

From: Bluenose Squadron Bridge Team ss-bluenose@cps-ecp.org
Subject: Fall 2023 Bluenose Squadron Newsletter. 🚤
Date: October 14, 2023 at 7:15 AM
To: Jim Peerless jimpeerless9@gmail.com



Bluenose

Fall 2023 Edition

- Issued October 14, 2023 -

Canadian Power & Sail (CPS-ECP) Bluenose Squadron serves all of western Nova Scotia.

You are encouraged to share our newsletters with anyone that has an interest in boating!

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Commander's Corner

This summer my chart plotter ceased to, even intermittently, function. Chart plotters are wonderfully convenient and an important safety feature. Yet, I chided myself for any hesitation to go without it for a while. I had sailed plenty with



only a paper chart in the past, "Get over it".

So, I did. I took the paper chart in its plastic sleeve that I always use for backup anyway, and tied it to binnacle. There. Mind you, I have Aqua Map on my phone and refer to it in tricky places. I'm not impractical.

The fun part of the story for me is that this summer I took my two nieces sailing for the first time, aged 9 and 12. They had expected to, "sit on a boat" and not much more. Not so much. After boarding they were excited by the well-appointed cabin and imagined a crow's nest to climb to. It turned out they were keen to learn everything they could and to participate fully.

When manning the helm what they had to steer by was the paper chart in front of them, gaps, islands, and buoys as they came into view. They didn't question it as they had no other reference point. (Aqua Map stayed safely hidden).

It was immensely fun to observe as they picked up the lingo and passed information back and forth. Even as tired as they were by the end of the day, they still did their best to pack up, close up and get everything shipshape to leave.

It starts with positive experiences. Learning by example. And when the time is right being exposed to an organization like CPS-ECP to further knowledge and ingrain safety.

I wish each of you the richness of passing on the best of what being on the water can bring.

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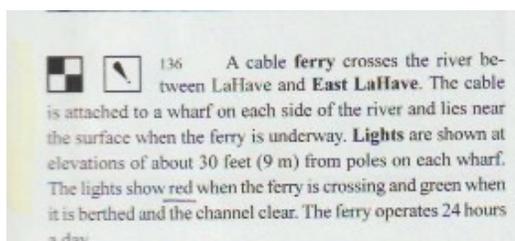
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LaHave Ferry Information

Reference: please see a note on the LaHave River marine chart (and in Sailing Directions ATL105) that references **red** and **green** lights at each end of the cable-ferry run.



I could not determine which, if either, of these lights were illuminated and asked for information about them. The following information comes to us from our Assistant Education Officer, Bill Towndrow, who is a highly experienced mariner and who regularly uses the ferry. Thank you Bill. Jim Peerless

They leave the lights red as local boaters (Jim excepted) do not know what they mean. They were only installed to indicate to ships (which do understand) whether the ferry was moving or berthed.

Today, ships do not transit but should one do so, they would start using the lights.

The cable drops off fairly quickly and it does lie on the bottom when the ferry nears either side. Still, they ask that you pass no closer than 100' astern just to be sure. To me, 100' is as good as a close quarters situation even if the ferry is moving away. My personal opinion is that you should not pass within 300'. Afterall, there might be a boat on the other side hidden by the ferry.

The ferry cannot stop. This surprised me. There are no brakes. All they can do is slow down but if there is strong wind, they will be pushed along. All they can control is engine speed.

There still seems to be a number of sail operators who only follow Rule 18 (a) and are unaware of 18 (b). The ferry has challenges from time to time, especially when there is a race, many sail operators feel that the ferry should give way to them.

Regarding schedule, in the summer they are getting very busy so it's often "load and go" as it was for me this afternoon. This point reinforces Rule 5 which requires every vessel to make a full appraisal of the situation and risk of collision. Easily enough done if you take early and substantial action to show you'll pass well astern.

Finally, as the crew said to me, and I have long espoused.... if you are the smaller vessel simple physics implies that early and substantial action on your part is the prudent way to reduce the risk of collision.

And by all means, use ch16 if in doubt. It is monitored by the ferry.

Cheers,

Bill



"Usually when a man gets on his knees, he has something romantic to ask, not ask if I'll help him winterize his boat."

