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Subject: [Test] Spring 2021 Squadron Newsletter
Date: March 18, 2021 at 09:35
To: > jimpeerless9@gmail.com



Bluewater

- Issued March 19, 2021 -

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

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Until COVID is behind us there are some things your Squadron can do and others that we cannot plan to do:

1. We will not take part in any Halifax Boat Show this year since, as most of you know by now, it has been cancelled.
2. **Annual General Meeting (AGM) of Bluenose Squadron:** We are planning an online version of our AGM on Thursday, May 20th at 7 p.m. We will use ZOOM for this meeting. About two weeks beforehand we will send out details and invitations to all

members to attend this virtual meeting. We will strive for very short committee reports and take any questions followed by a presentation about the racing history of the famous schooner, Bluenose. It is 100 years since Bluenose was launched! Emily Sollows from Bluenose II Communications and Operations will give this 20-minute presentation. Keep reading to learn about chances for some great *door* prizes just for attending online with us.

We have some great "Door" prizes! How about a one-night berth at the Oak Island Resort and Marina or a two-night berth or moorage at the Brooklyn Marina? How about a free haul-out for a vessel at the Gold River Marina (value is \$385-\$540 for a vessel of 35-45 ft.)? A pair of unbleached cotton nautical produce bags and a sweet backpack made from sail cloth are also in the draw. Wow! Nice prizes! We will draw names and award prizes (one prize per attendee) from those in attendance online with us. The persons whose names are drawn can select from the remaining prizes. Bridge members will not be eligible for the draws so your chances are even better! (Note: If there are prizes remaining after all attending members have been awarded one prize each then the Bridge members will have their names drawn for those). Details later in that separate mailing regarding the AGM details.



3. Safe Boating Week May 22-28: We are in discussions about a possible event or two to help remind the public about boating safely. COVID considerations of course.
4. Marine flare return: We are not planning to coordinate one this year.
5. Recreational Vessel Courtesy Checks: Not this year.
6. Social events: We will plan one or two of these with virus restrictions in mind. Possibly a rendezvous, raft-up or barbecue in the summer.

7. Virtual classrooms are available but no face-to-face classes. See the following:

Virtual Classrooms ARE Available - Face to face classes suspended until further notice.

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 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.

The following courses are currently running or in planning by our Atlantic Squadrons (all courses are **online** until further notice). In some cases we are combining and coordinating with other squadrons to offer various courses.

Sailing: Commenced February 23rd every Tuesday for 12 weeks. Being sponsored and run by Halifax Squadron.

Electronic Navigation: Commenced March 9th every Tuesday for 8 weeks. Being

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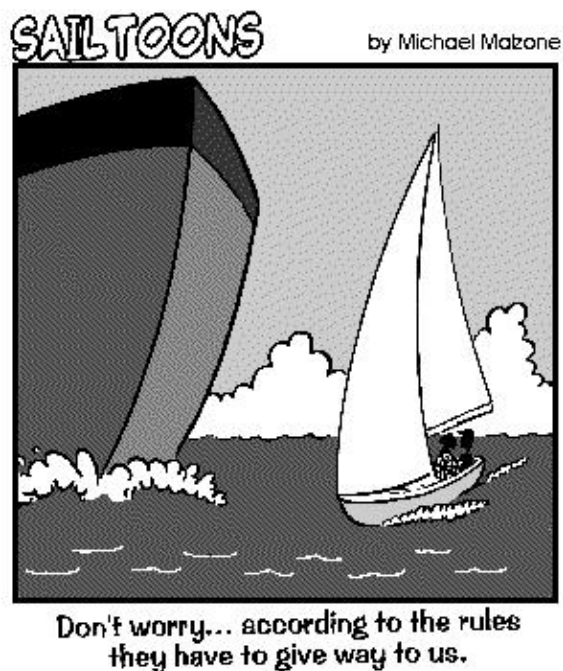
Boating 2 & 3 Combined: Commenced February 22nd every Monday for 12 weeks. Being sponsored and run by Fredericton Squadron.

Boating 4: Commenced February 17th every Wednesday for 14 weeks. Being sponsored and run by the Bluenose Squadron.

Boating 7: Commenced February 16th every Tuesday for 12 weeks sponsored and run by Bluenose Squadron.

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

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



Do You Have a Boat?

