

## Spring 2025 Squadron Newsletter. 📤



CanBoat/NautiSavoir Bluenose Bridge Team <jimpeerless9@13601015.mailchimpapp.com> Reply-To: jimpeerless9@gmail.com To: Jim Peerless <jimpeerless9@gmail.com>

19 April 2025 at 07:55

# **Bluewater**

## **Spring 2025 Edition**

- Issued April 19, 2025 -CanBoat Bluenose serves all of western Nova Scotia.

You are encouraged to share this newsletter with anyone that has an interest in boating.

> Find us on Facebook View this email in your browser





**Operated by CPS-ECP** 



#### In this issue:

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Safe Boating Guide

**NOTMARs** 

Bluenose Squadron Roster of Boats

Quiz

Our Burgee CanBoat Swag & Shopping Quick Links Quiz Answer



# Bluenose



# **Mug and Anchor Pub Social**



An enthusiastic group of Bluenose Members gathered on March 2nd at this Mahone Bay pub to enjoy some delicious appetizers and meals while talking about boats and catching up with others. Just to cap off a very pleasant time,

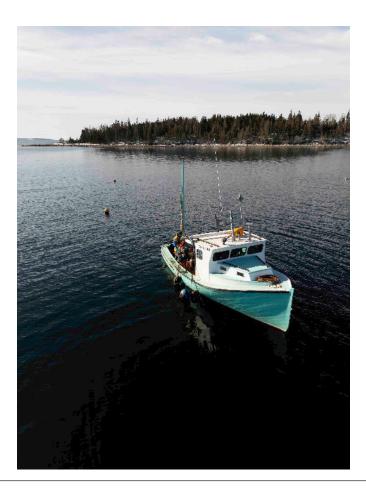
Commander Laura randomly gave away some nice CanBoat swag to a few lucky attendees. It seems we were all enjoying our various conversations without giving thought to taking any photos. Oh well, maybe next time!

## Blue Lantern Snelltish are Requesting Comments

This company is proposing to farm scallops in Mahone Bay. You can see what they are about and provide your comments to

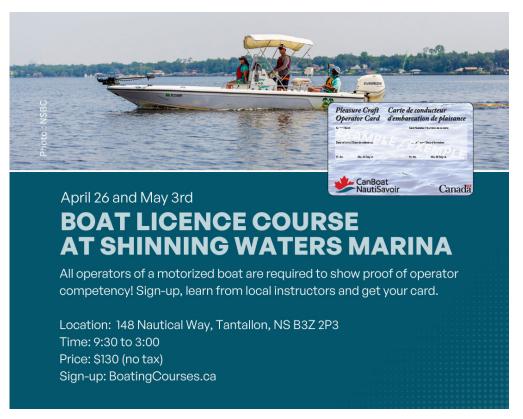
them at: Blue Lantern

Here is the response that one of our Members received to comments that he made to Blue Lantern: Click HERE



# Classroom PCOC at Shining Waters Marina - April 26th & May 3rd





## boatingcourses.ca

# \*\*Attention All Boaters\*\* Marine Flare Disposal July 5th, Mahone Bay Civic Marina



photo credit: National Safe Boating Council - from March 18, 2025 Boating Industry News

#### **Expired Marine Flares Disposal Dates**

Flares manufactured in 2021 or earlier expire this year, as Transport Canada approves them for only four years. They should be replaced every third or fourth boating season.

To dispose of expired flares, do not light them, throw them overboard, or add them to household garbage.

Flares are not permitted in regular trash or at household hazardous waste facilities due to their potential explosion and fire hazards.

Flares are only for emergencies and lighting them in non-distress situations, like decommissioning, is illegal. Marine flares contain toxic chemicals, which can pollute waterways and drinking water sources.

CanBoat / NautiSavoir volunteers and select CIL Dealers are hosting Safety Equipment Education and Flare Disposal Days (see below) to collect expired marine flares for neutralization and safe disposal.