Raft Up - Followup

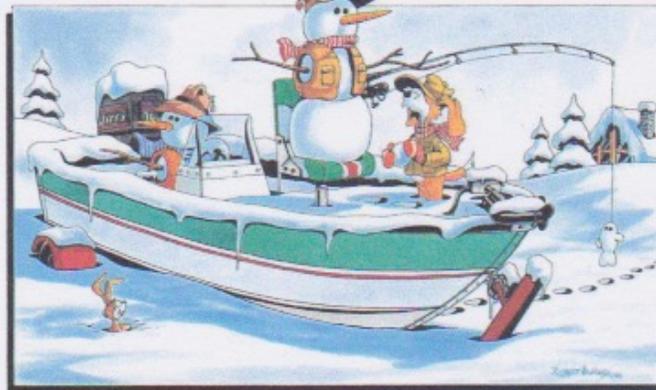
All Members were informed that our planned raft-up somewhere in Mahone Bay had to be cancelled. That was due to all the damage caused to homes and infrastructure by those flooding rains in July. That event was to be our main social get-together of the summer and we are sad that it could not happen. We are considering other social gatherings this Fall and Winter.

Winterizing

ENVIRONMENT-FRIENDLY BOAT MAINTENANCE

HAULING OUT

Boaters should adopt environmentally sound maintenance procedures around the marina, or anywhere else. Most marina operators and yacht clubs already have environmental programs under way. Check with your marina or club for more information, and consider some of the precautions listed below.



Oil:

Change the oil before winter storage to eliminate residual acids and moisture in the crankcase. A marina has the staff, the tools, and the know-how to do this job properly. For do-it-yourself types, take the old oil to the marina or a service station to be recycled. Keep it well away from the waterways.

Fuel:

Add a fuel stabilizer to fuel tanks before winter arrives, to avoid deterioration of fuel quality and needless dumping of stale fuel in the spring. Leave tanks close to full. This will reduce condensation and corrosion, but leave room for expansion when things warm up, thus avoiding a possible fuel spill.

Antifreeze:

Avoid ethylene glycol antifreeze. It has a toxicity level that could be harmful to the water. A low-toxic propylene glycol-type antifreeze is widely available and designed for marine engines. It can also be used safely in hoses and holding tanks. Ask the marina if it has a system to remove old antifreeze, and recycle it for reuse the following season.

Batteries:

Prevent battery cells from freezing and creating a possible hazard. Make sure the cells are filled with distilled water, and that the battery is fully charged. Clean the terminals with baking soda, rinse with cold water, wipe dry, then coat the terminals and cable ends with petroleum jelly to prevent corrosion. Batteries are best stored on a wooden board in a cool garage. When new batteries are needed, be sure to recycle the old ones. Many service stations will accept old batteries, and a number of retailers offer a credit for the old when purchasing a new one.

Boat covers:

While shrink-wrap may work well, tarps are a better alternative. They last longer and are safer enviro-wise. The best choice for an environment-friendly boater.

Note: See also below: "Sailors for the Sea" - A Green Boating Guide.

Course Calendar

You can always check our [Course Calendar](#) and now, NEW to everyone is the following website:

[Get Your Boating Licence Here](#)

www.boatlicencecanada.ca

MADE IN CANADA

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ONLINE COURSE

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- Designed by a non-profit community of boaters for boaters

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- Good for life

SCAN TO LEARN MORE

Canadian Power and Sail Squadrons
Escadrilles canadiennes de plaisance
www.cps-ecp.ca | 1-888-CPS-BOAT

Since 1938, CPS-ECP volunteers have been sharing their on-the-water knowledge with new and seasoned boaters, helping them prepare for both every day and emergency situations. Fees collected from our courses are reinvested in programs that allow us to better serve Canadian boaters.
Charitable Registration Number: 10686 5611 RR0001

\$49.95 TAX FREE
Course and Card

Canadian Power and Sail has relaunched an updated Boating Licence course (Pleasure Craft Operator Card).

With many new boaters on the water, all of whom require their licence, we would appreciate your assistance in making our waters a safer place by posting this add in your location and encouraging everyone to take the course.

This [link](#) will provide a printable version.

For more information please contact our Education Officer, Bob Rutherford at email:
seo-blunose@cps-ecp.org or telephone 902-440-0312.

**Here, again, is the current list of CPS-ECP courses
that are offered at various times of the year:**

Required certification courses:

Maritime Radio (Restricted Operator's Certificate [Maritime])
Boating 1 - Boating Basics (Pleasure Craft Operator Card known as 'PCOC')

Boating Series Courses:

Boating 2 - Beyond Boating Basics (Name changing to Basic Navigation & Boat Handling - Part 1)
Boating 3 - Introduction to Marine Navigation (Name changing to Basic Navigation & Boat Handling -
Part 2)
Boating 4 - Near Shore Marine Navigation Level 1
Boating 5 - Near Shore Marine Navigation Level 2
Boating 6 - Offshore Marine Navigation Level 1
Boating 7 - Offshore Marine Navigation Level 2

Elective Courses:

Electronic Marine Navigation
Radar for Boaters
Boat and Engine Maintenance
Extended Cruising (Living on a Boat)
Sailing
Weather for Boaters

The more knowledge you have, the more enjoyable boating becomes.



