is not the time to think about people dying at sea, I tell myself. Pay attention. Keep your eyes scanning across the bow. Check the compass. Heading offshore, keep green buoys to starboard, red buoys to port. Don't get sick. Crap, I forgot to take the Gravol before we left. "You guys got any extra Gravol? Don't know if I'll need it, but better safe than sorry."

The other two crew, Lang and Johnny, have both taken their anti-seasick medication. They've sailed with David before in pretty rough seas. Lang is a policy analyst with the provincial tourism department. Johnny works in construction. Both are friendly guys who are true Maritimers - never at a loss for a good story. There'll be no shortage of conversation or humour on this trip. The few moments of boredom are broken by lame jokes about Swedish women in search of hardy Canadian sailors. Ahar, maties!

I hop below and grab the chart bag and find CHS #4237 so I can visualize where we're heading. When David invited me along, I jumped at the chance to learn all I could about coastal piloting. My previous sailing experience was limited to Laser racing on Wascana Lake in Regina, where I ended up turtling and sticking my mast into six feet of the thickest, stinkiest muck on the planet (they've since dredged and deepened the lake) so cruising into the Atlantic is pretty heady stuff.

The GPS shows we have passed Herring Cove and Ketch Harbour and are on course toward famous Chebucto Head, where untold thousands of ocean-going vessels have made landfall after their Atlantic crossings. The chart tells us that along with radio signals and lights, there's a fog horn that signals twice every minute. As we approach the point, wrapped in fog, we're all straining to hear the deep 'Wooooomph', 'Wooooomp' from the shore. Then, the eery but welcome sound penetrates the fog and reassures us that David's navigation is right on the money.

I time the signal on my watch. "Yep, twice a minute," I advise my mates. "Must be Chebucto Head." It dawns on me that they know perfectly well where we are, but they're too nice to make me feel like a real greenhorn, a far cry from the old salt Captain Joshua Slocum, who sailed by this very point more than a

century ago on his epic journey around the world. He was the first person to do it alone.

In his book 'Sailing Alone Around the World', Captain Slocum noted in his log for July 3, 1895:

"6:45 p.m., close under Chebucto Head light near Halifax Harbour, watching light after light sink astern as I sailed into the unbounded sea."

Two days later: "about midnight, the fog shut down again denser than before. One could almost stand on it. I felt myself drifting into loneliness."



At the base of Chebucto Head, there are some nasty rocks that would chew up the ¼ inch-thick skin of a fiberglass boat. Our skipper is steering from the cabin, and every now and again he touches the plus or minus button on the auto helm to nudge us a bit left to make sure there's plenty of room between us and the aids to navigation that he has programmed as waypoints. I'm fascinated at the technology. Steering without a wheel or tiller. Cool.

Dave is in the cabin. Ah, the privilege of being skipper, I think to myself. Johnny is asleep on the port cockpit locker nursing a mild hangover, unaware of the water dripping from the boom onto his PFD, then his pant leg. Lang and I are trying to see through the curtain of fog, as the ocean swells play with Angeleah. We decide that Johnny needs the sleep more than he needs dry jeans, so we let him be.

When we reach the red buoy 'AM 58' near Shannon Island, David focuses totally on his radar and GPS. This is serious stuff, conning Angeleah through a narrow channel, in total fog, between Hearn and Roost Islands, and then onto a 100 degree magnetic course toward the anchorage. I was at the wheel as

we passed green buoy 'AN 52'. "Dave, should I be to the left or right of the green can?" "What? Right, always right. Where are we?" He jumps into the cockpit, sees the green buoy passing on the wrong side of the boat and grabs the wheel, cranking hard to starboard. "Everything left of that buoy is shallow water and nothing but rock. We're fine now."

Fifteen minutes later, we anchored in 10 or 11 feet of water, well behind a group of power boaters who had rafted together for the night. As dusk falls, we gather around the cabin table munching on chips and dip, washing it down with rum. "What'll it be boys, light, dark or mystery?" asks our host. I ask for half an inch of the light, sissy stuff topped up with cola all the way to the rim. B.B. King's blues classic 'The Thrill is Gone' is groovin' out of the CD player. We talk and joke long enough to hear the CD repeat three or four times. I'm not much of a rum drinker, but damn, this is fun. So this is why people get hooked on cruising! It reminds me of the chorus in 'The Bosun's Alphabet', a sailor's song popular among square-riggers during the late 1800s.

"Merrily, so merrily, so merrily sail we, There's no mortal on earth like a sailor at sea, Blow high or blow low! As the ship rolls along, Give a sailor his grog and there's nothing goes wrong."

