

From: Bluenose Squadron Bridge Team ss-blunose@cps-ecp.org
Subject: Season's Greetings 2023 Bluenose Squadron Newsletter. 🚤
Date: December 10, 2023 at 9:02 AM
To: Jim Peerless jimpeerless9@gmail.com



Bluenose

Season's Greetings 2023 Edition

- Issued December 9, 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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[View this email in your browser](#)



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This just in: Short Notice: Transport Canada wants to know if you think changing Canada's rules would be a good way to manage vessels that anchor long-term. To comment and/or complete their survey please click [HERE](#) before December 11th.



Commander's Corner

I am too embarrassed to even write this edition of Commander's Corner. Almost. The way things played out and my takeaway from it have "inspired" me to share.

The other day I made a rookie mistake. It was equal, in my opinion, to forgetting to open the water intake before starting the engine. Whether it was a permanent loss of synapses in my brain, a seniors moment, or I didn't learn it to begin with, I can't be sure. But make the mistake I did.

Things transpired as follows.

It is a cold day in November, and I am finally winterizing the engine. Our Yanmar 2GM which started in the first few seconds in the spring has been a bit stubborn of late and I am nervous



Bluenose Squadron Executive (Bridge)

Contacts:

Laura Webber
Commander
cdr-bluenose@cps-ecp.org
902-627-2778

Dan White
Financial Officer
Executive Officer

about it. I had snared this with the gentlemen covering his boat just aft of where I am.

I turn the key and crank. And crank. And crank. I know enough not to do this indefinitely. Pause. Then I hear strong definitive voice. "Let the glow plugs warm up for ten seconds. Especially when it is cold".

Of Course!

Having a witness to this did not take away from my gratitude. And guess what? It turns out that the gentleman, whom I had just met for the first time, was a fellow Bluenose member AND AN INSTRUCTOR! He was very kind and even said, "You did well", afterward. How impressive is that?

I have two reasons for sharing this story. The first is that a brush-up of the basics might be a good idea once in a while. How can we facilitate this, I wonder? The second is that meeting fellow CPS-ECP members is a great conversation starter. Connection, and sharing of expertise and ideas, has great value.

PS Please don't tell anyone.

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Unleash The Joy Of Boating With A CPS-ECP Gift Card!

Surprise your boat-lovin' buds and kin with a gift that screams, "Ahoy, matey!"

With our Digital Gift Cards, they can choose from a bounty of Safe Boating Courses or snag a Membership that comes with a treasure trove of boating discounts.

Plus, you're in the captain's seat - pick the date you want the digital card to sail right into their inbox! Head over to www.cps-ecp.ca/ecommerce/shop/ to set sail on your gift-giving adventure.

Choose from: \$25, \$50, \$75, \$100, \$150 or \$200

Purchase from our online store at:

www.cps-ecp.ca/ecommerce/shop/





Photo of Dan White.

Instructor of the Year

G. William Bowman Instructor of the Year Awards Sponsored by Weems & Plath

Dan White

Bluenose Squadron, Atlantic District

George LeBlanc

Alderney Squadron, Atlantic District

Bernard Wilcox

Kennebecasis Squadron, Atlantic District

Congratulations to our own DAN WHITE for being awarded Instructor of the Year at the National AGM of CPS-ECP! Most of you know that Dan is a long-time member of CPS-ECP and has instructed many courses over the years. These days Dan is our primary Marine Radio Instructor.

Well done Dan! We are proud of you!

An email contact for Dan is : whitedan@hotmail.com





Tern Boatworks Tour - Report

Sixteen Bluenose Members and guests attended the Tern Boatworks facility in LaHave on Saturday, November 4th. It was a partly cloudy day with pleasant temperatures and light winds. The Tern facility in LaHave is a new 40' x 70' build and features twenty-foot ceilings, in-floor heating and plenty of light as you can see in the above photo. Bruce Thompson gave us a very informative tour which included descriptions of boats currently outside, in an adjacent shed and in the main building. For example there is a big schooner sitting outside the main building just waiting its turn to be restored. Some of the restorative work on several vessels will take about 2 years to complete. The adjacent shed contained several beautiful vessels being stored for the winter, including a large cape-style cruiser and a gorgeous *Herreshoff Doughdish*. Bruce told us that they currently have 13 on staff, including a couple of apprentices. As we all know, building and restoring boats requires a variety of skill sets. Bruce noted that several conversions to electric propulsion are either complete or in the works.

