

Bluewater

Spring 2024 Edition

- Issued April 13, 2024 -

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

You are encouraged to share this newsletter with anyone that has an interest in boating, but please remove the section (below) that announces our new logo!

[Find us on Facebook](#)

[View this email in your browser](#)



👑 Exciting Reveal from CPS-ECP

If you are a Bluenose Member (or recent former Member) this is FOR YOUR EYES ONLY.

We have a new logo and colours: Canadian Power & Sail Squadrons will, very shortly, become known as:



**CanBoat
NautiSavoir**

IMPORTANT: This information is NOT ready to go out to the public because other things need to be ready at the same time. For instance, we do not want people to go to our website only to find the old name and material.

The project to establish a new brand name (with logo & colours) has taken 15 months and was announced on April 5th.

Some takeaways from the meeting:

- Please do not share with anyone outside of Bluenose Squadron until advised. If you wish to forward this newsletter to anyone outside of Bluenose, please delete this section about the new logo as you do so.
- Our underlying organization remains CPS-ECP but CANBOAT is to be our new brand.
- There was a great deal of research, analysis, testing and surveying of various groups to decide upon our new name, logo and colours.
- The other changes needed in conjunction with our new brand will happen steadily over the next weeks.
- Once the necessary material is converted to our new brand, we must discard the old material.
- Our current CPS-ECP flag and the current Bluenose burgee are unchanged.
- *Bluenose* is still known as a 'Squadron' until further notice.



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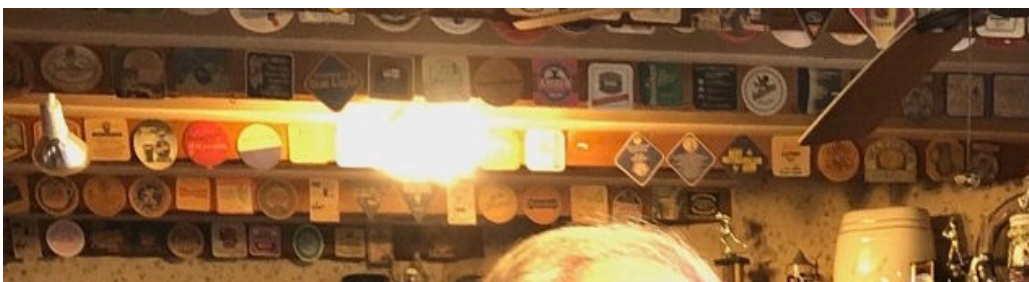
Quiz Answer



PHOTOS

Social Event at the Mug and Anchor, Mahone Bay, Sunday March 3rd

Here are some photos of some of the 23 members and guests that attended on that rainy day.





Above: Bob Rutherford



Above: Jim McMillan, Mark & Sandra Perkin, Bill Towndrow





Above: Tom and Melanie Gill





Above: Rachelle Pickles & Marcel Simard





Above: Chris Benoy & Myra (sorry Myra, it is the only shot we had!), Jim Peerless, Bruce Kelley



Above: Carrilee & Ernest Eddy, John Smith

Lots of good chatter, good drinks and good food. There was even a ghost story or two.
Thanks to all for coming and making an enjoyable gathering!





Commander's Corner

'Canadian Power and Sail Squadrons' – a mouthful for sure!

When I took my first course it was the Canadian Power Squadron. They eventually added 'Sail' since it is such an important part of what we teach.

Because it has been a significant part of my consciousness for so long, I am still surprised at how few people recognize the name at all. In fact, it is such a long name people usually ask me to repeat it – and again the next time we meet! Not good. CPS-ECP is even less recognizable. What older cross-border sailors I know will say is, "Oh, the Power Squadron".

We are in a new era and the language must change. All military references need to be dropped. And wouldn't it be great if could come again to a time when a simple, understandable, recognizable phrase brings everyone in the conversation to a similar idea.

First people need to know we exist. Only then can they evaluate what we have to offer. The next step for our organization, is to offer more of what the younger generation want in a method that they will use. A tall order.

The evolution has begun. A new brand has been adopted. For now, only our members will get a first look at the new

brand. Logistics are being worked out. We hope you will like the new look and help us to promote it. Please consider joining our ranks or offering to help us in a one-shot promotion this summer.

