

Bluewater

Winter 2024 Edition

- Issued February 17, 2024 -

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!

Our newsletters are prepared by volunteers primarily as a benefit for our Bluenose Members. This edition may be lengthy enough that some email servers will advise "This message is clipped".. You will then need to click on the associated prompt to see the remainder of the newsletter.

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Just Confirmed: Mug and Anchor Pub Event

March 3rd. See below...



In this issue, in this order:

Commander's Corner & Contacts

Early Spring Social - Mahone Bay Pub

Digitizing Our Membership Cards

Recent NOTMAR info for our area

New Boat Club in our area

List of All Courses

Drownings in Canada - Report

Call Bluenose Education Officer for your training needs

Safe Boating Guide

[Bluenose Roster of Boats - updated](#)

How to Stabilize the Fuel in Your Boat

Quiz

Our Burgee - New Supply - RE-Order yours

Halifax Boat Show - Photo

Quiz Answers

Quick Links



Commander's Corner

I recently came into possession of a lifetime's worth of nautical charts. Not just a regular collection of mostly nearby sites similar to my own. This is from a naval man who was obviously involved with navigation.

Some charts are untouched. Others have detailed and EXTENSIVE markings. Bizarrely so. One such chart is 4342 Approaches to Halifax Harbour 1922. It shows



Bluenose Squadron Executive (Bridge)

Contacts:

Laura Webber

4312, Approaches to Halifax Harbour 83. It says Opposed Departure and Blind Exit #2 Ops. I have included a portion of that chart as I thought it might prove interesting for a few of you.

Some of the charts have been damaged, some are in good shape.

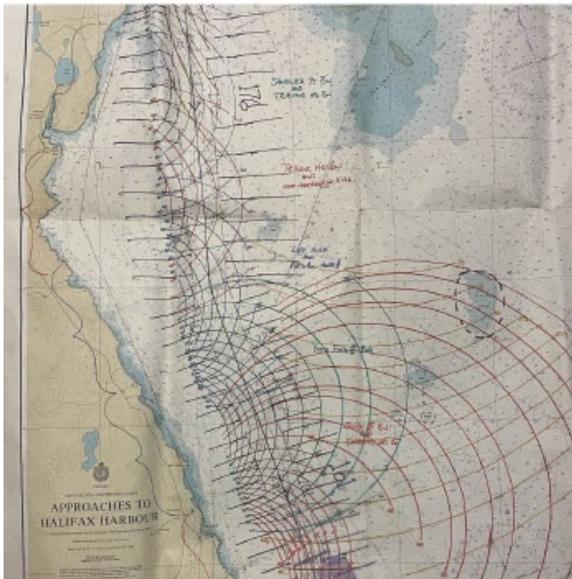
They are as varied as the North Shore of the Bay of St. Lawrence and Hudson's Bay to Buzzard's Bay and Key West. There are small scale charts like the Bay of Fundy to Cape Cod and Cape Hatteras to the Straits of Florida. The large-scale charts include the Annapolis Basin and St. John's, Newfoundland. There are visually interesting charts like the Mississippi River and Providence River and many, many more.

There is also a North Atlantic Plotting Chart – who knew of such a thing?

I thought of two reasons to share this information with you. The first is that if any of you have an interest in seeing or having one or many of these charts you are welcome to them.

The second was to explore the idea of using the charts as 'art'. I took a small and extremely large chart to Staples. They gave me prices before HST for laminating small- \$22.33 large – \$38.28, foam core mounting small – \$41.93 large- \$71.88, and plaque mount (wood) small - \$99.99 large unavailable (which would be prohibitively heavy at any rate) except up to 30"x40" at \$121.99. If Bluenose was to put in a bulk order (and this could include a favourite chart of your own), Staples will give us a discounted price.

Any other ideas you may have to save these pieces of history from going into oblivion will be welcome.