For an example of an electric installation in a sailboat please click on this link to the ['Orcadia'](#).

Bruce answered plenty of questions from those in attendance. We appreciated his detailed and interesting information. Apparently we were all too wide-eyed with admiration for the beautiful vessels and workmanship to think of taking our own photos. The photos here are taken from Tern's own collection.





Pictured above is the new Tern Boat workshop in LaHave. In this photo note the lean-to addition attached to the main building. There were several pristine vessels stored there at the time of our visit including a beautiful *Doughdish*, a 12 1/2 sailboat designed by Herreshoff. The following photo is of another example of the iconic *Doughdish*:



The above photo taken from the internet.

The Herreshoff 12 1/2 sailboat, designed by Nathaniel G Herreshoff is perhaps the most enduring sailboat design in history and is still manufactured today in both wood and fiberglass. For over 30 years, the boats were crafted from cedar planking and ribs, arranged end to end over a hull frame fixture with the boat set upside down, and then removed from its mold frames when inverted. The result was a smooth stout hull with graceful lines that can withstand the forces of waves while supporting the side-to-side loads of the boat's gaff-rigged 140 square-foot sails. The name 12 1/2 refers to the length of the boat in feet at the waterline, while the overall length of the boat is 15' 8".

<https://www.ternboatworks.com/services>

Lunch - LaHave Bakery



Following the 1ern tour we made our way down the road about 5 kilometres to the LaHave Bakery where 12 of us enjoyed a delicious lunch. We were invited to enjoy our meals upstairs in the room normally reserved for meetings or other events. I know that at least two of us had the fancy grilled cheese sandwich and it was very tasty.



All in all, a very enjoyable event!

Digital Membership Cards / Cartes d'adhésion numériques



Received by email after renewal or you can download.

Reçu par courriel après le renouvellement ou télécharger.

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.

[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

Get Your Official Boating Licence Today!

BoatLicenceCanada.ca
CANADA'S PLEASURE CRAFT OPERATOR CARD (PCOC) COURSE

- MADE IN CANADA**
 - Transport Canada Accredited
 - The **only** Canadian card that is NASBLA Approved and recognized by the US Coast Guard
- ONLINE COURSE**
 - Open book quizzes
 - Unlimited test retries
 - Designed by a non-profit community of boaters for boaters
- PASS, PRINT AND GO**
 - Print a temporary card
 - Get your permanent card in the mail
 - 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-ECF 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

Pleasure Craft Operator Card / Carte de conducteur d'embarcation de plaisance	
Number: 261234	IMEI-1234
01/01/2020	05/01/2023

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-bluenose@cps-ecp.org or telephone 902-440-0312.

**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.



Best Wishes!

From all of the volunteers on your Bluenose Bridge: We wish you a very pleasant Christmas Season, good health and many happy thoughts for enjoyable boating in the coming New Year.

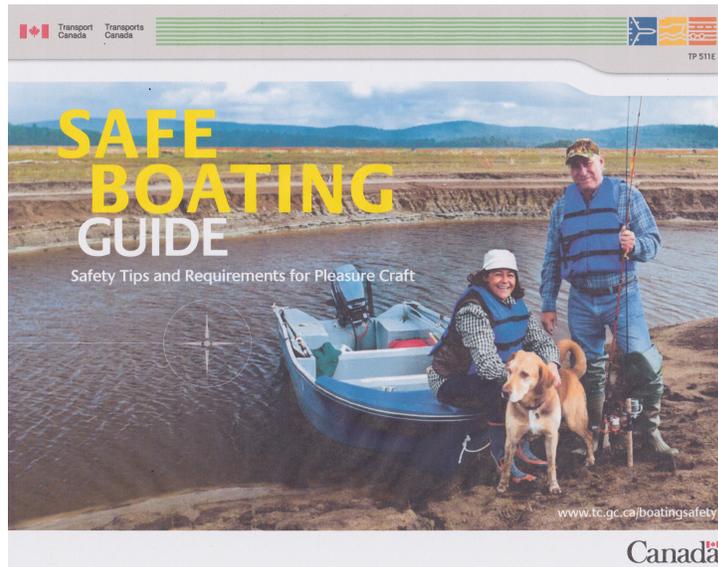
Laura, Bob, Dan, Bruce, Jim M., Bill, Jim P., Marcel, and Chris