Laura



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This invitation to all Bluenose Members was just received by Commander Laura:

Hello Commanders,

I'd like to extend an invitation to join us for our April Boat Talk. This event may prove to be informative to you and your squadron members. On the 18th of April from 1900 to 2000 we will have Mike Cashin giving a talk on Chart plotters. Please use the link below to attend.

zoom

**E-Navigation for
the Recreational Boaters**

Skipper Mike Cashin

**7 to 8pm, Thursday,
April 18, Zoom Boat Talk**

<https://us02web.zoom.us/j/85835880940>

Since this will be a Zoom meeting, we are hoping that individuals that cannot normally join due to distance will be able to join and take part in this last boat talk before the sailing season starts.

Please pass this invitation on to your squadron members.

<https://us02web.zoom.us/j/85835880940>

Thanks,

Troy Otis

*Commander Fredericton Squadron
18 Melrose Avenue
New Maryland, NB/N-B
New Brunswick
E3C 2R7*



**Please Watch for Date, Time & Location of our
Bluenose AGM**

Your Bridge Members will decide soon on the details of our 2024 AGM. We are looking at two possible dates in May. As always, we will endeavour to keep the necessary business portion of the meeting very short and are planning on an interesting speaker and/or presentation.



Interlux Changes in Antifouling Coatings

There are many quality products available but lately there have been rumblings going around about favourite Interlux products being discontinued. Gone are *Bottomkote XXX*, *Fiberglass Bottomkote*, *Tri Lux II*, *ACT*, and *Nautical products Epoxycop* and *Union Jack*.

Interlux has refined their offering to *Micron CSC-CA*, *Bottomkote-CA*, both available in red, black and blue, *VC Offshore* in black and blue and the non-antifouling *VC Performance Epoxy* in white only.

The “-CA” tells us that Interlux has reformulated the product to address issues of raw material availability, improve performance factors and costs, and that it received Canadian approval. To reformulate each of the previous products is probably not justifiable given the costs of meeting Canadian approvals vs size of our market. Why we can't harmonize with the US is beyond me, as if costs weren't already bad enough.

I'm partial to *Micron CSC-CA* for its ablative, effectiveness in both salt and brackish waters, and multi-season durability. Yes, it costs more than *Bottomkote-CA* but the multi-season

and multi-season durability. Yes, it costs more than *Bottomkote-CA* but the multi-season durability of *Micron CSC-CA* means I have less work to do. Less work on my knees or back especially. Or, if you pay someone else, less hours being billed.

Bottomkote-CA will likely cost about \$75/qt vs \$110/qt for *Micron CSC-CA* today.

A key factor for me is this minimal maintenance. If you use a two colour application with *Micron CSC-CA*, the underlying coat being different from your topcoat, you can readily see whether recoating is required. Interlux recommends two coats but I have used three. For me the first coat was blue, the subsequent two coats are black. When I haul at the end of the season, I can readily see whether I need to add a new coat in the spring. Usually I just have to touch up.

Bottomkote-CA is also ablative but designed as a single season application. It requires two coats every year.

VC Offshore and *VC Performance Epoxy* have unique applications beyond most of our needs.

Regardless of the Interlux product, and what we think we know, go to yachtpaint.com, choose [Canada](#), and use this intuitive site to find the Interlux product best for you. The site is loaded with good information to help you keep your boat "shipshape and in Bristol fashion".

[Bill Towndrow](#), Assistant Education & Assistant RVCC Officer

Course Calendar

Courses offered by Bluenose Squadron are coming to an end for the Winter-Spring semester. However, we are offering a self-study course online for the [Pleasure Craft Operating Card](#) and [Maritime Radio Certification](#) throughout the year for anyone who requires an operating card or a certificate to operate their VHF Radio (and that means anyone who has one or who reaches for the microphone).

Courses will pick up again in the Fall semester as the active boating season draws to a close. Meanwhile, if you are looking for or thinking about a course, please get in touch with me (see below). If I know what you want, I can set up a course for it, or else I

can point you in the right direction to satisfy your needs. Courses that are available across the country can be found on the [CPS Course Calendar](#) or at boatingcourses.ca. So have a great summer out on the water. See you in the Fall.

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

Excerpts From the Canadian Safe Boating Council (CSBC)

Safe Boating Awareness Week has been the mainstay of boating safety to over 16 million people who recreate on Canadian waters.

The 2024 campaign will still be reaching out to Canadian boaters but, may be a little different in many ways.

Boating is not quite into full gear yet, with some areas of the country open and some soon to open. Because many are getting onto the water in time for Safe Boating Awareness week, we want to remind you of not just our 5 key messages for boating safely.