Around midnight, at anchor in Rogue's Roost, we settle into our sleeping bags. Skipper is in the V-berth forward, Johnny and I take the settees in the cabin, while Lang, the shortest of the crew, scampers into the quarter-berth next to the diesel engine and below the cockpit. It's a tight squeeze. A light breeze tickles the halyards against the mast. Not enough noise to keep me from a deep, long sleep. Even the party boys on the raft have turned in for the night.



Morning brings brilliant sunshine, perfect weather to ease out from the rocks toward Prospect. We'll get to see what we sailed through in yesterday's fog. We weigh anchor after a filling breakfast of eggs, fried tomatoes, toast, juice and coffee. As we pass the village of Prospect to our starboard, white crashing rollers slam the rocks. Nose into the wind, it's on to Peggy's Cove, Ironbound Island, past St. Margaret's Bay, Tancook Island and into the gentle waters of Mahone Bay.

A few minutes after leaving the Peggy's Cove lighthouse to starboard, we pass what appears to be a wounded seal or small whale. We can only see what appears to be either a dorsal fin or a flipper. Whatever it is, it turns slowly and is unable to dive. Not much we can do.

Now we're almost directly above the final resting place of Swissair Flight 111. On Sept. 1, 1998, 229 people died here. I was a television reporter with CBC, and spent that night at CFB Shearwater. Cameras rolling we watched as ambulances streamed onto the base, lights flashing, only to leave when it was apparent there would be no one to rescue. The disaster has been chronicled in books and on television, and now, here on the water 150 feet above the sea floor, a sadness comes over me. I move forward to sit on the deck at the bow. The warm breeze and sun and gentle motion make it easy to close my eyes and fall into a half-sleep.

Not long into the protected waters of Mahone Bay, David decides we'll head to the town's anchorage. We'll pick up our mooring and go ashore, where our first priority is a shower, then dinner. The temperature has climbed all day, and the thought of a cold beer washing down a plate of fish and chips seems like a plan.

Mahone Bay is a must for cruisers along the south shore. Home of the annual Wooden Boat Festival, the town attracts talented craftspeople and city folk who scratch their rural itch by visiting on weekends. Shutterbugs come here to photograph the three beautiful churches (United, Lutheran, Anglican) perched together at the head of the harbour.

One of the enduring stories is about Mahone Bay's role in the war of 1812. An American privateer named the Young Teazer was chased into the bay by a British warship. One of the privateer's crew was a British deserter, who was at his wit's end to avoid capture and harsh punishment. He set fire to the Young Teazer's ammunition stores. The ship blew

up, killing 28 sailors. A local gift shop carries the Teazer name to this day.

Our dinner and copious amounts of brew behind us, the three crew foolishly decide to row the tender out to Angeleah. Johnny forgot the rule about the importance of keeping a low centre of gravity in a small boat, so over we went, gear and all, into the drink. Locals on the wharf seemed to enjoy the entertainment. Red-faced but happy as clams, we made it back to the boat to catch a wonderful sunset.

Monday morning dawns clear with a light mist hanging above the water. Another huge breakfast, then all four of us wash the deck from stem to stern. The morning fog is burned off by the sun poking up over the eastern horizon. My first offshore cruise will end when my sons Matt and Adam drive out from Halifax to pick me up at the wharf.

"That was awesome, man," is about all I can say to thank our gracious skipper for the invitation, and for guiding us here safely. "We'll do it again," he says.

As we head out on Highway 103 toward Halifax, I've already made up my mind to someday buy a boat of my own. In the words of Captain Slocum:

"To young men contemplating a voyage I would say go. The tales of rough usage are for the most part exaggerations, as also are the stories of sea danger the days passed happily with me wherever my ship sailed." RP

E-mail from CPS members in Nassau, Bahamas

Hey Sailors, and dirt dwellers, etc.,

Nice to see your notes. Hope things are going well with each of you. I know you're making progress on the boats, yardwork, and gardens.

Dianne & I are sitting in Nassau harbour in the cockpit in the shade of the bimini relaxing over coffee this morning. Woke up at 0600 to rain spattering on my face through the open hatch. By the time I got it closed and the cushions in, it was over. Now we can hear the song birds mixed with the sounds of some construction equipment. There's a wood burning smell in the air whose source we identified yesterday. They're burning underbrush.

A traditional lateen rigged Bahamian cargo sloop just sailed by loaded to the gunnels for the Exumas. We'll show you the picture.



Met Christof, Mikel & baby Timarie, from France, at Allan's Cay last week. They came by to tell us they are headed for Halifax from here. They're on their way to Labrador this summer on *Teou*, their self-built 52' catamaran. We've gotten to know them a bit. Wow, they plan to sail straight to Halifax from Nassau! They'll arrive in the first week of June - just after we get home. Of course we invited them in to Purcell's Cove.