The CanBoat / NautiSavior, is stepping up to address the disconnect between mandatory flares and a lack of safe flare disposal for boaters by singularly funding a broad flare disposal program in Canada for 2025. The CPS Foundation plans to facilitate approximately 25 flare disposal events at marinas and other locations, where boaters can safely dispose of expired flares. The program is a critical step in creating a safe environment for all boaters in 2025.

Canadian boaters can support this initiative and take advantage of other fantastic services by enrolling in a CanBoat / NautiSavoir membership for 2025. Not only does this support the critical flare disposal program, but it also gives access to CanBoat's suite of boating resources, such as in-depth courses on navigation, safety, vessel handling, PCOC courses, membership discounts with industry leaders, and much more.

Join CanBoat / NautiSavoir and support safer Canadian boating today!

Learn more at: Flare Disposal Events

Important: These events are for MARINE flares only



Rachelle & Marcel

## Meridian 63 Sailing Adventure Continues

Squadron members and other boaters who receive this newsletter can follow them on:

and they have created a FB page as well: <a href="https://www.facebook.com/profile.php?id=61567249313645">https://www.facebook.com/profile.php?id=61567249313645</a>

Note: We have been informed that Rachelle & Marcel will be home in Nova Scotia for the summer sometime in May.





## Commander's Corner

Fog by Amy Clampitt A vagueness comes over everything as though proving colour and contour alike dispensable: the lighthouse extinct, the island's spruce-tips drunk up like milk ...

#### The Sea Fog by Josephine Jacobsen ...

Supported by shore and port, now we had neither. There was only here...

Fog has a mystical quality. Those of us who have experienced fog while on the ocean have feelings embedded in ourselves that are lasting.

There is a very practical side to dealing with fog. Advice No. 1 If there is fog in the forecast stay home. Observation - In Nova Scotia, if you don't go out when there is the possibility of fog, you'd rarely go out.

There is the saying hope for the best - prepare for the worst. CanBoat courses treat fog seriously and give you the tools to look after yourself. Tips such as to travel at a speed so that you can stop in HALF the distance you can see, are useful. You watch and listen and make your own proper sounds. Observation - what about the other guy?

CanBoat navigation courses were a lifesaver, literally, in the past. They continue to give a richness and security to boaters today. Even so, I'm interested to see what the new CanBoat courses are teaching about electronic navigation. I must look up when the next one starts. Or should I try a self-study? *Huh*.

Back to the topic. Fog. Even setting off in a straight line for the opposite shore in a small boat may prove impossible in a dense fog. The boat will yaw with the slightest movement. The tide will slide you along without your being aware. *Interesting*.

But even just a cell phone will solve that situation. We have it so easy today.

Observation. Sometimes cell phones end up overboard.



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**Note:** Although not currently part of our Bridge, we highly value our two other knowledgeable instructors namely Al Bishop and Dave Puddington.

# **CanBoat Courses - The Various Types**

In the last Newsletter, I spoke about the broad range of courses, covering everything from truck to keel. There was also an observation that we can only put forth those courses if we have the instructors to teach them, and therein lies the rub, as the saying goes. I am still looking for volunteers.

This time around, I want to tell you about our various means of delivering courses, and explain how they work. You may have noticed that when you call up the course calendar, you see a number of mini-windows in rows of three, each of which identifies a different course. At the bottom of each window, you see a blue strip that says "Find a Class". When you click on it, a number of delivery choices come up and that is what I want to talk about. There are basically five different options – Classroom, Virtual, Online, Self-Study and Challenge. Why so many? What's the diff? The method of delivery is the choice of the squadron offering that course, and each one is slightly different.