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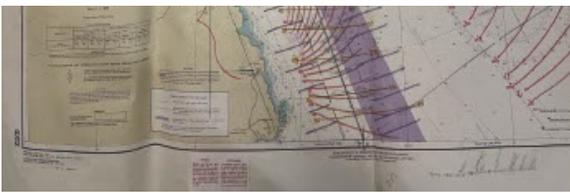
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To view a chart of Providence River, Rhode Island,

[CLICK HERE](#)

To view a chart of the Mississippi River, Venice to New

Orleans, [CLICK HERE](#) . To view the North Atlantic

Plotting Chart [CLICK HERE](#).

Have fun with your nautical dreams this winter.

Laura Webber

Commander, Bluenose Squadron

cdr-bluenose@cps-ecp.org

902-627-2778



Attention Bluenose Members !

Mug and Anchor Pub Event

We are hosting another casual get-together at the Mug

and Anchor Pub in Mahone Bay.

It was so enjoyable last year!

Sunday, March 3rd

Time: 13:00

Who: Bluenose Members and Guests

What: Casual get-together since we haven't met for an age!

Menu: Bluenose Squadron will provide appetizers. You purchase your own lunch and drinks, if you wish.

Please let Laura know if you can but please come: cdr-bluenose@cps-ecp.org or telephone: 902-627-2778

Digital Membership Cards / Cartes d'adhésion numériques



Received by email
after renewal or
you can download.

*Reçu par courriel
après le
renouvellement ou
télécharger.*

Canadian Power and Sail Squadrons
Escadilles canadiennes de plaisance



Digitizing our Membership Cards

Our Canadian Power & Sail (CPS-ECP) membership cards are now digitized. This decision was made to save much time, effort, cost and delays that accompany our current plastic versions. You can find yours now by logging into CPS-ECP and going to Profile and then Cards. They are in PDF and JPG format. You can see the article about this in a recent [Canadian Boating issue](#):

[Also, here is a direct link to download the powerpoint presentation about this change that was given at the National AGM in October.](#)

Note: At the time of writing it is only our Membership Cards that are accessible in the above location. There may be other cards listed in your profile but they have not been digitized.



Note: the above photo is actually of buoys used in Europe (i.e., Region A). Their shapes and colours are, however, very similar to what is used in North America.

From Notice to Mariners (NOTMAR) 29 December 2023:

*1208/23 Mahone Bay – Unlit Buoy Permanently Established

Reference chart: 4381

The following unlit buoy has been permanently established at the following coordinates:

Aid Name LL # Position

Deep Cove buoy MY52 5459.018 44° 32' 09.1"N 064° 06' 57.1"W

*1213(P)/23 Halifax Harbour: Black Point to / à Point Pleasant – Notice of Proposed Changes

Reference chart: 4203

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

Aid Name - LL # (List of Lights number) - Position - Proposed Changes

Fixed Aids

Herring Cove - 522 - 44° 34' 00.6"N
063° 33' 19.8"W

Change daymark from red and white to green and white.

Lawlor Island Sector - 547 - 44° 36' 21.8"N
063° 29' 45.4"W Discontinue aid to navigation.

Lawlor Island Light - 547.1 - 44° 36' 22.9"N
063° 29' 43.6"W

Establish a mast equipped with a green lantern with flash characteristics Fl 1 s, Ec 4 s and a black, white and green square daymark.

Floating Aids

Neverfail Shoal

light and bell buoy H8 - 518 - 44° 33' 15.5"N

063° 31' 27.6"W

Increase lantern intensity.

Discontinue the bell.

Thrumcap

light and bell buoy HN6 - 520 - 44° 33' 49.3"N

063° 30' 11.6"W Discontinue the bell.

Herring Cove

light and bell buoy HM1 - 521 - 44° 33' 52.2"N

063° 32' 54.7"W Increase lantern intensity.

Lighthouse Bank

light and bell buoy H12 - 524 - 44° 35' 36.3"N

063° 31' 59.5"W Discontinue the bell.

Hens and Chickens

light buoy HQ2 - 531 - 44° 36' 50.0"N

063° 33' 44.0"W Increase lantern intensity.

Purcells Cove

light buoy HQ1 - 532 - 44° 36' 41.9"N

063° 33' 56.9"W Increase lantern intensity.

McCormak's Beach

light buoy HP6 - 546.6 - 44° 36' 18.0"N

063° 29' 35.0"W

Establish starboard hand buoy equipped with a
red lantern with flash characteristics:

Fl 0.5 s; Ec 3.5 s.