We've been happily waiting out another Norther here in Nassau for the past four days, though it's been quite a culture shock after being down in the Exumas.

Even here in the big city with 15 murders so far this year, the locals are very nice to be with. We meet them in the streets, shops, and bars. Dianne & I walk around the secondary streets very easily. Pretty poor for the most part.

We dinghied over in two inflatables (7 people) to Paradise Island and the marina at Atlantis on Saturday. We checked in with the dock master and wandered around the hotels, shops, etc. Then we went into the casino for an hour or so. Everyone came back out in the black!

Went to see the incredible salt water aquarium! Couldn't talk my way into the VIP section so passed on the \$29 ticket to walk through the tunnel in the tank. The solution some cruisers come up with is to get about 10 folks together and book a spot at the Atlantis marina. The benefits include coffee and papers, golf cart rides around the complex, admission to the movie theatre, water slide park and the inner aquarium, etc. The dock master gives you

the tickets when you enter to pay your bill. He really doesn't mind how many are aboard. Next year!

We also walked over to the ocean beach to see the massive breakers kicked up by three days of 25-30 knot northerlies. Impressive! Back over to Nassau and *The Poop Deck* for giant burgers and Kalik, the very good local beer. Great day!

OK, today the wind is down. Some boats are leaving already. We'll wait a day for the seas to subside & spend time getting set to sail North 40 nm to the Berry Islands (a.k.a., "The Berries") and Devil's-Hoffman Cays for a few days. Hopefully that will allow the wind to go a little more to the East. From there we hope to go up to Stirrup Cay on the North tip of the Berries. There's another front coming already so we want to be secure for it.



A private beach at Devil's-Hoffman Cays
Photo courtesy Ed & Linda aboard *Dreamtime*

From there we'll go to Lucaya, West End, and then across "the stream" to Stuart, Florida. We haul Finn at Indian Town on May 17. We have a flight booked from Ft. Lauderdale to Newark & Halifax on May 28. Hopefully we'll get to see most of you soon after that.
Dianne & Vince Purcell
Finn MacCool
Nassau

Hopefully we'll all get to see Dianne and Vince at the AGM/Graduation on June 2nd – ed.

From our Squadron Training Officer...

2005-2006 Training Season in Review:

We had a very good 2005-06 season, thanks to participation of the members of Halifax Squadron! In fall, we ran Boating, Celestial Navigation, Marine Maintenance, Fundamentals of Weather and the new, improved Instructor Development course, which was taken by many of our instructors to help improve our skills.

In Winter, we ran Boating, Piloting, Advanced Piloting, Seamanship Sail. Global Weather was offered, but not enough people took advantage, and we were not able to run this course. Next time around, I hope people will take advantage of an offering of this really terrific sequel to the material covered in Fundamentals of Weather! CN finished up, and we also ran a Boating course for members of the Armdale Yacht Club, actually, they ran our course for their members. A Spring Boating course is now winding up. We ran a GPS seminar for Bluenose Squadron, and a great Flare Demo just recently. Unfortunately, due to weather, the demo occurred on our "rain date", so several people who had planned to come on the regular date were unable to participate.

Also, we were able to offer several Boat Pro and VHF courses.

For next season, check out our web site, www.cps Halifax.com, beginning in a few weeks. We'll again be offering Boating, Piloting, Extended Cruising, and lots of other great courses. And, tell your friends! It's the best way to make sure they know about CPS and our programs.

Here's to a great summer on the water! Fair winds and a following sea to all!

Emanuel (Mannie) Laufer, STO

RECENT BOATING COURSE GRADS... WE NEED YOUR HELP!

Please go to the national website (www.cps-ecp.ca) and click on the link to fill out a survey about your experience with the Boating Course.

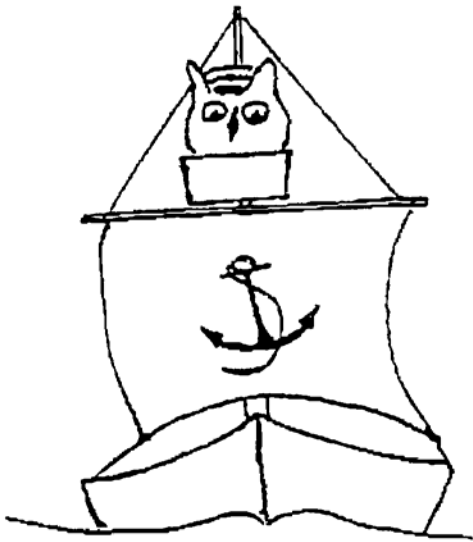
- For students from 2004-2006 only.
- Survey deadline is May 28, 2006.