- Classroom is obvious, just what you might expect.
- **Challenge** is another simple one. If offered it allows you to simply write the exam or take the test, if you already are familiar with the subject.
- Virtual (Classroom) is identical to the traditional classroom, except that the classes are conducted on the internet. It is an
  available alternative for every course and has the obvious advantages of working from home. A relatively new innovation

- is a nybria combination of simultaneous physical and virtual classroom delivery which has met with some success.
- Online is a term that has been adopted to identify those courses which are offered via the Learning Management System (LMS) called Moodle. This assembles course notes, videos texts, embedded tests and records together for internet delivery. A select number of courses are available in this system, and ideally most of the mainstream courses will be in future.
- Self-Study makes full use of the Moodle system for those less complicated courses which lend themselves that way. The
  Certification courses, which get you your Pleasure Craft Operator Card (PCOC) and the Restricted Operator Certificate
  (Maritime) (ROC-M) for your VHF radio, are most often offered in this manner.

Each of these delivery methods, even Self-Study, involves an instructor to guide, assist and correct as the class progresses. Some might argue that Self-Study can proceed without an instructor, but I do not agree. In my mind, there must be someone available to resolve student problems, or at the very least be able to summon someone who can do so.

In conclusion, I hope that I have resolved any questions in your mind about course delivery. The idea in the beginning was to have only two – classroom and internet. One requires use of a car; the other requires a computer. Work is now underway to achieve that, and the term *visua*l will disappear as more of our courses migrate over to the Moodle system, but for now, we have a few more ways to get 'er done.

As always, your educational needs are ours to solve. Bill Towndrow and I are at your service. Contact us at:

Bob Rutherford, Squadron Education Officer, 902-440-0312, <a href="mailto:seo-bluenose@cps-ecp.org">seo-bluenose@cps-ecp.org</a>

Bill Towndrow, Assistant Education Officer, 902-521-2452, aeo-bluenose@cps-ecp.org

## **Social Functions**

## Bluenose AGM 2025 - May 15th



Our AGM will be held on <u>Thursday, May 15th, 6:30 PM</u>, at the Port Pub & Bistro in Port Williams, Annapolis Valley. Short business meeting and then, lots of time to talk boats! Bluenose Squadron provides appetizers and coffee/tea. Members can order their own meals and other drinks. Come to the Valley for the evening!

Port Williams is located on the banks of the Cornwallis River in Kings County. It has a rich history of tall-ship building alongside a river that has huge tides.

theportpub.com

980 Terrys Creek Road, Port Williams

# Chester Yacht Club - July 11th - Presentation by Olympic Sailor, Lisa Ross







Lisa Ross will speak on her Olympic Sailing, world travel, other opportunities through sailing and the importance of boating education. This talk is designed for young sailors and Bluenose Members and friends alike. Bluenose squadron will provide finger food and non-alcoholic drinks. Time 6:00 PM.



# Bluenose II Rendezvous at Indian Point - July 30th





As is her custom, Bluenose II will anchor for the night in the bay off Indian Point on the evening of Wednesday, July 30th this year..

Weather permitting, the community often provides roving musicians and fireworks on that evening. Our Bluenose Members and friends, are invited to sail on over to this location for a casual raft-up.

# Big Tancook Island This Summer - July 26th & 27th



This photo comes from Johnny Vandusen who sent along this stunning maritime shot to Canadian Boating back in January.

"I took this photo with an iPhone 6 back in 2016! I still can't believe that old iPhone took such a nice photo! My friend's parents own a house on Big Tancook Island. My wife and I went out to see them and I took this photo from the ferry as it was about to land."

Click Here: Tancook Island Webcam view of the Wharf

# Bluenose Member, Mark Perkin, lives on Big Tancook and advises the following for planning purposes.

July 26/27 2025 are good dates. Weather will be warm and hopefully dry. We have lots of room for tents if people want to camp out.

We also have 3 spare bedrooms if needed and if people are arriving on the ferry instead of by their own boat it would be preferable to offer the rooms to those first.

I can certainly make pizza in the wood oven on the deck and can spark up the charcoal bbg for supper.

We have two island vehicles one is a small pickup that used to be a fire truck in Japan so we can take people on island tours and explain the history.