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

Canada's Safe Boating Guide:



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





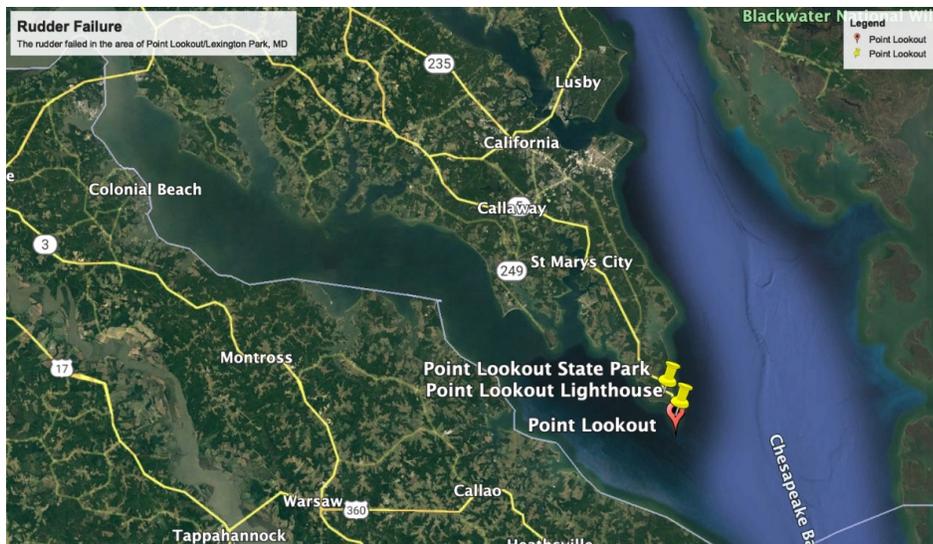
PAN PAN, PAN PAN, PAN PAN

In late July of this year, Bluenose members, Marcel and Rachelle, departed Nova Scotia for the clear blue water of the Florida Keys and the Bahamas onboard their Mirage 25 sailboat named *Meridian 63*.

In late October Marcel and Rachelle were sailing *Meridian 63* in a strong wind (20-30 knots) on a beam reach on Chesapeake Bay. Suddenly, with no warning, the tiller had no effect and the vessel turned up into the wind. The rudder was gone. At least from the water line down it was gone...broken off and gone. Now what?! "PAN PAN - PAN PAN - PAN PAN - ALL STATIONS - ALL STATIONS - ALL STATIONS - this is *Meridian 63*, *Meridian 63*, *Meridian 63*..." US Coast Guard radio answered and got the details. They asked if our crew had a cell phone! Yes they did. The cell phone was then used for the balance of the event. A cargo vessel was diverted to try to help and arrived ahead of the Coast Guard cutter. The cargo vessel wanted to come alongside but our crew declined this idea due to the sea conditions and, instead, asked the cargo vessel to stand upwind of *Meridian 63* to give some shelter from the wind and the rough sea. That is what the bigger ship did until the Coast Guard arrived and took them in tow.

Once secure at the marina dock the Coast Guard cutter crew came onboard *Meridian 63* to complete the paperwork and performed a boarding inspection to verify that all required safety equipment was being carried on the vessel and that the vessel was properly documented. Well, of course it was. After all, Marcel is one of our Recreational Vessel Courtesy Checkers! He actually had more than the equipment required. For example the US does not require a heaving line for man overboard purposes. They only require a throwable flotation cushion. Marcel & Rachelle had both. Sourcing a new rudder is top of mind with our sailors now that they are back at home.

Here are some photos showing some of this event:







Marcel credits his many CPS-ECP courses over the years with how he and Rachelle handled the loss of the rudder in those rough waters. Their lives were not in grave and imminent danger and so he used the PAN PAN call as opposed to calling a MAYDAY. That is, the situation was urgent but not life-threatening. Marcel encourages all boaters to improve their boating knowledge and skills by taking additional

courses or, better yet, to teach them, which he has always found improves his own knowledge and understanding. Your local squadron will welcome additional instructors, no doubt.