How do we manage our courses?

(Article included again for easy reference)

Changes are in the offing. Classroom courses are back in vogue as the pandemic wanes. The best news from our National Office is that we will only have two methods of delivery in the future – Classroom and Online. In other words, one will involve use of the car, the other will use the computer.

Classroom courses will continue to be difficult for Bluenose Squadron. As has been pointed out many times, our primarily rural area would involve lots of travel for most of our students, and since much of our training takes place in the winter, that is not a good mix. However, we will generate a classroom course if a group is looking for a particular course. Perhaps a yacht club just did a successful membership drive and has several youngsters who could benefit from a Beyond the Basics (Boating 2) course. Maybe a Fire Department just bought a rescue boat and needs a number of VHF radio operators. Let us know and we'll be there if at all possible.

Online courses will primarily be delivered via the Moodle Online Learning System. At present, Boating 2, 3 and 4 (courses which take you progressively from your PCOC to Near-Shore Navigation) are run this way and more will undoubtedly follow. Moodle integrates student notes, video clips, test questions and more in a user-friendly means of self-study, supported by weekly online sessions with the course instructors, and the availability of local tutors to help with hands-on things like knots and splices.

Courses which are not yet converted to the Moodle System can also be taught online, by the use of a virtual classroom, again using the internet to meet weekly with instructors. In these cases, rather than having all the course material laid out online, students will usually work from a printed book they receive by mail. Online courses are well suited to our situation in Bluenose country and will likely be our primary means of teaching. Geography is no longer a limiting factor. Bluenose Squadron has taught students from all corners of the country, coast to coast.

Self-study is also possible, particularly for persons just getting started. The Pleasure Craft Operator Card (PCOC) is taught this way, as well as the Restricted Operator Certificate (Maritime) (ROC-M) needed to legally operate a VHF radio onboard. These are Government-mandated courses which the Canadian Power and Sail Squadrons is authorized to administer.

Rounding out our spectrum of courses, we have several elective courses on maintenance, electronics, weather and the like, and for those who just want a sampling, we have seminars which can deliver an afternoon or evening introduction to many subjects.

Thank you for reading the foregoing. You can see it all unfold at boatingcourses.ca. If you have particular training in mind, please contact me. I will be happy to help in any way I can.

Bob Rutherford, Squadron Educational Officer, 902-440-0312, seo-bluenose@cps-ecp.org

Canada's Safe Boating Guide:





Click anywhere on the above image. It is provided as a convenience for our readers.



Photo courtesy of Jim Peerless. Taken on the first day of summer 2017 on the Bay of Fundy.

NOTICE OF PROPOSED CHANGES - MAHONE BAY

From a recent NOTMAR

Notices to Mariners – Monthly Eastern Edition
Section 1A: Temporary and Preliminary Notices

*814(P)/23 Mahone Bay – Notice of Proposed Changes

Reference chart: 4381

The Canadian Coast Guard proposes to permanently change the following aids to navigation:

Aid Name	LL #	Position	Proposed Changes
Floating Aids			
Blandford light and bell buoy MK52	459	44° 29' 43.4"N 064° 08' 14.7"W	Discontinue buoy.
Big Tancook Island light and bell buoy MN51	460	44° 28' 19.4"N 064° 10' 45.7"W	Discontinue buoy.
Tancook Island buoy MN52	5460.01	44° 28' 04.7"N 064° 10' 39.4"W	Add red lantern with flash characteristics: Fl 0.5 s; Ec 3.5 s. Increase the size of the buoy.
Tancook Island buoy MN53	5460.02	44° 28' 09.4"N 064° 10' 23.7"W	Add green lantern with flash characteristics: Fl 0.5 s; Ec 3.5 s. Increase the size of the buoy.
Tancook Island buoy MD57	5464.02	44° 28' 18.4"N 064° 08' 55.7"W	Add green lantern with flash characteristics: Fl 0.5 s; Ec 3.5 s.

Initial publication date: Friday, August 25, 2023

[Comment submission deadline](#): Thursday, November 23, 2023

(F2023-017)

Inland Waters

Temporary Notices

No notices applicable for this edition.

Preliminary Notices

No notices applicable for this edition.

