

From: Bluenose Squadron Bridge Team ss-bluenose@cps-ecp.org
Subject: [Test] Fall 2021 Squadron Newsletter
Date: October 7, 2021 at 09:38
To: > jimpeerless@outlook.com

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Bluenose

- Issued October 9th, 2021 -

Canadian Power & Sail (CPS-ECP) Bluenose Squadron serves all of western Nova Scotia from roughly a line Aspotogan Peninsula to Windsor and westward. However, students can take a course with any squadron and then join Bluenose Squadron when desired.

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

[Find us on Facebook](#)

[View this email in your browser](#)



Notice:

Any Member whose membership expired in 2020 is now being purged from the active lists of all Squadrons. There are several such members on our Bluenose list. Our Membership Officer, **Jim McMillan reports:** "Members of the Bluenose Squadron Executive have worked diligently and managed to highlight many errors in the new CPS-ECP National Membership database – errors that have been subsequently

rectified. We are pleased with how quickly errors are being addressed. The CPS-ECP staff are a great help. We have contacted expiring members many, many times, to the point that it feels like we are harassing you. For that, we apologize. Once the new database stabilizes this type of activity will be minimized.

Currently the Bluenose Squadron has 61 paid-up members. The CPS-ECP National Board made the decision to archive expired members meaning that they are no longer active members. Should any member believe that they have been archived in error or they wish to renew, then no problem at all. Simply contact me at smo-bluenose@cps-ecp.org. I will work with each member, and CPS National, to have the archived data reactivated."

What's Happening?

COVID Stage 5 in N.S. Now what?

1. **Online/Virtual Classrooms ARE Available - Face-to-face classes ARE NOW allowed under very limited conditions and are normally only used where an organized group (such as a yacht club or marina) has several persons seeking a particular course. For individuals, online courses are the most workable option.**
2. **Marine flare return: See the current recommendations for flare disposal later in this newsletter.**
3. **Recreational Vessel Courtesy Checks: Beginning next spring.**
4. **Social events: We will try to plan one or two of these over the winter with virus restrictions in mind.**

How do our Online Courses Work?

Blended or Combined Learning Courses: Online via Moodle: Students access their courses online via a program called Moodle (note: Moodle is described as the world's free learning platform that helps you create effective online teaching and learning experiences in a collaborative, private environment). Several squadrons may blend or combine resources such as instructors and tutors to offer such courses. Maritime Radio Courses are also offered as home-study if desired. Of course the PCOC can be

These courses are also offered as home study, if desired. Of course, the P.E.C.C. can be done as home-study online as well.

Delivery Details:

- 1) Instructional videos available online (24/7).
 - 2) Instructor-lead online sessions (Weekly - 7:00 to 8:30 p.m. Atlantic Time).
 - 3) Personal online tutor sessions by an instructor from a local Squadron.
- Additional student material (charts, etc.) are sent via Canada Post to students from the National Office.

Virtual Classroom Courses: Course material is sent via Canada Post to students. Meetings are via video app.

Home-Study Courses: The student receives the course material via Canada Post and can proceed at his/her own pace. In the case of the Maritime Radio Course, in order to receive the required 'license' (credit-card size), a student will need to successfully complete an online exam that would be scheduled at an appropriate time.

Course Calendar

The following courses are running, proposed and/or under consideration by our Atlantic Squadrons (Except for organized groups, courses are **online** until further notice). In some cases we are combining and coordinating with other squadrons to offer various courses.

Please note that a [major revision](#) to the Course Calendar and Registration System within CPS-ECP took place on September 21st. The changes should make finding the course you want much more intuitive and considerably easier. Interested people can select 'All Courses' or 'Near Me' to get started on the new site. Please check boatingcourses.ca for the latest and most accurate information.

Sailing: Being sponsored and run in the new year by Halifax and Fredericton Squadrons.

Boating 2 and Boating 3: May be running as separate courses by Halifax Squadron this month.

Boating 2 & 3 Combined: A District course is being planned by Shediac and Alderney Squadrons. Another may be running by Halifax Squadron this month.