A key issue as the boating season begins is for now you can expect fewer boaters on the water, so there will be less chance of having help close at hand if you run into trouble. Plus, if you do get into trouble, you will put extra stress onto rescue resources.

The CSBC *Safe Boating Awareness Week* messages this season are:

1. **Wear Your Lifejacket** - Over 80% of Canadians who drown while boating were not wearing their lifejacket or not wearing it properly. There are so many choices for lifejackets / personal floatation devices on the market now, it is easy to pick one that suits your 'boating style' and is one that you are comfortable wearing all the time you are on the water.
2. **Boat Sober** - Whether it's prescription drugs, alcohol or cannabis, the use of intoxicants is both irresponsible and illegal. In some provinces, being convicted of impaired operation will also affect your automobile license.
3. **Take a Boating Course** – If you are operating a powered recreational vessel, you should have your Pleasure Craft Operator Card or some other proof of competency. But that is just as start, so consider taking some advanced courses. If your boating preference tends towards paddle, this is the perfect time to enroll in some on water training. Or if you are just starting out, log onto and start your boating in a paddle craft responsibly. The site is not a substitute for on water training, but it does provide a great first step in education about paddle craft.
4. **Be Prepared, You and Your Vessel**- Make sure you and your boat are up to your planned on-water activities. That means you are knowledgeable about your upcoming trip, your boat is properly equipped with the required and good to have safety equipment, the weather is suitable for the voyage, you have sufficient fuel and you have filed a trip plan. Plus, this is not all about you...it is important to keep in mind that by staying out of trouble you will not be putting pressure on rescue resources.
5. **Be Cold Water Safe** - Cold water can severely impact your ability to swim or even just stay afloat. Even the best swimmers will feel the effects of a sudden cold-water immersion. No matter your swimming ability, best chance of surviving an accidental cold-water immersion is to *wear your lifejacket!*

Boating is a favourite pastime for many Canadians. It can reduce the stress of social isolation and it's a great family activity. By its very nature, boating provides the ideal way to get out and enjoy the outdoors.

It won't be long before all of the Canadian waters are opened and the CSBC wants you to have a super season on the water this summer.

Wear Your Lifejacket or PFD - Always!



[Safe Boating Awareness Week](#)

[Canadian Safe Boating Council](#)

[Departure videos](#)



Reminder: Halifax is Hosting a SailGP Event 1-2 June

[view this news report from CBC dated March 28th](#)

[Sail GP Link](#) - Info & Tickets





Canada's Safe Boating Guide:





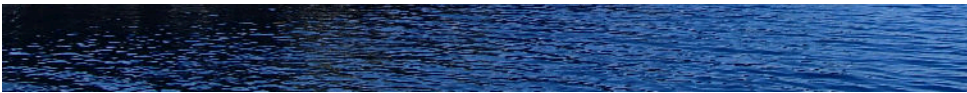
CHOCKLE CAP ACQUISITION ANNOUNCEMENT

The Mahone Islands Conservation Association (MICA) Board of Directors is very pleased to announce that Chockle Cap Island was acquired in partnership with the Province of Nova Scotia on March 28, 2024.



Chockle Cap is a prominent rock island in the Rackets area of Mahone Bay with a land area of about 4 acres. Other MICA islands in the area include Long, Dry, Centre, Snipe and Shag. A bit further away is MICA's Sacrifice Island.





Unlike other MICA islands, Chockle Cap has little vegetation being primarily steep cliffed with shallow soil and exposed rock. It is an important sanctuary for a variety of nesting and breeding seabirds. As such, MICA considered it important to acquire the island for conservation protection.

We encourage people to observe the natural wonders of the island from their boats but ask not to try to land on the island.



Putting LAT/LONG Coordinates into Google Earth

Thanks to our Bluenose Member, Tom Gill, for this information on how to input the latitude and longitude information into Google Earth. The way that coordinates are presented in such things as NOTMARs does not work in the Google Search feature. Here is a little video that describes very nicely how to do that. Basically, you take the coordinates that you have acquired and put them into the Google Earth search window without any of the symbols but with the spaces still there. [See this video for the full explanation:](#)





NOTMARS

Recent NOTMARS affecting our area

From the March 29th edition of Notices to Mariners: See Chart 4381

Deep Cove/Mahone Bay:

Add red starboard hand spar buoy, marked MY52.