Lawlor Island

light buoy HP11 - 547.2 - 44° 36' 31.8"N

063° 29' 58.4"W

Reposition buoy to the following position:

44° 36' 31.1" N 063° 29' 58.9" W.

Wellesley Rock

light buoy H46 - 562 - 44° 42' 37.3"N

063° 39' 26.1"W Decrease lantern intensity.

Head Rock Shoal

buoy HPC 5515.01 - 44° 32' 35.4"N

063° 29' 07.0"W

Add white lantern with flash characteristics:

6(Fl 0.3 s; Ec 0.7 s) + Fl 2.0s; Ec 7.0 s.

Eastern Passage

buoy HP9 5542.01 44° 36' 28.4"N

063° 29' 53.7"W

Reposition buoy to the following position:

44° 36' 27.2" N 063° 29' 52.9" W.

Eastern Passage

buoy HP10 5543.02 - 44° 36' 31.2"N

063° 29' 56.4"W

Add red lantern with flash characteristics:

Fl 0.3 s; Ec 0.7 s.

Initial publication date: Friday, December 29, 2023

Comment submission deadline: Thursday, March 28, 2024

Atlantic Region

Comment Submission

Comments on proposed changes in preliminary (P) notices are solicited from mariners and other interested parties within three months of the initial publication date. Following this date, the notices will be cancelled. Any objections raised must state the facts on which they are based and should include supporting information on safety, commerce and public benefit.