Boating 4: Will commence in February 2022. Being sponsored and run by Bluenose and Alderney Squadrons. There is also one of these courses that may be run by the

Halifax Squadron.

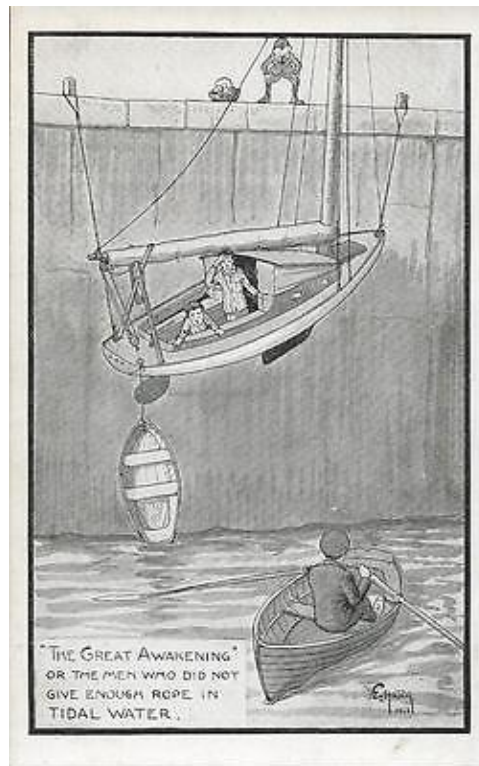
Boating 6: Commences February 2022. Run by Bluenose Squadron.

Boating 7: Commenced September 21st. Virtual classroom every Tuesday for 12 weeks sponsored and run by Halifax Squadron.

Boating & Engine Maintenance: Commencing October 18th sponsored and run by Halifax Squadron.

Maritime Radio: Available online in the Home-Study version.

PCOC (Pleasure Craft Operator Card): Available online at any time.



"Hey buddy, welcome to Hall's Harbour! Where ya from?"

For the convenience of readers, 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

Boating 3 - Introduction to Marine Navigation

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

Introduction to Weather for Recreational Boaters

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

The Original Bluenose Celebrates 100 Years!

By now you have heard that the original Bluenose schooner was launched 100 years ago. You may not know that Bluenose II visited almost all coastlines of Nova Scotia this summer. Jim Peerless had occasion to intercept Bluenose II as she motored up into the Bay of Fundy on a day devoid of wind. Many boats came out to see her and many vehicles lined the shore as she motored at about 10 knots until abeam Hall's Harbour before turning with the tide.





These photos of the Bluenose II in the Bay of Fundy during the summer of 2021. The original Bluenose existed from 1921-1946: See this Canada Vignette: [Watch it Here](#)



Commander's Corner

A message from Commander Laura Webber:

Fellow Members,

What a thrill to feel the exhilaration of a brisk sail, the fun of skimming across the water in kayak or speed boat, the relaxation of lunch and a dip at a favourite secluded spot!

My question is, "Did you feel safe on the water this year?" The buzz among boaters is that there has been an influx of new boaters who did not grow up learning the ways of the sea. They did not take time or even have the time to take a comprehensive boating safety/navigation course before heading out. It takes time and know-how to stay safe. One must be aware of other boaters, sudden weather changes, breakdowns and first aid. All this and becoming skilled in handling one's own boat.

These are elements that you and I have taken seriously - some of us for decades. What can be done about getting the new boater to understand what they are in for before it is too late?

Please join the conversation. Talk up CPS-ECP. Help us in finding new creative ways to fulfill our mandate.

Let's make safe boating a priority and then... Have some fun!



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Contacts: Note the new email addresses for each.

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Further to Commander Laura's comments above, here is a recent article from the Kings County Record in New Brunswick that further exposes the need for new-boater training. The issue exists right across the Country.

Waterways are flooded with inexperienced captains as 'boating is the new COVID thing'

JUSTIN SAMANSKI-LANGILLE
KINGS COUNTY RECORD

Veteran boaters are expressing concern as they say the COVID-19 pandemic has provincial waterways teeming with "weekend warriors" and boating newcomers, which is causing waves in more ways than one.