The rec centre will be open for lunches and I strongly recommend anyone coming to have lunch there and support the island. We would let the rec centre and the island know boaters will be visiting so preparations can be made to ensure enough staff is on hand to handle extra numbers.

The south east cove beach has a massive fire pit and picnic tables where we can have a beach fire at night and of course wobbly pops as well. Again our vehicles can transfer people as necessary.

Our mooring in front of our house has 10,000 pounds on the sea floor and two bridles so we should be able to raft up some boats, the amount of boats would of course depend on size and length. Lots of room to also anchor in the <u>northwest cove</u> in front of our house.

The fishermen's wharf and two docks in the cove are off limits and private. We have a beach in front of our house at low tide so easy to get ashore and access to come ashore at the boat launch beside the wharf.

There are also some sailors living on the island that would most likely join us for the beach fire.

It would be an interesting day/weekend for anyone attending. The island is full of history, unique homes, stories, eclectic people from all walks of life. I explain Tancook island to people that it is a mix of every Jimmy Buffet song sixes in a blender with every episode on the tv show Northen exposure. Iol

We can offer a fun and unique experience for all wanting to come out and see the island.

I will forward photos of the northwest cove and our property for you to review and offer up in emails to anyone wanting to attend

Kind Regards, Mark



## From Canadian Boating Onboard issue of February 27th

## Below-The-Water Inspections Before Launch - Power and Sail



When the boat is in the water, It's easy to take for granted the parts of the boat that are under the water. It's also convenient to think 'everything worked well last year, so I won't worry about it this year.' For powerboat owner, while there's a number of checks to perform on the underwater machinery before launch, there's a lot more happening besides propulsion. Read More



# Spring Pre-Launch Checklist

Pre-Launch Checklist Before launching a boat for the first time each season, please complete the following checklist to reduce your chances of an unpleasant boating experience. We also recommend an annual review of your Owner's Manual.

- Check your safety equipment. Look at the required equipment in the Safe Boating Guide and make sure you have all the equipment needed.
- Inspect your life jackets. In addition to making sure you have a properly sized wearable life jacket for each passenger, check each life jacket for mildew, rot and tears in the material, seams and straps. Discard and replace
- Check the fuel system. Inspect fuel fittings and hoses; replace if cracked or showing other signs of stress. Probably good to replace the fuel filters as well.
- ☐ Check for winter damage. Inspect non-metallic thru-hulls; they get brittle with age and winter ice can crack or loosen them. Look for hoses that have been forced off or split from freezing. Check for hull abrasions, soratches, gouges, etc.
- ☐ Pump antifreeze from water tank; flush several times with fresh water. Check system and pump for leaks and operation. Fill tank.
- ☐ Check electronic gear. Get fresh batteries for portable electronic gear, radios, hand-held GPS and flashlights. Inspect connections on lights and the horn and other equipment wired in to the boat.
- Thomas dods and anabas lines for shafing