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

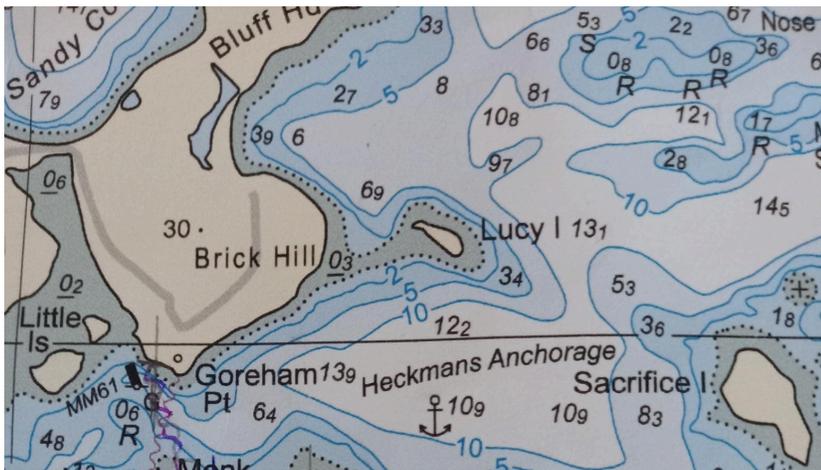
Telephone: (506) 636-4708

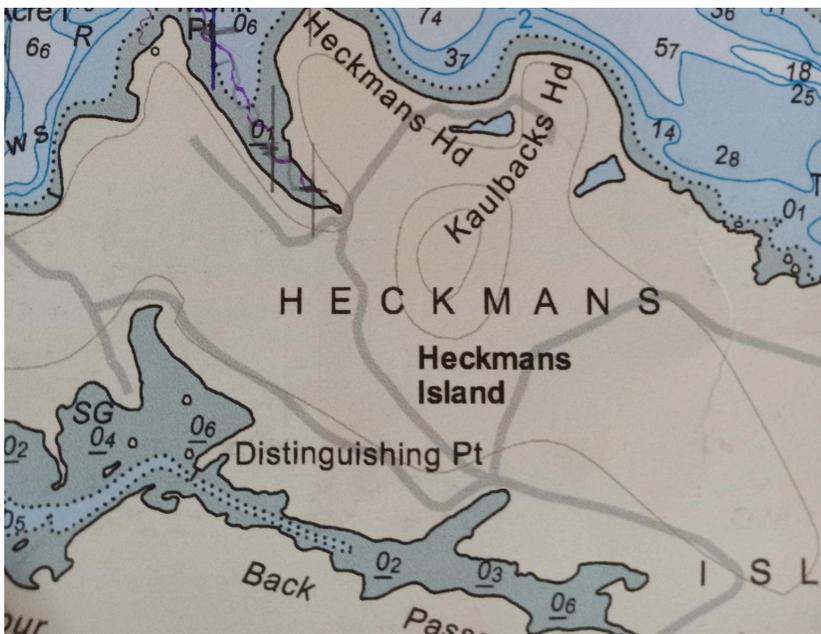
Email: DFO.CCGATLaidstoNavDiscont-

AidesalanavSupprATLGCC.MPO@dfo-mpo.gc.ca

From the NOTMARs one month earlier:

There is a **slight repositioning of an undersea cable** between Second Peninsula and Heckmans Island. Note that the cable now runs up the full length of the inlet that is southeast of Monk Point. Note the approximate new location of the cable shown in magenta below. We include this information in case anyone has ever considered anchoring in that inlet.





[Course Calendar](#)

You can always check our [Course Calendar](#)

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

Heads Up! Day Boats Club

(A division of NCS Managed Services Inc.)

Emerich Winkler of NCS Managed services tells Blunose Squadron:

We have partnered with East River Shipyard in Mahone Bay, Nova Scotia.

This location gives members access to a lot of destinations to explore in this gorgeous Bay. Instead of sitting in harbours we want our members to enjoy boating, feel the thrill to play on the water, or to beach the boat on uninhabited islands. Our opening date is set for June 1st and will run to October 31st, 7 days a week, access to 2 boats immediately and 3rd in the fall with two time-slot bookings from 08:00-12:00 and 13:00-19:00

Our boats are custom made out of HDPE materials that are resistant to high impacts, they are sledgehammer tough and create a marine vessel that is smart and long lasting.

Sustainable: HDPE materials are 100% recyclable and have a carbon footprint 5 times lower than alloy.

Reliable: HDPE is less dense than water, rest assured your boat will stay afloat even in the toughest conditions.

Clean Harbour: Zero Corrosion, electrolysis, or delamination, resists fouling, is easily maintained, and offers 50-year UV protection.

Safety Conscious: HDPE offers superior impact and vibration absorption, reducing personnel fatigue out on the water.

Safety Conscious. HDPE offers superior impact and vibration absorption, reducing personnel fatigue out on the water.

No Maintenance: HDPE has no need for dent or gelcoat repairs and no painting or polishing, so less time in the boat yard and more time on the water.

Here is a video link of Day Boats' Chief Operating Officer on the test boat.

https://youtu.be/P2HtPJF9_oU

Learn more about membership at this website which is launching soon: <http://dayboats.club>

*Best regards,
Emerich R Winkler Jr
NCS Managed Services Inc
1-877-473-3660*

Here, for your convenience, 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 - Basic Navigation & Boat Handling - Part 1
Boating 3 - 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.





FACTS

The [Canadian Lifesaving Society](#)'s latest national drowning report is a preliminary one for 2020-2021. It states that about 265 Canadians drowned in each of those two years (86% males and 14% females). Boating was involved in 31% of those deaths (51% power boats, 11% canoes, 12% kayaks - doesn't mention sailboats alone). To view the entire report please [CLICK HERE](#).

From Our Bluenose Education Officer

If you have particular training in mind, please contact me. I will be happy to help in any way I can. And, you can always go to: boatingcourses.ca.

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

By the way, did you know that CPS-ECP has a great many videos posted to Youtube? [Click here for one example.](#)

[Canada's Safe Boating Guide:](#)



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





Rebuilding our Member Roster

Hello Fellow Bluenose Members
Happy New year 2024!

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.