Royal Kennebecasis Yacht Club Commodore Heather McBriarty said it is difficult to say just how much busier the waters are this year compared to previous years, but what she knows for sure is her marina is full, and there is a 40-boat wait list to get a spot.

"It certainly is busier than in years past. I think boating is the new COVID thing," said McBriarty. "We were out one weekend ... and there were 100 boats that passed us."

While she said the bustle of activity on the water has made some club members decide to stay ashore on the busiest weekend days, the traffic has not been enough to dampen her enjoyment.

She said increased traffic has brought with it an increase in poor boating behaviour, which McBriarty blames on a lack of experience operating a boat, and a lack of understanding of the rules and courtesies of boating.

"People are passing a little too close, people are going too fast at night, I've seen quite a number of boats travelling at night without lights at all," she said.

Further up the St. John River at the Oromocto Boat Club, member Elizabeth Lamothe said that waters have been very busy in her region as well, and the club has grown from around 70 members last



Heather McBriarty, commodore of the Royal Kennebecasis Yacht Club, said the province's waterways have been very busy this summer as boating has become 'the new COVID thing.' PHOTO: TELEGRAPH-JOURNAL FILE PHOTO

year, to 95 this year.

"This year OBC has a full dock, where usually we can offer spaces into August," said Lamothe. "With COVID last year, I think a lot of people realized that those of us with boats were able to get out and enjoy everything because it allows for isolation while still feeling part of a community."

While she said overall, the more people the better for the tight-knit boating community as a whole, but on weekends and especially long weekends, issues are arising frequently.

"It's the nuisance things like creating

too much wake, and getting too close [to other boats]," she said. "Somebody who is in a speedboat and forgets to slowdown for a kayak can do a lot of damage."

Police don't patrol regularly

Both Lamothe and McBriarty said they would like to see more police presence on the water to help address the behaviours, but they said they recognize there are limited resources available.

RCMP spokesperson Cpl. Hans Ouellette said the force "conducts proactive enforcement when possible," but does not have boats out patrolling the province's waterways on a regular basis.

"The New Brunswick RCMP has watercraft which we can deploy for necessary situations," said Ouellette. "It's not a free-for-all out there, if you are operating a motor vehicle, you are subject to the Criminal Code of Canada."

While the increased interest in boating is perhaps most noticeable on the water, marine equipment retailers are seeing it in their showrooms as well.

Rallye Marine Sales Manager Mike Goguen said sales at the Dieppe business have doubled from last year. He estimated 2020 was a busier than average season to boot.

"The season's been going great, it has definitely been a growth year for sure for the industry and for us," said Goguen. "Definitely a lot of new boaters to the industry, and a lot of upgrades as well."

This increased demand, combined with supply issues affecting the boating industry and many others, has meant boats, parts, and equipment has been harder to come by, but Goguen said his store has been able to manage their supply of products fairly well, and even added three new brands to their lineup this year.



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

Excerpts from a book entitled 'Sailing' from 1949

Written by Peter Heaton as a Penguin Handbook, the odds and ends on these pages are interesting to read and with the apparent humour aside, most if not all, remain valid to this day.

MORE ODDS AND ENDS

Always know what the tide is doing.

Many wrecks are caused by bad ground tackle, inadequate anchors and chains.

A dinghy sailor should tuck the tail of his shirt up – it is good to have something dry to pull down over a wet behind.

Arrangements for efficient lighting for chartwork are essential.

Be sure the anchor is shackled to the cable before throwing it over the bows.

Check the accuracy of your compass as often as you can on known bearings, such as two objects in line.

A good start is a race half won.

In bad weather keep a good offing and don't get embayed.

Learn how to morse with a flash lamp; it is very useful and may save your life.

Keep a good log or record. It is easy to forget when cruising.

Remember that a channel that looks easy on a chart is not always so in practice; in bad weather and broken water, buoys are often very difficult to see.

Always carry one more pullover than you think you are going to need.

When approaching a mark ahead, look for it where you don't expect it – it may be there.

When buying a ship, treat with suspicion such remarks as 'she makes just enough water to keep her sweet'.

On the weather side of sandbanks there may be a breaking sea in strong winds.

Remember that the man on a big steamer's bridge cannot see through her bows.