Initial publication date: Friday, August 25, 2023

Comment submission deadline: Thursday, November 23, 2023

Comments should be directed to the following:

Superintendent,

Aids to Navigation & Waterways

Canadian Coast Guard, Atlantic Region

P.O. Box 1000

50 Discovery Drive

Dartmouth, NS B2Y 3Z8

Telephone: (506) 636-4708

Email: DFO.CCGATLaidstoNavDiscont- AidesalanavSupprATLGCC.MPO@dfo-mpo.gc.ca



Rebuilding our Member Roster

*Hello Fellow Bluenose Members
Welcome to Fall 2023*

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. Therefore, for those interested, I am compiling our vessel details and sharing 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 e-message.

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:

- Boat name
- Your name
- Home Port (or close to where she resides during 'the season')
- MMSI number
- Hull design

- type
- Power, sail, row, paddle, etc.
- Hull colour
- Length
- Horse power

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.

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



Photo courtesy of Bluenose Member, Mark Perkin, while aboard Pegasus





As Bluenose Members, what can we do to help the Squadron function?
We can each recommend CPS-ECP Bluenose courses
to any new boaters that we encounter!
Forwarding this newsletter to them is a start.



Quiz Time

QUIZ TIME

FUEL SAFELY

From the Safe Boating Guide:

*"Leaking or spilled fuel not only harms the marine environment but presents a fire hazard.
Follow these steps when fuelling — it is the safe thing to do and it is the law."*

Which of the following fuelling points is FALSE?

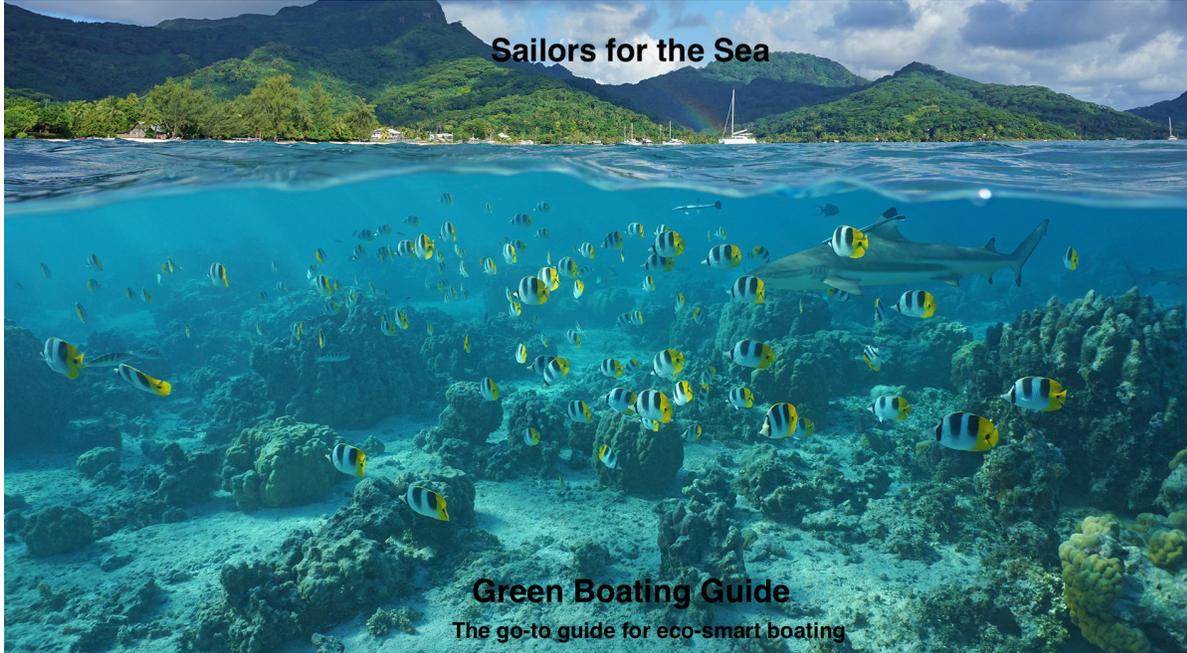
1. Moor your boat securely to prevent spills.
2. Shut off all engines.
3. Send guests ashore.
4. Put out all open flames.
5. Do not smoke.
6. Turn off electrical switches and power supplies.
7. Do not use electrical devices such as portable radios.
8. Close all windows, portholes, hatches and cabin doors.
9. Remove portable tanks from the vessel before refuelling.
10. Ground the nozzle against the filler pipe.
11. Know how much fuel your tank can hold and do not overfill it.
12. Wipe up spills and dispose of the used cloth or towel in an approved container.
13. Run the engine compartment blower for at least 30 seconds immediately before starting the gasoline engine.
14. Check for vapours from the engine compartment before you start up the engine.