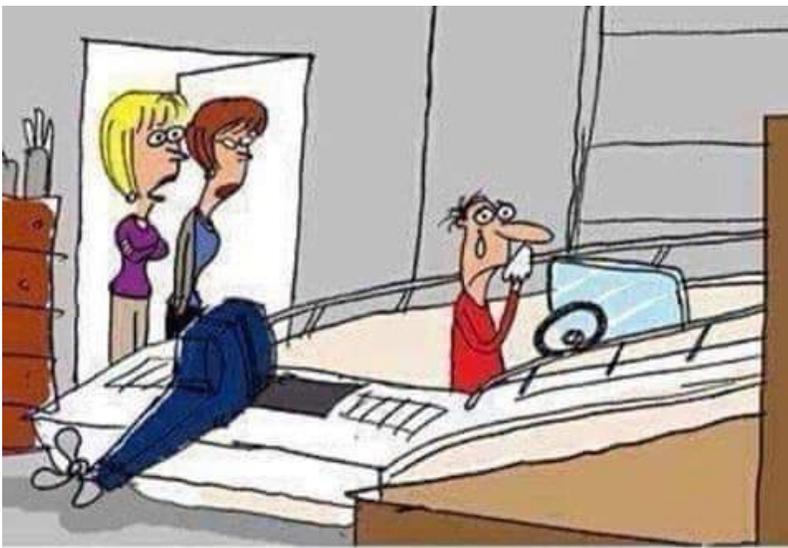
If you would like to share and be part of this notion, please e-mail the following details about your vessel to me @ jamesivormcmillan@gmail.com:

- 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



“Every winter he just sits in his boat and sobs. I think it’s time we moved to a place that’s warm all year round.”

How to Stabilize the Fuel in Your Boat



Jan 23, 2024

No matter how much you daydream about spending every day aboard your boat taking in some incredible adventure, the truth is that most of us aren't that fortunate. The average boater gets out on the water on weekends when schedules allow. In between those trips,

the boat sits idle for days or even weeks. Then there's the long offseason that many boaters face.

The intermittent nature of boating adds to the importance of taking good care of your boat and engine so there's nothing to hold you back when you can get back out there. One of the simplest preventive tasks you can do is to stabilize your fuel prior to periods of storage.

Why It's Important to Stabilize Fuel

Fuel stabilizing is an essential part of winter decommissioning.

When gas sits in your boat's fuel tank, it can start to break down in a matter of weeks or months, depending on the quality of the fuel and other factors. Oxidation, gumming and varnish buildup can quickly follow.

By stabilizing your fuel with a premium product such as Mercury Quickstor® Fuel Stabilizer, you can head off these issues before they start. Quickstor can also be used in your power sports machines or lawn and garden equipment. It prevents regular and ethanol-blended gas from breaking down and oxidizing for up to two years while helping to keep fuel lines, carburetors and injectors free of gumming and buildup.

Stabilizers should always be added before off-season storage as part of your winterization process. And any time you're putting the boat up for more than a couple weeks, it's not a bad idea to stabilize the fuel just in case that "short break" turns into a longer one.

How to Stabilize Fuel:

It's important to use fresh fuel before long-term storage.

The video above walks you through the simple steps required to stabilize your boat's fuel system before putting it into storage. Here are a few additional tips:

- Measure right – Before you stabilize the fuel, check the fuel level in the boat. Quickstor should be added at a rate of 1 ounce per 5 gallons of fuel. It's OK if you add too much, but check your fuel level to make sure you always add enough.
- Start with fresh fuel – If you're stabilizing your fuel prior to long-term storage – like during winterization – it's best to start with fresh fuel in the tank. Try to use non-ethanol fuel if it's available near you.
- Treat the entire system – Once you add the stabilizer to the fuel tank, run the engine for five to 10 minutes to circulate it throughout the system. You can do this with the boat in the water, or by using a flush muff and garden hose to cool the engine while running it on your trailer. Make sure you run the engine in a well-ventilated area – outside being ideal.

That's all there is to it. Quickstor Fuel Stabilizer is easy insurance against common fuel-related problems. It's part of the complete Mercury Fuel Care System family of products designed to treat, clean and protect your fuel system to keep you and your boat on the water longer.

This article courtesy of Boating Industry Canada News, Mercury Marine and BOATTEST.COM





Quiz Time

1. Identify the meaning of the cardinal buoy shown in the image of navigation buoys in the NOTMAR section of this newsletter (above).
2. If you were to pass the above cardinal buoy while out sailing, where would the safest water exist?
3. How many sailors does it take to change a light bulb onboard?