anu repair.	Inspect dock and anchor lines for change. Replace lines if they show signs of wear.
Check fittings. Thru-hull fittings below the waterline should be tight; sea valves should operate freely. Make sure the boat plug is plugged in and in good condition before you	Examine sailboat rigging: Check for signs of corrosion and wear and for leaks where chain plate mountings come through the
launch.	deck. Inspect stays for fraying and "fish hooks"
Check, test and lubricate seacocks.	4207
Check shaft, cutlass bearing, strut and prop	Check mast and spreaders for corrosion or damage, forestay and backstay connections.
Cherk the oil. Creamy brown or gray engine	☐ Check masthead fitting and pulleys.
or drive oil has water in it and a mechanic	
should find the source of the leak before you start the engine.	☐ Check and lubricate roller furling.
	☐ Check halyards and consider replacing or
	swapping end for end.
ness, rot, leaks and/or cracking.	☐ Tape tumbuckles, cotter pins, and spreaders.
Chark upur hatteries and ensure they are	Tape tumbuckies, cotter pins, and spreaders.
fully charged and that the electrolyte level is adequate.	Hook up and check marine radio, GPS receiver and antenna.
Charle exhaust fan er hilde bleuser remouse	Check charts: Do you have a current chart
dangerous vapours.	aboard? Channel markers and buoys may be out of position due to ice movements so take
Check the bilge, and pump out if necessary. Check for oil.	extra care.
	☐ Check engine spares—oil filter, fuel filter,
Check fluid levels of the transmission, coolant and power trim.	impeller, belt, fuel pump, etc. Replace as necessary.
	Check fittings. Thru-hull fittings below the vasterline should be tight; sea valves should operate freely. Make sure the boat plug is plugged in and in good condition before you launch.  Check, test and lubricate seacocks.  Check shaft, cutlass bearing, strut and prop  Check the oil. Creamy brown or gray engine or drive oil has water in it and a mechanic should find the source of the leak before you start the engine.  Inspect cooling hoses and fittings for stiffness, rot, leaks and/or cracking.  Check your batteries and ensure they are fully charged and that the electrolyte level is adequate.  Check exhaust fan or bilge blower removes dangerous vapours.  Check the bilge, and pump out if necessary. Check for oil.

## More Info!

## **Spring is Here! Boating Season is Near**

The days are getting longer ~ if not much warmer. It's time to get out on the water – or at the very least, prepare to get out on the water.

Our pre-launch check list covers all the preparations to do with your boat. Double check to see that all the mandatory safety equipment is on board in good condition.

Don't forget! It's even more important this time of year to:

- Tell family or friends where you are going boating
- Who is going with you and when you expect to return
  - And let them know when you have returned

See this CanBoat / NautiSavoir article for more spring and cold-water tips

Click here for another time-tested spring boat launch checklist from BoatUS.

## **Canada's Safe Boating Guide:**





## **NOTMARs**

## A Selection of Recent NOTMARS affecting our area

There is not much relevant to our Members this time. The H9 buoy, approaches to Halifax Hbr, chart 4237, has a light characteristic change; we assume to make it more distinctive against the other two nearby port hand buoys. Mars Rock H9 buoy is now a quick flash. Click HERE for the latest issue for the Eastern Region



**Our Member Roster** 

Hello Fellow Bluenose Members Welcome to April 2025

We hover around 55-60 active members in the Bluenose Squadron. We all share a passion for our vessels and adore our time on the water. I know you take note of other vessels and often wonder her details. We think it is fun to share details of our vessels with

each other. I herefore, for those interested, I continue to compile our vessel details and share them with our fellow Bluenose members. The current roster of our boats can be viewed at this LINK.

If you prefer not to share any of your vessel details, then simply let me know in a brief emessage.

If you would like to share and be part of this notion, please e-mail the following details about your vessel to me @ jamesivormcmillan@gmail.com:

Your Name

Boat Name

Power, sail, row, paddle, etc.

Home Port (or close to where she resides during 'the season')

Туре

Length

Hull colour

MMSI number

Also, to make this even more enjoyable (and convenient), please attach a picture of your vessel to your submission. I will compile all this information and share with your fellow Bluenose members. Thank you for being part of Bluenose.

BTW: I have included a picture of my wee vessel above.

Best,
--Jim McMillan
Squadron Membership Officer
jamesivormcmillan@gmail.com

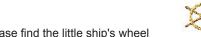




Do you think that this boat (just under 6 metres in length) is required to carry a reboarding device? The freeboard alongside the interior cockpit seats is 25-27 inches. The freeboard at the aft end is 17 inches.

Is your boat required to carry one?





For the answer please find the little ship's wheel

near the end of this newsletter.

# **Squadron Burgee**



Above is our Bluenose Squadron burgee! Looks great, doesn't it?! If you want one please contact Financial Officer, Dan White. The price is currently \$20 which is a tiny bit more than they cost to produce.