Reposition red starboard hand spar buoy, marked MY54 to position: 44 degrees 32'06.8" N 064 degrees 06'53.9" W

Editor's note: NOTMARS are Notices to Mariners.



Our Member Roster

Hello Fellow Bluenose Members
Welcome to Spring 2024

We are 62 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. Therefore, 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 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:

- Your Name
- Boat Name
- Power, sail, row, paddle, etc.
- Home Port (or close to where she resides during 'the season')
- Type
- 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

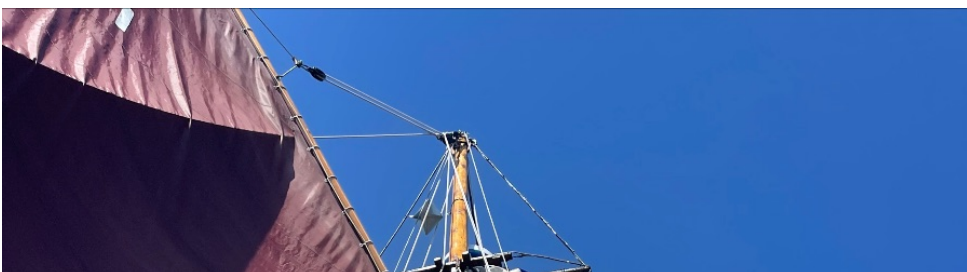




Photo courtesy of Mark Perkin

RVCC Program:

The boat shows are over and no doubt there are a lot of new boat owners out there waiting patiently to have their new vessels launched. Others, perhaps already long time boaters, are also preparing for the boating season by pulling off covers, installing new equipment and doing spring maintenance. One thing these two groups have in common is the requirement to ensure mandatory safety equipment is aboard their vessels before departing their moorings or slips. It's a requirement that is often neglected or just overlooked after a long winter layup. Fortunately, there is help out there for all boaters in the form of the Recreational Vessel Courtesy Check (RVCC) program staffed with knowledgeable volunteer members of CPS-ECP.

RVCC volunteers are a dedicated bunch, many with years of service in the program and believing strongly in the promotion of safe boating. Maintaining a high level of service requires ongoing education and with spring upon us, now is the ideal time for Squadrons and Districts to schedule training for their existing and new RVCC volunteers. CPS – ECP training videos are available for this purpose, as well as for periodic reviews, at www.smartboater.ca/rvcc. For training instruction and material a little more in depth and for updates to the Small Vessel Regulations, Squadrons and Districts may want to get in touch with their nearest Office Boating Safety (OBS). They willingly make their Safety Officers and training materials available for both classroom and online sessions.

RVCC = PCCC

RVCC: Recreational Vessel Courtesy Check

PCCC: Pleasure Craft Courtesy Check

Whatever it is called, note that most Squadrons, including Bluenose Squadron, offer FREE Courtesy Checks of your equipment. The Safe Boating Guide says:

HAVE A PLEASURE CRAFT COURTESY CHECK

Transport Canada works with boating safety organizations like the Canadian Power & Sail Squadrons (CPS) to offer free courtesy checks for pleasure craft. Check the CPS website to learn about the Recreational Vessel Courtesy Check Program.

If you request a check, a trained boating safety volunteer will board your boat, while alongside a dock or at a boat ramp, to:

- *check out the safety equipment and other requirements;*
- *identify any problems; and*
- *discuss general boating safety issues.*

Education and prevention are the keys to this program. Since program volunteers never issue any penalties, it is a great opportunity to learn more about boating safety and make sure that you are ready to head out on the water. The knowledge you gain from a courtesy check will help you to stay safe on the water year after year.

Note that the courtesy check is not a formal assessment of the condition of the vessel or any of the equipment. It is your responsibility to make sure that your vessel and related equipment meet all regulations that apply to your boat

Get your RVCC (PCCC) from Bluenose Officers, [Marcel Simard](#) or [Bill Towndrow](#).

For those of you reading this from outside of Bluenose territory, please go to www.cps-ecp.ca to locate a squadron near you.

NOTE

**Atlantic District RVCC
Training RVCC Checker
Training**



The 2024 boating season is not that far away and the RVCC program for 2024 has been given the thumbs-up.

However, as you know the Atlantic District covers a large geographic area and we presently only have a few trained and certified CPS Boating Safety Specialist and I am looking for one or two members in each of the 9 squadrons in the district who would be willing to step up and offer Recreational Vessel Courtesy Checks (RVCC) / Pleasure Craft Courtesy Checks to fellow boaters at their marina or yacht club. Having one or two CPS Boating Safety Specialists in each marina and yacht club in the district would be ideal and my goal as your District RVCC officer.