Although you may feel a tough sailor with two days' growth on your chin, you appear in a somewhat different light to people ashore.

Glucose or harley sugar are good preventers of seasickness –

*especially when you are tired.
If the barometer goes below 29.6 get into shelter if you possibly
can with safety.
If an owner says his boat is a wonderful sea boat, he probably means
that she has no pretensions to speed or appearance.*

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SAILING

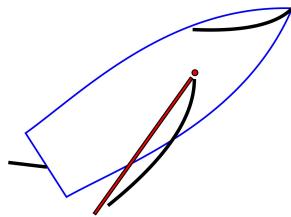
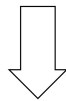
*Fog signals are very deceptive.
A ship hove-to is, for the purposes of the rules of the road at sea,
a ship close-hauled on that particular tack.
It has been said that the three most useless things in a boat are
umbrella stands, garden shears, and people who write books
on how to sail.*



Quiz Time



1. Is there a good pre-departure checklist in the Transport Canada Safe Boating Guide? [Safe Boating Guide.](#)
2. For purposes of collision avoidance at sea, a ship that is hove-to is a ship close-hauled on that particular tack. True or False?



This vessel is hove-to.

The correct answers can be found at the end of this newsletter. Look for this ship's wheel:



Doesn't matter the number of legs that your best buddy has. Put on a PFD or lifejacket!





This little pooch is a Jack Russell terrier named 'Kylo'. Photo by Jaimie Peerless.

We held the Shining Waters Marina Boating Safety Event on August 14th.

In cooperation with Halifax and Alderney Squadrons, some members of the Bluenose

in cooperation with Halifax and Alderney Squadrons, some members of the Bridenose Bridge (and spouses) attended a safe-boating event which was organized by our Public Relations & Marketing Officer, Bruce Kelley. The Shining Waters Marina had indicated an ongoing and urgent need for boating education given that the pandemic has created a large influx of new people to boating activities.

There were displays of required and optional boating equipment from the Shining Waters shop, CPS boating course information, knots, St. Margaret's Bay Search & Rescue and the Freedom boat-sharing club. In the two photos that follow our Squadron Education Officer, Bob Rutherford, and Mannie Laufer, (a senior Halifax Squadron Instructor), are organizing and explaining some of the knots on display.