<u>Dan White</u>

## **CanBoat Shopping**

CanBoat SHOP

Official Apparel

Make your gifting easy these Holidays and buy our brand new CanBoat / NautiSavoir apparel line of products in partnership with Anchor Gear Co. Elevate your crew's style with goodies for everyone! Dive into a sea of vibrant designs and quality. Take your pick from a range of swag like hoodies, polos, shirts, hats, sport packs, and UV protection gear. Click on the photo to read more.



Anchor Gear is more than just an apparel brand; it's a community. It's about those unspoken connections between boaters, shared stories at the dock, and a collective passion for the water. They aim to bring people together, to explore, create memories, and share the beauty of boating. Their products are inspired by the freedom, adventure, and camaraderie the water offers, paying tribute to the waterways that have been our playground and escape. Their mission is: to provide gear that resonates with water enthusiasts and fosters a sense of community. Every piece of apparel from Anchor Gear Co. not only will find a special place in your wardrobe but also remind you of the incredible community you're a part of.

CanBoat/NautiSavoir members will receive a 15% discount on all orders by using Promo Code: CPSAGC2024. Free Canada-wide shipping on orders over \$100.00 Personalized CanBoat/NautiSavoir District or Squadron graphics are available upon request.

Welcome to Anchor Gear Co. – let's make waves together.

Hoodies, polos, shirts, hats, sport packs, and UV protection gear. Organize a bulk order with your fellow Squadron members and save 5-10%





## **Next Newsletters**

The next Bluenose Squadron Newsletters being planned for June 2025 (Summer), October 2025 (Fall), December 2025 (Season's Greetings), February (Winter) and April 2026 (Spring)

- Jim Peerless, Secretary & Communications jimpeerless9@gmail.com

## **Quick Links**

**Annual Notices to Mariners** 

Aqua Map - 25% discount on bundles

Atlantic Used Oil Management

Bluenose Boat Roster

Bluenose Microsite

Bluenose Newsletters

**Bluenose Officer Contacts** 

**Boating Courses** 

Boating Safety - Discover Boating

Marine Weather - Atlantic

MICA Island Use Guidelines

<u>LAT/LONG into Google Earth</u> - How to

**Navionics** 

**Predictwind** 

**Quick Course Reference** 

Safe Boating Guide - Transport Canada

Sail Plan - Transport Canada

Scotian Shores Cleanup

Shore Cleanup

Weather to Boat

<u>Windy</u>



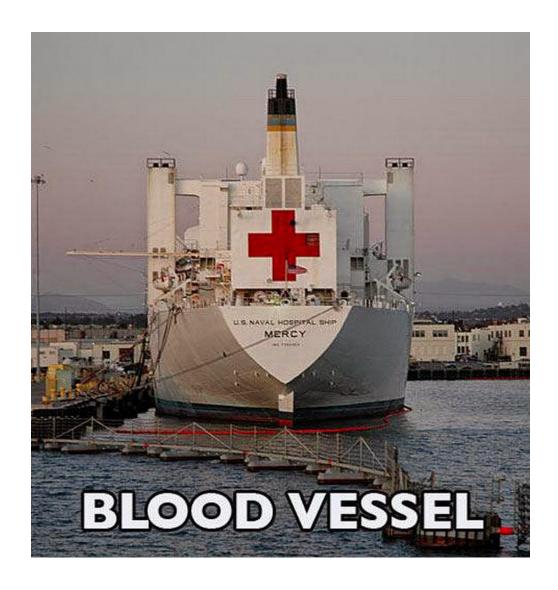
**Reboarding Device** 

While the boat in the photo has less than 1'8" freeboard at the aft end, which means a reboarding device is not required, in practice someone reboarding would attempt to do so alongside the cockpit seats where the freeboard varies from 25-27 inches. Therefore the owner deems that a reboarding device is required.

#### The rules say:

A reboarding device is only required if the vertical height that a

person must climb to reboard the boat from the water (freeboard) is over 0.5 m (i.e., 1 foot 8 inches = 20 inches). See page 19 (Note 1) of the Safe Boating Guide.



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