In order to achieve this goal I would like for you to widely distribute the information attached to this email to your squadron newsletters, social media and mailing list.

The training is simple and relatively short and easy.

1. Watch this 30 Min [Training Video](#) with,
2. These [Boating Safety Specialist training notes](#) as well as this pdf copy of a [RVCC form](#) in hand
3. Once completed download, complete and submit the declaration found at <https://www.smartboater.ca/rvcc/#>
4. Sign and date the Declaration, include the name of your Squadron and then return it to me at rvcc-bluenose@cps-ecp.org or jrm.simard@gmail.com

Sincerely

Marcel Simard

Atlantic District &
Bluenose Squadron
RVCC Officer
902 790 6464 (Ce)
902 792 1748 (Res)



Queen Mary II just after she docked near Pier 21 in Halifax, July 2, 2019. Photo taken from *Fly Boy*.

QUIZ



In this issue of the Bluewater we have a question for those of us who trailer our boats at any time:

To ensure safe and controlled trailering, what is the percentage of the total weight of a trailer and its load that should be felt on the tongue of the trailer?

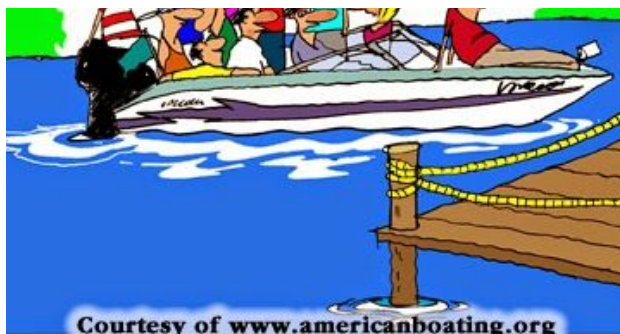
For the answer please find the little ship's wheel near the end of this newsletter...



As Bluenose Members, what can we do to help the Squadron to function?
We can each recommend CPS-ECP Bluenose courses
to any new boaters that we encounter!

The above photo of a valued schooner crew-member (Maggie May, the Duchess of Northwest Cove, Big Tancook) is courtesy of Mark Perkin





Courtesy of www.americanboating.org

*"You said you wanted to take a romantic boat ride,
so I only invited a few of my friends."*

Shoreline Cleanup Groups



- Collection data is tallied via a standardize [Data Tally Card](#).

The plastic pollution problem in all our oceans has caught the attention on several well known sailing Vbloggers / influencers and created the **In Mocean Recycling Fleet** and we encourage you to to [check out their videos](#) on Youtube starting with their [short 5 min intro video](#).



This is **interesting... and useful recycling information.** Just put in your postal code to find the places near you. Hint: there are many of them! [Click here for more.](#)

Wishing You an Enjoyable Boating Season!



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.
- ☐ Check 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 any damaged life jackets.
- ☐ Check fire extinguishers. Make sure the fire extinguishers are properly charged or buy new ones.
- ☐ Test smoke and carbon monoxide alarms and gasoline fume detector.
- ☐ Check the pleasure craft licence. Check that the numbers on your bow are in good condition and legible.
- ☐ Make sure you have your Pleasure Craft Operator Card. A Restricted Operator Certificate is required if you operate a VHF radio.
- ☐ Check the first-aid kit. Replace any supplies that were used last season or have passed the expiration date.
- ☐ Review your boat insurance policy and update coverage if needed.
- ☐ Check the boat trailer. Inspect trailer tires for wear and inflate properly. Check the trailer frame for rust spots; inspect the wheel bearings and re-pack if necessary. Test the trailer's lights before towing.
- ☐ Open hatches to ventilate boat throughout. Check passive ventilation that allows air to flow through below decks.
- ☐ 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, scratches, gouges, etc. and repair.
- ☐ 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 launch.
- ☐ Check, test and lubricate seacocks.
- ☐ Check shaft, outlass 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.
- ☐ Check fluid levels of the transmission, coolant and power trim.
- ☐ 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.
- ☐ Inspect dock and anchor lines for chafing. Replace lines if they show signs of wear.
- ☐ Examine sailboat rigging: Check for signs of corrosion and wear and for leaks where chain plate mountings come through the deck. Inspect stays for fraying and "fish hooks".
- ☐ Check mast and spreaders for corrosion or damage, forestay and backstay connections.
- ☐ Check masthead fitting and pulleys.
- ☐ Check and lubricate roller furling.
- ☐ Check halyards and consider replacing or swapping end for end.
- ☐ Tape tumbuckles, cotter pins, and spreaders.
- ☐ Hook up and check marine radio, GPS receiver and antenna.
- ☐ Check charts: Do you have a current chart aboard? Channel markers and buoys may be out of position due to ice movements so take extra care.
- ☐ Check engine spares—oil filter, fuel filter, impeller, belt, fuel pump, etc. Replace as necessary.

