

Halifax Squadron

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 St. Margaret's Bay.

Upcoming Events

Fall Courses Registration

September 5-6 (7-9pm)

Captain William Spry Community Centre
Just off Sussex Street in Spryfield
Contact Mannie Laufer at 477-8770 or e-mail
training@cps Halifax.com

See a list of our course offerings on page 4!

TELL A FRIEND ABOUT CPS COURSES!

Inside this Issue

Well Worth the Trip.....	2
Sable Island trip.....	3
Fall Course schedule.....	4

Is this your *final* issue of the Foghorn?

If you have **not renewed your membership**, then your name will be dropped from our membership list on September 1, and this will be your last mailing of info from CPS! You will also not be able to take CPS advanced navigation courses and will not receive the member discount on elective courses. Please **RENEW TODAY** if you haven't already done so. If you have your renewal invoice handy, simply go to <http://cpsdues.cps-ecp.ca/> to renew online. If you do not have your invoice, please contact our membership officer, Sarah-Jane Raine, via e-mail at membership@cps Halifax.com. Thanks!

Sarah-Jane Raine, Membership Officer

"My favourite website"

This issue's recommended link is a great resource for...links! But not just any links; these links will steer you to a multitude of used boat parts and consignment shops across North America.

<http://www.goodoldboat.com/consignments.html>

Note that you can "back up" to the home page of Good Old Boat magazine, which is itself a great website. But let's get back to the consignment link page; it features a multitude of links to various used boat part dealers and consignment shops. Among them are a couple of my long-time favourites: Bacon Associates in Annapolis, MD, and Newport Nautical Supply in Newport, RI. Bacon has a tremendous inventory of used sails that may "suit" a need in your sail inventory. Newport Nautical Supply's strong suit is hardware, both new and used. Enjoy. DW



Boating along the Avon River provides some distinct challenges—mariners must "go with the flow", awaiting high tide to depart from, or return to, one's berth. Story on Page 2.

Commander's Corner

Back to School! As we wind down our summer vacations and enter that busy period of getting back to "regularly scheduled programming", I encourage you to look over the slate of Fall course offerings and find something you'd enjoy. Even if there is nothing you wish to take this Fall, don't forget to tell your friends about our great CPS courses!

Dan White, Commander

WELL WORTH THE TRIP

“Salty finds for your enjoyment”

(Ed. Note – this is the first in what may be a regular series if members enjoy this sort of article...let us hear your feedback!)



Avon River Heritage Society Museum including the Lydia & Sally Café Newport Landing, Avondale, Nova Scotia

Website: <http://www.avondalemedia.ca/arhs/>

Phone: (902) 757-1718

Open 10 am-5pm, Wed-Sun, until September 3, 2006

Free admission, donations accepted.

“At the present time, Canadians know but little about the brave days of wooden ships in which their country cut such a swath in ocean commerce.” – Frederick William Wallace

This is a delightful museum and tea room with a few wonderful surprises...but before I tell you about the best seafood chowder I have ever eaten, I should tell you how I was surprised to learn about the extensive amount of shipbuilding that occurred along the banks of the Avon River during the latter part of the 1800's.

The museum is located along the Fundy Shore EcoTour, on the former site of the Harvie and Mosher shipyards. Between them, they built and launched 160 sailing ships. It is truly amazing to realize that what is now a very under-utilized waterway (boating-wise), due to the challenges of dramatic tidal ranges and currents, was once a bustling shipping and shipbuilding area. Many more ships were built in the communities along the Avon River, including Windsor, Hantsport, Mt. Denson, Burlington, Summerville, Kempt and Horton, and the museum features a number of interesting photographs from this prosperous era.

More recently, the *Avon Spirit* was built here and launched in 1996. She now calls Ingonish home and is used by SeaVisions Whale Watch for tours (go to <http://ingonish.com/seavisions/spirit.htm> for some interesting information and nice photos of the *Avon Spirit*).