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





We suppose these sailors know just how little time they have if a crew member goes overboard in cold water before that wet body shuts down. Water temperatures in the Maritimes offer very little improvement to survival times. We can put you in touch with cold-water training courses: Contact Marcel Simard.

[.jrm.simard@gmail.com](mailto:jrm.simard@gmail.com)



Great Price!

Above is our Bluenose Squadron burgee! Looks great, doesn't it? If you want one please contact Financial Officer, Dan White. He has recently received 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.

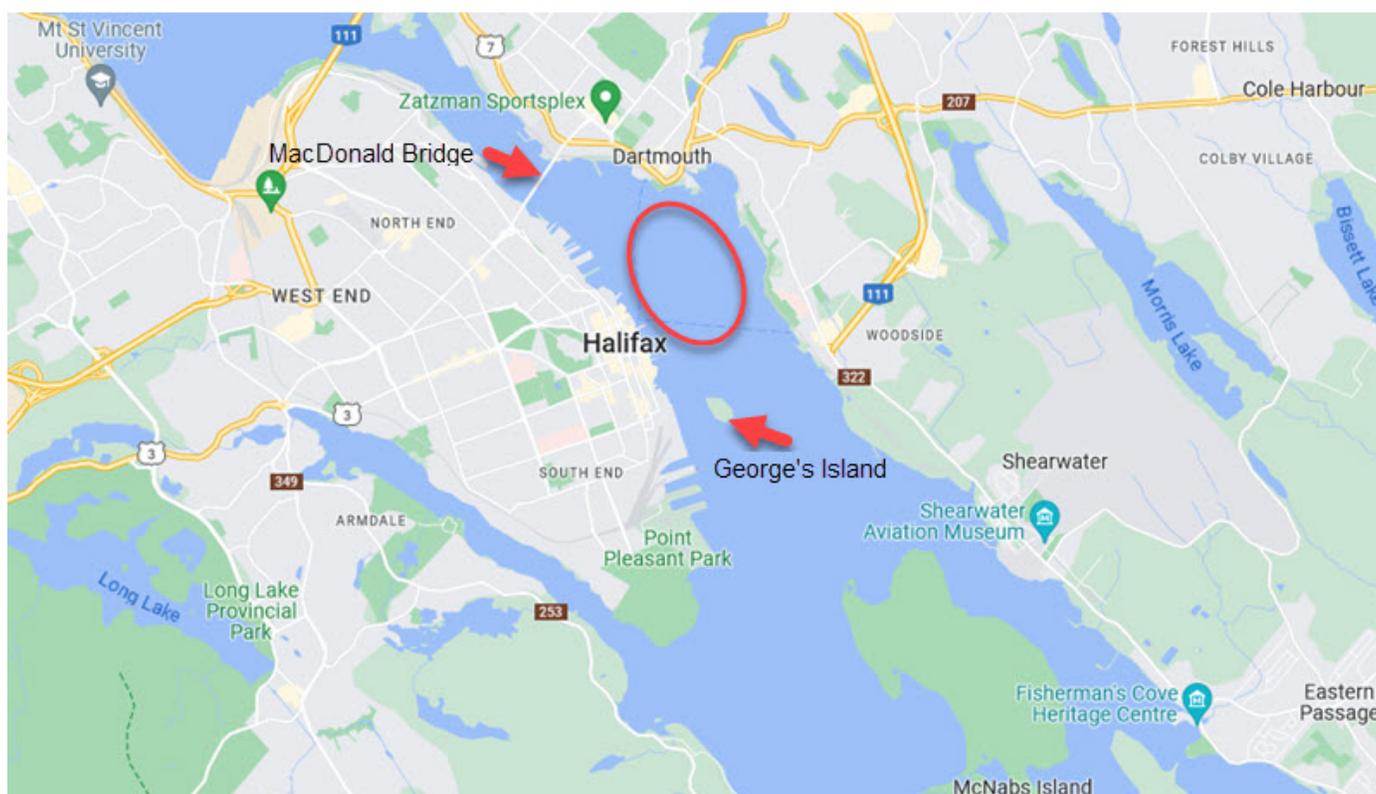
[Dan White](#)

Important Note: If you have ordered one and not yet received it, please contact [Dan White](#) at your earliest convenience as he has suffered some loss of emails in recent times.