[For a more detailed version of this loss of rudder event click here.](#)

You can also view more details of [Meridian 63's Adventure at this site:](#)

Do you know how to make the radio call in an emergency or urgent situation on the water? Find out by taking our radio course: Radio Operator Certificate (Maritime) also known as ROC(M). Go to boatingcourses.ca for a listing of available radio courses. Contact instructor Dan White directly if you prefer: whitedan@hotmail.com



Rebuilding our Member Roster

*Hello Fellow Bluenose Members
Season's Greetings 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.

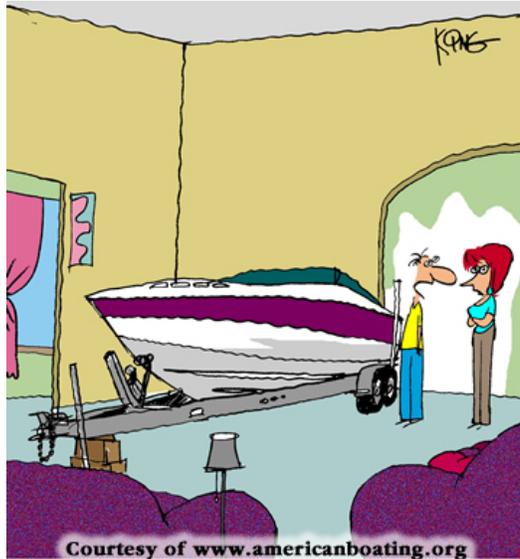
If you would like to share and be part of this notion, please e-mail the following details about your vessel to me @ jamesivormcmillan@gmail.com:

- 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



"I don't understand why you're upset. It's only for the off-season."



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

1. I have a 25 foot sailboat. Do I need to carry a buoyant heaving line or is my floatation cushion enough?
2. In the photo of *Meridian 63* (a Mirage 25 hull) shown in the above story of a lost rudder, why is there no license number displayed in the bow area but there is one on the dinghy that is located under her bow?

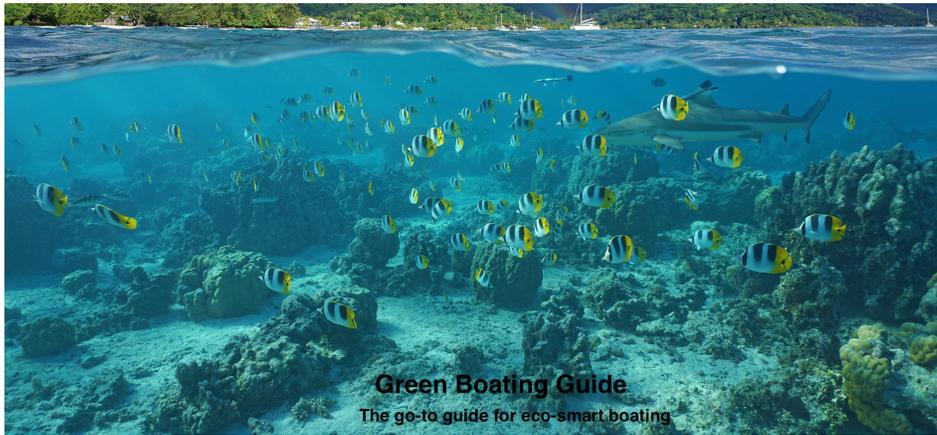


For the answers find the ship's wheel at the end of this issue.

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

This link is repeated from our last newsletter as a convenience to our Members.





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.