The museum also has a section with photos of old houses in the area and their history. Not far from the site, the well-known photographer Sherman Hines has taken up residence in a beautiful old stone house dating back to 1699—making it what is thought to be the second oldest house east of Quebec.

As the ARHS website says, “if you’re hungry for more than history, relax and enjoy a scenic lunch overlooking the Avon River on our deck at the Lydia and Sally Tea Room”. As it was a nice day, we chose to sit outside on the deck, which commands a sweeping view of the beautiful Avon River.



We both ordered the seafood chowder, since we had been told it was excellent. We were not disappointed; Leesa insists that I describe it as “transcendental”, and I can’t argue with her. The chowder had an ideal consistency, fine balance of ingredients, and some additional herbs that imparted a delightfully different flavour. The value was also there, as a large bowl was only \$4.50, tax included. A very drinkable wine is available for \$3 per glass. We also shared a slice of homemade blueberry pie for dessert and it, too, was excellent.

A number of books, souvenirs and locally-handcrafted gifts are available from the gift shop. If you time your visit right, you may also watch the Minas Basin tidal bore from the bridge at Mantua. To summarize, this is an unexpected treat that is less than an hour’s drive from Halifax. And it is *well worth the trip!*

NOTE: The museum closes for the season on Sept. 3rd, so you must hurry! I suggest calling ahead to make sure they have the chowder available.

IF YOU GO: From Halifax, take Hwy. 101 West toward Windsor. Use Exit 5, turn right (East) on Rte. 14. Go about 6 kms, turn left just past Sterling’s Farm Market. Continue 1.5 kms to stop sign; turn left. Avondale is about 6 kms straight ahead. Museum is on your left. The route is well-marked by signs for the museum.

BOATWISE NOTECARD CONTEST

Here’s something for the kids! This year’s theme is “Safety 7”; young artists choose from a list of seven items of safety equipment which should be carried onboard our boats and create a note card depicting their choice. For an entry form or further details, send an e-mail to Susan Cargill, our Youth Officer, at youth@cps Halifax.com

Hurry! The contest entry deadline is September 15, 2006.

CEOL MOR: Sable Island 2006

CEOL MOR has visited Sable Island every couple of years for the past few years. For those who do not know Sable, the book by Bruce Armstrong, "Sable Island" (ISBN 0-88780-057-2, Formac Publishing Co. Ltd.) is a great reference. Sable is a place for the romantic. There are the horses, the seals, the birds, the tundra-like flora, and the ghosts of the many souls lost on the sandbanks from 1583, maybe earlier, to just a few years ago, when the yacht Merrimac came to grief on the south beach.



The ghosts may be heard moaning at night as you lie at anchor: they sound almost like the howling of the seals. To visit this sanctuary, and to land, you need permission from the Coast Guard. We had ours in hand as we had

begun the procedure the previous December.

This summer was our fourth visit. We had planned to leave St. Margaret's Bay the morning of Saturday, July 22. The morning departure was chosen because it takes CEOL MOR about 36 hours to cover the approximately 175 miles from her St. Margaret's Bay home to Sable, and we wanted to arrive in daylight. But the weather that Saturday morning was bad. Still bad Saturday evening, Sunday morning, Sunday evening, and Monday morning. Finally, we left early afternoon on Monday, July 24th, accepting that we would arrive in darkness. You may remember the sort of weather we had about that time last July: Rain, drizzle, fog, high winds. Nova Scotia sunshine.

By Monday afternoon the rain cleared and the strong winds abated. Abated, to the point where we motored about 30 hours, sailing only 5 or 6, to reach Sable Island late Tuesday night. We had what aviators would call an "instrument landing." We checked the depth, and at about 6 or 7 metres, and perhaps a half mile offshore by the radar, anchored. In the morning, we moved in a bit. The water deepened, and then again shoaled, and we anchored in 5 or 6 metres of water, about a quarter mile off. You must know, that whatever the charts show, the truth is that there are one or two sandbars off the north shore, where the water shoals, then deepens again as you come closer to land. We did not wish to come closer than about a quarter mile from shore. Go aground here on an unexpected shoal, and that's it. And when it shoals, you're never quite sure if it's another bar, or the shore coming up.