For the answer find the ship's wheel at the end of this issue.



[Sailors for the Sea](#) [Green Boating Guide](#)



Click anywhere on the above photo to go to a great website! While it is a U.S. publication the information is universally valuable to all boaters.





Photo from *Pegasus* by Mark Perkin

Mahone Island Conservation Association



Bluenose Squadron stays in touch with the Mahone Island Conservation Association (MICA) and, since some of you have asked questions about their Public Mooring Project, here is some up-to-date information for your benefit.

Thank you for your interest in the MICA Public moorings program. At this point we do not have a map showing all the public moorings as it is still a work in progress, but it is in our plans. For now this is a list of moorings currently in place with plans for more in the future.

The first six (6) registered moorings were deployed in the fall of 2022 and a further twenty (20) were set

in May 2023. They are located as follows:

- **Andrews I:** east side (1)
- **Backmans I:** big (1) and little cove (1)
- **Bella I:** big (2) and little cove (1)
- **Covey I:** big cove (2), little cove west side (1)
- **Ernst I:** northwest side (1)
- **Long I:** south side (3)
- **Masons I:** big cove (6) and north point (2)
- **Sacrifice I:** big cove (2)
- **Squid I:** big cove (2)
- **Zwicker I:** northwest side (1)

In addition we are very pleased to advise that we have embarked on a similar program with the Municipality of Chester (MOC) with the plan to install registered moorings for public use for the MICA islands in that municipality as follows:

- **Birch I:** north side (2)
- **Clay I:** west side (2) (not a MICA island but owned by MOC)
- **Squid I:** big cove (2) (already installed)

We hope you have been enjoying the use of these moorings. We have had a very positive response from MICA members.

While the use of these moorings is offered free of charge, we do hope users of the moorings will donate to MICA to help offset costs.

<https://mahoneislands.ns.ca/how-to-get-involved/donations/>

We know that you have been a long time supporter of MICA and we offer our sincere appreciation!

Many thanks,
Deb Hawkes
MICA Membership Chair

For more information about the MICA Public Mooring Project please [CLICK HERE](#)





A Dragon Boat

The Dragon Boat in this photo is owned and operated by the Breast Quest Dragon Boat Society. It was created by breast cancer survivors in 2004 and continues to provide exercise, support and camaraderie for members. There are seats for 20 paddlers, a drummer and a coxswain. Supporters are welcome to join the paddlers but survivors have priority for seats on paddling evenings. When Lake Pisiquid in Windsor was drained a few years ago, the decision was made to move the boat to Black River Lake, Kings County, where it provides much enjoyment on the water from mid June to mid September.

The following photo taken on a beautiful evening on Black River Lake in July of this year.



Submitted by [Coxswain, Jim Peerless](#). Contact Jim for more info.



Wow! Price Reduced

Above is our Bluenose Squadron burgee! Looks great, doesn't it? If you want one please contact Financial Officer, Dan White. He has recently ordered a new supply and we are able to set a new, lower, price. The price is \$20 plus any mailing cost to you (no tax is needed) which is a tiny bit more than they cost to produce.

[Dan White](#)



The correct answer to our quiz this time:

Number 13 is FALSE: You should run the engine compartment blower for **AT LEAST FOUR (4) minutes** before starting a gasoline engine after refuelling. [See Safe Boating Guide page 38.](#)





Quick Links

[Annual Notices to Mariners](#)

[Aqua Map](#)

[Atlantic Used Oil Management](#)

[Bluenose AGM Minutes 2023](#)

[Bluenose Boat Roster](#)

[Bluenose Microsite](#)

[Bluenose Newsletters](#)

[Bluenose Officer Contacts](#)

[Boating Courses](#)

[Boat Licence Canada](#)

[Boating Safety - Discover Boating](#)

[Marine Weather - Atlantic](#)

[MICA Island Use Guidelines](#)

[Navionics](#)

[Notices to Mariners - Monthly Edition](#)

[Predictwind](#)

[Quick Course Reference](#)

[Safe Boating Guide - Transport Canada](#)

[Sailors for the Sea](#)

[Sail Plan - Transport Canada](#)

[Scotian Shores Cleanup](#)

[Shore Cleanup](#)

[Weather to Boat](#)

[Windy](#)

Next Newsletters?

The next Bluenose Squadron Newsletters are being planned for December 2023 (Seasons Greetings), February 2024 (Winter), April 2024 (Spring), June 2024 (Summer) and October 2024 (Fall).

Jim Peerless, Secretary & Communications

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