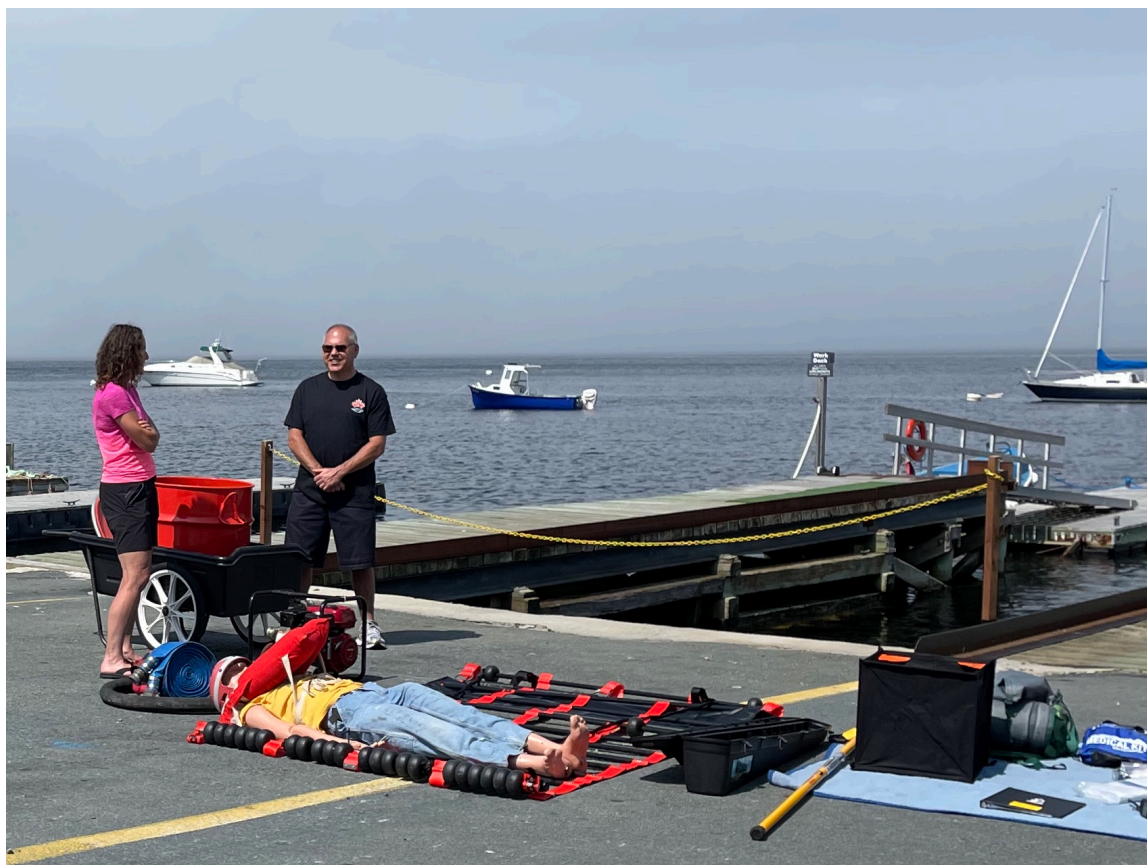


Below, taking a break from the displays, are Jim Peerless, Rachelle & Marcel Simard, and Bruce Kelley. Commander, Laura Webber, was kind enough to take these photos. Past Commander, John Smith, also dropped by during the event.





The St. Margaret's Bay Search and Rescue team put on a good display alongside the others. They are in the final stages of fitting out a new rescue boat for their area.



Jim Peerless brought along his classic runabout, Fly Boy, as a focal point for the event displays on that occasion. We suspect that a big incentive for him, aside from being

face-to-face again with other Bluenose Members, was one of those complimentary hot dogs that the Squadrons provided!



While we were disappointed at the low public turnout on that nice summer Saturday, we think the awareness of CPS-ECP that we created with Shining Water's staff and other participants was worth it. The \$99 cost for hot dogs, buns and condiments was shared between the three squadrons. Secretary Jim kept the leftovers in lieu of submitting a gas bill for towing Fly Boy from Kentville.



A Winterizing checklist

Here is a convenient copy of the Canadian Yachting article (written by Robert Buller) which details recommended steps in preparing your boat for winter in Canada.

The article begins... "It was always a bit sad when we "put to bed" our power-boat at the end of the cruising season. Then, one year, our favourite mechanic suggested

the end of the cruising season. Then, one year, our favourite mechanic suggested creating a service program at the end of this season, rather than the beginning of the next one. Price savings could be had, he explained. From then on we regarded the winterizing phase for our boat as a start of the next cruising season, not the end of the current one. What follows are some ideas to make this as easy as possible — and perhaps even less expensive..."

[832-winterizing-and-end-of-season-checklist](#)

By the way! Did you notice in the Course Calendar (see earlier in this newsletter) that Halifax Squadron is hosting the course called [Boating & Engine Maintenance](#) commencing October 18th?

Be Aware! Carbon Monoxide

It may never be too late in a boating season to remind everyone of the hazards of this invisible and odourless gas. Page 39 of the [Safe Boating Guide](#) says the following:

BE AWARE OF CARBON MONOXIDE DANGERS

Carbon monoxide (CO) is a deadly gas you cannot see, smell or taste. CO comes in through your lungs and cuts off the oxygen supply to your body, causing death in minutes. Be alert! Symptoms include headaches, nausea and fatigue – but you might think you are just seasick or have the flu.

CO can come from anything that burns a carbon-based fuel (gasoline, propane, charcoal, oil, etc.) such as engines, gas generators, cooking ranges, heaters, etc. CO acts a lot like air. It does not rise or fall, but spreads evenly throughout an enclosed space.

Here are some tips to help protect yourself and others from CO poisoning:
Idle your engine only in well-ventilated areas. A tail wind can easily carry CO back on board.

Heat the cabin in a well-ventilated area.