5 Things You Can Do To Have a Safe and Enjoyable Boating Season


1. Wear your Personal Flotation Device (PFD) or lifejacket. Regulations require that you carry a properly fitting PFD or lifejacket that is Canadian approved and in good condition for every person on board. They only work when you wear them and usually by the time you need them it is too late to even find them and then struggle to put them on. In over 80% of boating related drowning people were not wearing their PFD.
2. Don't Drink and Boat! Now you could lose your driver's license. Over 40% of all boating fatalities involve alcohol.
3. Everyone who operates a powered recreational vessel requires proof of operator competency. Don't get caught without it. Get proper training, take a course and get your Pleasure Craft Operator Card (PCOC).
4. Don't boat in poor weather. Water conditions can change very quickly, especially on large shallow lakes like Rice Lake and Lake Simcoe. Check weather reports before you leave shore and return to shore as soon as good conditions begin to change.
5. Get a Pleasure Craft Courtesy Check (PCCC) and ensure that you have the proper safety equipment on board, it is accessible and it is in good operating condition.

Required Equipment	Canoes, Kayaks, Row Boats	Personal Water Craft (PWCs)	Powered up to 6 meters in length	Powered over 6 up to 9 meters in length
One Canadian approved PFD or Lifejacket for every person on board	✓	✓	✓	✓
At least 15 meters of buoyant heaving line	✓	✓	✓	✓
A manual propelling device or anchor with at least 15 meters of line		✓	✓	✓
A watertight flashlight (don't forget the batteries) or 3 approved flares of type A, B or C		✓	✓	✓
Plus 6 approved flares of type A,B or C				✓
A sound signalling device	✓	✓	✓	✓
Navigation lights if operated at night or periods of poor visibility	✓	✓	✓	✓
Magnetic compass unless operating in sight of navigation marks			✓	✓
Bailer or manual water pump with sufficient hose to reach overboard	✓	✓	✓	✓
Exempt if everyone is wearing their PFD		✓		
One class 5BC fire extinguisher if equipped with an inboard engine, fixed fuel tank or fuel burning appliance		✓	✓	✓
Exempt if everyone is wearing their PFD		✓		
Plus one 5BC fire extinguisher if there is a fuel burning appliance				✓
Reboarding device if climbing distance is over 0.5 meters				✓




Ministère des Transports

Transport Canada



Ministère des Transports

Transport Canada



Canadian Power & Sail Squadrons

Escadilles canadiennes de plaisance

1-888-277-2628 | www.cpsboat.ca

Above are two checklists that may be useful before you launch this year.

Here is another one which appeared in the [March 2024 issue of Canadian Boating](#).

Also, the [Safe Boating Council](#) has some pre-departure safety videos.

And here is another Spring list from Maple Leaf Marinas: [Spring Prep](#)



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.
[Dan White](#)





Next Newsletters?

The next Bluenose Squadron Newsletters being planned for
June 2024 (Summer), October 2024 (Fall), December 2024 (Seasons Greetings), February 2025 (Winter) and April 2025 (Spring).

- Jim Peerless, Secretary & Communications
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The answer to our quiz this time:

An array of boating and trailer sources vary somewhat on the percent of total trailer weight (gross trailer weight) that should be on the trailer tongue in order to avoid trailer swaying or loss of control. Some sources say as little as 5-7% of the total boat and trailer weight is acceptable.

Others say 7-10% of that weight. Some say even as high as 15%. You can read more from this [BoatU.S. site](#) or at [Legend Boats](#) as two examples. I have a tandem aluminum trailer which weighs 4000 lb with full fuel and equipment in the boat. I use 9% of that i.e., 360 lbs of weight on the tongue and it tows very nicely behind my mid-size pickup truck. However, if your trailer manufacturer specifies a certain percentage of trailer gross weight on the tongue, then I recommend that. Jim Peerless, Bluenose Squadron

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