Yes, Halifax is Hosting a SailGP Event in June

The following news article is copied from the November 9th issue of *Canadian Boating Onboard* magazine. SailGP = Sail Grand Prix

It is repeated here again for the convenience of our readers.



November 1, 2023

Halifax has won the bid to host racing on Halifax Harbour front and centre between George's Island and the MacDonal Bridge.

Thanks to the Sail NS team and various organizations in the area – Province of Nova Scotia, Halifax Regional Municipality, Build Nova Scotia, Discover Halifax, and the Port of Halifax – plus the sponsorship of ROCKWOOL, the first ever Canadian SailGP event *will* take place June 1-2, 2024.

It's a surprise to many Canadian sailors but less of a surprise to Frank Dennis, the executive director of Sail NS who has been working around the clock to make this happen for 18 months.

In a recent interview, Frank told us that sailing has much more currency in Nova Scotia than almost anywhere else in Canada. "There's a sailboat on our license plate, there are sailboats welcoming people to our places like Chester and Bedeck. Lunenburg and the Bluenose really need no introduction. Sailing in Nova Scotia is much more important to our million people than you might realize." And it's not just a colourful history – the sailing community has seen activity, particularly in Halifax and Chester continue to blossom with active fleets fleets and competitive regattas. The 2022 49er/49erFX/Nacra17 World Championship added to the city's lustre and reputation. The rest of the pieces

fell into place.

This success is particularly meaningful in light of the gentle decline of the founding CAN SailGP syndicate, which went darkish last summer.

The boat continued to participate and Phil Robertson and the crew have developed as a worthy challenger on the racecourse with many strong showings. With the participation of a dedicated band of VERY hardworking crew, we can be very loud in support of our results. The search remains on for new syndicate players but the on-the-water aspects seem unaffected.

BTW, what is ROCKWOOL

While ROCKWOOL is not a household word in most Canadian households, the ROCKWOOL Group is the world's leading manufacturer of stone wool insulation used extensively in the construction industry; its North American corporate headquarters are located in Milton, Ontario where the company has operated for more than 30 years.

Frank Dennis indicates that this event is already achieving its goals. There is excitement throughout the community, hotels are filling up for the dates and anticipation is growing. I have a feeling you won't want to miss it.

-John Morris, Editor Sailing in Canada





CPS Members on duty at our Boat Show booth on Friday, February 2nd: Bob Rutherford, Ian Porter and Chris Borgal. Photo taken by Jim McMillan. Thanks Jim!

Halifax International Boat Show: Halifax, Alderney and Bluenose Squadrons split the cost and duty roster for the Canadian Power & Sail booth again this year. Many thanks to all the volunteers!



Unfortunately, the snow and resulting poor road conditions on Saturday and Sunday resulted in some volunteers being unable to get to the show. In fact, general attendance was very low on both of those days.



The correct answers to our quiz this time:

1. It is a WEST CARDINAL BUOY

A west cardinal buoy is coloured yellow with one broad black band. It displays identification letter(s) and if it carries a light, the light is white and is a group quick flashing nine Q(9)15s or a group very quick flashing nine VQ(9)10s light. If it carries a top-mark, the top-mark is two black cones, one above the other, point to

comes a topmark, the topmark is two black cones, one above the other, point to point.

[See Canadian Aids to Navigation System 2011](#)

Additionally, here is a [Coast Guard video](#) describing Canadian Nav aids.

2. Safest water exists to the WEST of a WEST CARDINAL BUOY.

[See Canadian Aids to Navigation System 2011](#)

3. No sailors required, because the right size bulb isn't on board, the local marine-supply store doesn't carry that brand, and all online stores have them on back-order ;)

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](#)

[Boating 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](#) (Nova Scotia Pick-me-up)

[Weather to Boat](#)

[Windy](#)

Next Newsletters

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

Jim Peerless, Secretary & Communications
jimpeerless9@gmail.com

What the....?



Our mailing address is:
297 Fox Hill Avenue
Kentville, NS. B4N 5A7

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