Wednesday was a great day. We brought the dinghy ashore and renewed acquaintances with Gerry Forbes, the Officer in Charge, and Zoe Lucas, an independent researcher on the island, both of whom we've come to know over the years. Gerry will meet you the first time you arrive, and every time after that, to remind you of the rules: mostly, leave the animals alone, but there's more.

New on the island this year, there are windmills helping to supply the island with power. There had been some concern that these could injure or kill the terns, and other birds, who might fly into the blades, but the tern population has grown from a couple dozen nesting pairs to several hundred, with nary an injured bird to be seen. Actually, they like to nest by the towers and supporting guy wires. Mainly, they enjoy diving at visitors, even those who stay well away from the nesting grounds, shrieking and attempting to bomb them with guano, or whatever. And there are the horses and the seals. The seals. They congregate in huge packs in the water and stare at you as you walk along the beach. They move with you along the beach, but in the water, as you walk. Run, charge at them by running down the beach towards the water, and in an instant they dive and are gone, to re-appear a second or two later, just to see what you're up to.

That evening another boat arrived, hailing from Ingramport. It was a rainy day. We went ashore a bit, then back to the boat. Then another boat arrived. Nothing to see. Fog so thick you could hardly see your hand if you held your arm in front of yourself. AMISTAD was her name, from radio communications we intercepted.



Next morning, we had to leave. One of our crew had to be back at work the following Monday, and it was Friday. The depth gauge read 2.8 metres. 2.8 metres?! Had we

dragged? A quick check with the radar indicated we'd swung with a wind shift, but no, we had not dragged. Electronic depth meter OK? A quick check with the reliable old lead line, and, yes, only 2.8 metres of water. Must be a local bump on the bottom. We draw about 2 metres. 1.8, actually. No danger, but closer than I like where I am not really sure about the bottom. We moved out a bit and re-anchored until we were ready to leave.

Nothing to see all day and into the evening. Fog. Blips on the radar. One blip passed us. Several, in fact. About 2400, AMISTAD (one of the blips) sent out a "sécurité" call, she had mechanical trouble, and was making only 2 knots. We passed her. About 0300 Saturday, we exchanged some words with a trawler: how long was her gear, was there any danger coming too close? "As long as you don't clip my stern, you'll be OK" came the response. Bottom gear, evidently, hanging nearly straight down from her stern. AMISTAD, again in front of us, came back to us at this point, just to be friendly, and invited us to see her later in Halifax. Mechanical problems solved. By noon Saturday, the low passed, a high with northerly winds filled in, and the fog cleared. By 0610 Sunday morning, we were home at the mooring, another Sable trip behind us.

Emanuel Laufer SN

REGISTER NOW FOR FALL 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

CPS
1.888.CPS.BOAT
www.cps-esp.ca

DON'T MISS IT! Fall Registration will be held September 5 & 6 at the Captain William Spry Centre (off Herring Cove Road at Sussex Street) from 7-9 p.m.

or

Register online at: www.cps Halifax.com.

For more information contact the Squadron Training Officer at:
training@cps Halifax.com

CPS Fall Schedule 2006

Course	Place	Day	Time	Instructor	Cost	Start
Boating	WSC	Thur	7pm-9pm	Angus MacPherson	\$200	14-Sep
Piloting	WSC	Mon	7pm-9pm	Howard Donohoe	\$125	11-Sep
Extended Cruising	TBA	Wed	7pm-9pm	Mike Turney	\$125 (\$150)	20 Sep
Marine Maintenance	WSC	Tue	7pm-9pm	Norman Raine	\$125 (\$150)	12 Sep
Fundamentals of Weather	TBA	TBA	7pm-9pm	TBA	\$125 (\$150)	TBA
WSC – William Spry Centre (Spryfield)				TBA – To be announced		

Halifax Squadron Bridge – 2006-2007

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

Why not share your skills with other members?

We are always looking for new instructors. If you can help please contact Alan Uren at assist@cps Halifax.com