Cook in a well-ventilated area.

Make sure that cabin extensions and areas fitted with canvas tops are well ventilated.

Use only fuel-burning engines or appliances that are certified or designed for marine use and make sure to use them in well-ventilated areas only.

Use a marine-grade CO detector and check its batteries before every trip.

Be aware that CO can build up when: two vessels are tied to each other;
you are docked alongside a seawall:

your air becomes energized at sea level,
exhaust gases enter the space between pontoons;
your load causes the bow to ride high; or
a fuel-burning appliance or engine is running while your vessel is not moving.

Tragedies related to CO do, sadly, happen. Go to this link about one such tragic event:

[Raven's Rule](#)

Outboard Went Overboard!

We have heard more than one story about an outboard motor falling overboard and being lost because of corroded motor brackets to which the safety chain is normally attached. We suggest you attach the safety chain securely to the **hull** as opposed to the engine bracket to prevent this expensive loss.



Drowned outboard motor: What to do? Here is one helpful video:

https://youtu.be/B5_Gb4hLcbk

Expired Marine Flares: What to do?



We think the best measure for now is to suggest that you “Contact your local RCMP detachment to see if they will take your expired flares.” We say this because Commander Webber recently had success with the RCMP Chester detachment and Public Relations Officer Kelley, had success with the Bridgewater detachment although results may vary at other detachments.

Did you know that the flares only lose a small percentage of their dependability for each year following their manufacture? Four years from the date of manufacture stamped on marine flares we are mandated to get new ones but the old (now expired) ones may work just fine. So, what to do? One of our very experienced instructors suggests marking the old ones with big black crosses for identification and using them FIRST in the event of an emergency when you need them. Every expired flare that actually ignites obviously extends your ability to get the attention you need. We understand that the 'old' (expired) flares may work for several years after their expiry dates. We base this suggestion on several sources including what is said on the Orion (marine flare manufacturer) websites following. This first link takes you to their product page:

<https://www.orionsignals.com/marine-products/>

In this next link they have some good tips on usage (do's and don'ts) and they do mention keeping expired flares for back-up use in the event of an emergency: <https://www.orionsignals.com/replacement-and-disposal/>

The Beauty of Greenland in 4K

Why are we including this? Because a boater forwarded it to us and it is breathtakingly beautiful. Be sure your sound is on. Video runs for 2:45. Enjoy!

<https://youtu.be/6aAhWxVMXNg>



Courtesy of www.americanboating.org

*"When will you admit the boating
season is over?"*

This article appeared in our Spring 2021 Newsletter and is repeated here for your convenience.





Printed versions of CHART #1 and Tide & Current Tables are History

As of 1 January 2021 **printed** versions of Chart 1: Symbols, Abbreviations as well as the Terms and Canadian Tide and Current Tables are permanently discontinued.

Changes to How you access the Tide & Current Tables

Ref: <http://www.charts.gc.ca/publications/tables-eng.html>

" Due to the availability of complete volumes of the Canadian Tide and Current Tables on charts.gc.ca as viewable and printable PDF files, and additional information in different formats (predictions, observations in tables, and graphics) being available on tides.gc.ca, the Canadian Hydrographic Service is permanently discontinuing the printing of all volumes of Canadian Tide and Current Tables. As such, the 2021 New Edition and all future volumes will be only available digitally and will not be sold in paper format. Advances in technology bring a new era of marine navigation with a focus on digital and electronic products. The Canadian Hydrographic Service is transforming the way it delivers quality data and services to clients, in a timely manner, to support decision-making. For more information, visit www.charts.gc.ca."



What a beautiful sight! Photo courtesy of Bruce Kelley

Next Newsletters?

The next Bluenose Squadron Newsletters are being planned for mid December (Season's Greetings), mid February (Winter) and early April 2022 (Spring).

- Jim Peerless, Secretary & Communications

ss-blunose@cps-ecp.org



The correct answers to our quiz this time are:

1. Yes. See page 72 of the Safe Boating Guide: [tp_511e.pdf](#)
 2. True. See the second page of the article in this newsletter taken from the Penguin Handbook entitled 'Sailing' dated 1949. Still true today.
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