Mahone Island Conservation Association

UPDATE



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](#)



[From the NOTMARs number 11/2023 issued November 24th](#)

1107/23 - Mahone Bay - Unlit Buoys Repositioned

Reference Chart: 4381

The following unlit buoys have been repositioned to the following coordinates:

Aid Name.	LL #	Position
Deep Cove Buoy MY54	5459.016	44 32 06.8N 064 06 53.9W
Deep Cove Buoy MY56	5459.035	44 32 04.9N 064 06 52.3W





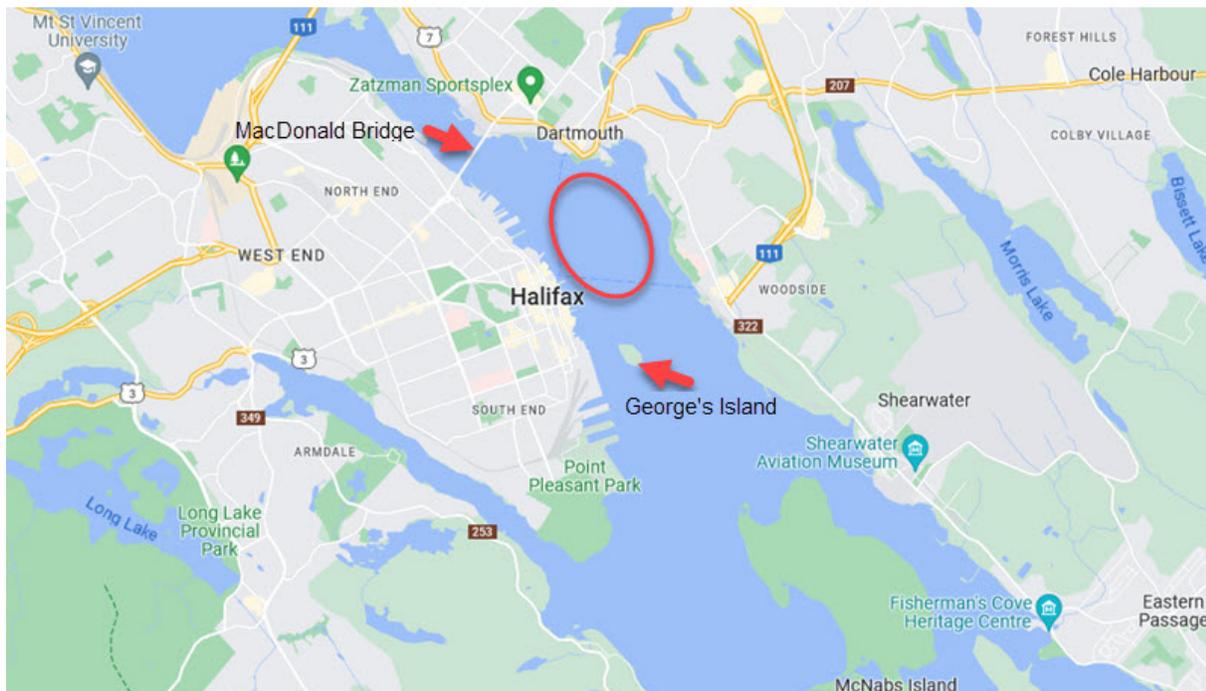
Wow! Price Reduced

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

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



November 1, 2023

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



The correct answers to our quiz this time:

1. In Canada a 25 foot sail or power boat requires:

One (1) buoyant heaving line at least 15 m (49'3") long
OR

One (1) lifebuoy attached to a buoyant line at least 15 m (49'3") long

[See the Safe Boating Guide page 17](#)

2. No license number required: Firstly, because the vessel is powered by less than 10 HP, a license number is not required (except, perhaps, if you are using Ontario canals where all vessels are to be licensed). More importantly, *Meridian 63* is REGISTERED (as opposed to just licensed) and would not need to display a license number if her engine was greater than 10 HP. The dinghy, however, is licensed in Canada. Again, there is no need to license the dinghy in Canada since the engine is less than 10 HP but Marcel chose to license it for compliance with US rules in order to eliminate questions from US officials about it.

[See the Safe Boating Guide page 11 & 12.](#)





Halifax International Boat Show 2024

Thursday, February 1
10:00 am - 8:00 pm

Friday, February 2
10:00 am - 8:00 pm

Saturday, February 3
10:00 am - 7:00 pm

Sunday, February 4
10:00 am - 5:00 pm

www.halifaxboatshow.com

LOCATION

Halifax Exhibition Centre
200 Prospect Road
Halifax, NS B3T 1P2
(902) 876-1811
info@hecns.ca
www.hfxec.com

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](#)
[Weather to Boat](#)
[Windy](#)





Next Newsletters

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

Jim Peerless, Secretary & Communications
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Kentville, NS. B4N 5A7

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