Thank you!

HEY KIDS!

BOATWISE NOTE CARD CONTEST

Draw a picture and you could win!



The theme is "Safety 7"

Pick one of the following 7 safety items:

1. Canadian-approved PFD
2. heaving line
3. oars, paddle, or anchor
4. bailer
5. 5-BC fire extinguisher
6. water-tight flashlight
7. sound-signaling device (e.g. whistle, horn)

CONTEST RULES

1. The entry must be in colour on poster card; size 10 cm x 13 cm.
2. Cards will be judged for idea more than artistic ability.
3. Original art only; computer generated art, photos, professional illustrations, and copyrighted material may not be used.
4. The contest entry form must be completed and pasted on the back of the note card. Only one entry drawn by one person, please.
5. Do not fold artwork.
6. Judging will be at squadron level first, then at the District level. Six entries per District will be judged at the Annual National Conference, three for each category.
7. The right to modify any note card for future reproduction is reserved by CPS.
8. Entries deadline September 15, 2006.

Entry Form:

Boatwise Note Card Contest Theme: "Safety 7"	
Artist's Name _____	
Address _____	
City: _____ Prov. _____	
Postal Code: _____ Telephone: _____	
Category: 6 to 10 YRS _____ 11 to 14 YRS _____	
Organizing Squadron: _____	
District: _____	
Name _____	
Address _____	
City: _____ Prov. _____	
Postal Code: _____ Telephone: _____	
Children or grandchildren of CPS members, or those who have taken Boatwise or BoatPro are eligible to enter the contest.	

Send entries to:

CPS NOTE CARD CONTEST
3617 ½ Robie Street
Halifax, NS B3K 4S8

CPS REGALIA SALE CONTINUES...

We have a number of CPS clothing and regalia items that we would love to move from our home to yours, all at great clearance prices!

Go to:

http://www.cps Halifax.com/cps_regalia_inventory.htm
for the complete list of items.

T-shirts, hats, scarves, and various insignia are priced to go, so check it out.

To purchase any item, simply contact our Supply Officer, Rozanne Raine, at (902) 477-1280 or e-mail compass.rose@hotmail.com

TO: The Members, CPS Halifax Squadron

NOTICE OF ANNUAL GENERAL MEETING

TAKE NOTICE that the Annual General Meeting of Halifax Squadron will be held at Royal Artillery Park, 1575 Queen Street, Halifax, Nova Scotia on June 2, 2006, at 2000 hrs for the purpose of:

- receiving and, if thought fit, approving the reports of the officers of the Squadron.
- receiving and, if thought fit, approving the Financial Statements of the Squadron for the twelve month period ending March 31, 2006.
- electing the officers of the Squadron.
- considering such further and other business as may properly come before the meeting.

The report of the Squadron Nominating Committee will be distributed at the meeting. Under Squadron Regulation 12.1, any further nominations must be made by way of 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. The petition must be filed with the Squadron Commander not less than 2 days prior to the date of this meeting.

Dated this 12th day of May, 2006.

Dan White, Squadron Commander

Halifax Squadron Bridge 2005-2006

Position	Name	Address
Commander	Cdr Dan White	commander@cpshalifax.com
Past Commander	P/Cdr Carl Kumpic	pastcommander@cpshalifax.com
Executive Officer	Vacant	
Training Officer	Lt/C Emanuel Laufer	training@cpshalifax.com
Assistant Training Officer	1 st Lt Alan Uren	assist@cpshalifax.com
Social Officer	Vacant	
Membership Officer	1 st Lt Sarah-Jane Raine	membership@cpshalifax.com
Youth Officer	Lt Susan Cargill	youth@cpshalifax.com
Treasurer	1 st Lt Ken Ingram	treasurer@cpshalifax.com
Public Relations Officer	1 st Lt Richard Perry	pr@cpshalifax.com
Secretary	Vacant	
Supply Officer	1 st Lt Rozanne Raine	supplies@cpshalifax.com
Newsletter Editor	Vacant	
Web skipper	Lt Philip Harris	webskipper@cpshalifax.com

Why not share your skills with other members?

We are always looking for new instructors to add to our team of talented individuals that make CPS Canada's premier boating educator.

If you can help please contact Mannie Laufer at 477-8770 or e-mail training@cpshalifax.com

If teaching isn't your "gig" why not help by joining CPS Halifax Squadron's Bridge?

As you can see from the list above, there are several vacancies and we anticipate more of them in the near future. Contact Dan White if you would like to discuss what you can do to make our squadron even more of a success: 443-8222 or e-mail dan.white@primus.ca