Speaking of Bluenose online courses we are pleased to announce this new animated video that Shediac Squadron has kindly produced in concert with Bruce Kelley of our Bluenose Marketing Committee. Why not take a look at this sweet little 2 minute video that starts with the question: ["Do You Have a Boat?"](#)

Approaching the dock to pick up your passengers? We bet you had less difficulty than this crew ! This video has been around for a while but is still impressive!

Lighthouse Crew Change



Commander's Corner

A message from Commander Laura Webber:

It is hard to believe that a whole year has passed living with COVID. The restrictions were absolute with CPS-ECP. The shock stopped us cold for a short while; it takes time to process and regroup.

I am extremely pleased with the way our team



Bluenose Squadron Executive (Bridge)

Contacts: Note the new email addresses for each.

Laura Webber

Commander

cdr-bluenose@cps-ecp.org

has come through. After suffering some technical challenges, newsletters came out, the learning curve for delivering on-line courses began, and a new system of communication between National, District and our own Bluenose Squadron was set up.

Now we are offering quality classes with input from across the district and even the country. We will be even better equipped to serve our community in boating safety education in the future.

Even so, I can say that we are getting very anxious to see each other and many of you IN PERSON!

Sincerely, Laura

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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.





Quiz Time



INFLATABLES

1. Can my 13 year old daughter wear an inflatable PFD?
2. Can I wear an inflatable PFD on my personal water craft (PWC)?

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



History: Bluenose Launched 100 years ago





photo by Ravelli

***Bluenose* - Birth of a legacy**

The original *Bluenose* was launched as a Grand Banks fishing and racing schooner on 26 March 1921 in Lunenburg, Nova Scotia. It was designed by William Roué and built by the Smith and Rhuland Shipyard.

Bluenose Captain Angus Walters and the builders who crafted the sleek vessel had something to prove. Their sights were set on the International Fishermen's Race. For a working fishing schooner, speed was a tremendous asset. Those who made it to port first fetched the best price for their catch. The Fishermen's Race was no token competition for privileged yachts. It was a real race for the hard-working vessels of fishermen who made their living on the sea. Nova Scotia's pride and shipbuilding reputation sailed with *Bluenose*.

From the moment *Bluenose* took to the sea, it was evident she was a vessel unlike any other. When she took home her first Fishermen's Trophy in October of 1921, the legend began. During the next 17 years, no challenger — American or Canadian — could wrest the trophy from *Bluenose*. She earned the title "Queen of the North Atlantic" and was well on her way to becoming a Canadian icon.

Bluenose came to symbolize Nova Scotia's prominence in the fishing and shipbuilding industries. She represented Canada around the world. In 1933, *Bluenose* appeared at the Century of Progress World's Fair in Chicago, and sailed to England's Silver Jubilee of King George V in 1935.

The majestic image of the *Bluenose* has adorned the Canadian dime since 1937 and three postage stamps, as well as the Nova Scotia license plate.

***Bluenose II* - The legend reborn**

Bluenose struck a reef off Isle aux Vache, Haiti on 28 January 1946. Despite the loss, the legacy and admiration for the once mighty schooner lived on in the hearts and minds of Canadians — especially Nova Scotians.

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In 1963, *Bluenose II* was launched. It was built by many of the same people who had worked on the original vessel at the same shipyard in Lunenburg. The project was financed by Oland Brewery to advertise their products, while also promoting Nova Scotia's maritime heritage and tourism. William Roué, the designer of the original *Bluenose*, endorsed the vessel. Captain Walters sailed on the maiden voyage. *Bluenose II* was gifted to the Government of Nova Scotia in 1971. It continues to serve as Nova Scotia's sailing ambassador — an enduring symbol of the province — living history under sail.

Goodwill Ambassador

Bluenose II sails out of Lunenburg and visits ports throughout Nova Scotia and North America. It is regularly open to the public, offering cruises and onboard access to its many admirers. In its role as an ambassador, *Bluenose II* has been a frequent presence for trade visits and international promotions for Nova Scotia and Canada. The historic vessel, with its unrivalled legacy, is a living reminder of the glorious sailing era. For an entirely new generation, it serves as a fitting introduction to Canada's maritime heritage.

Visit the Nova Scotia Archives website to read more about the history of the [original *Bluenose*](#) and [Bluenose II](#).

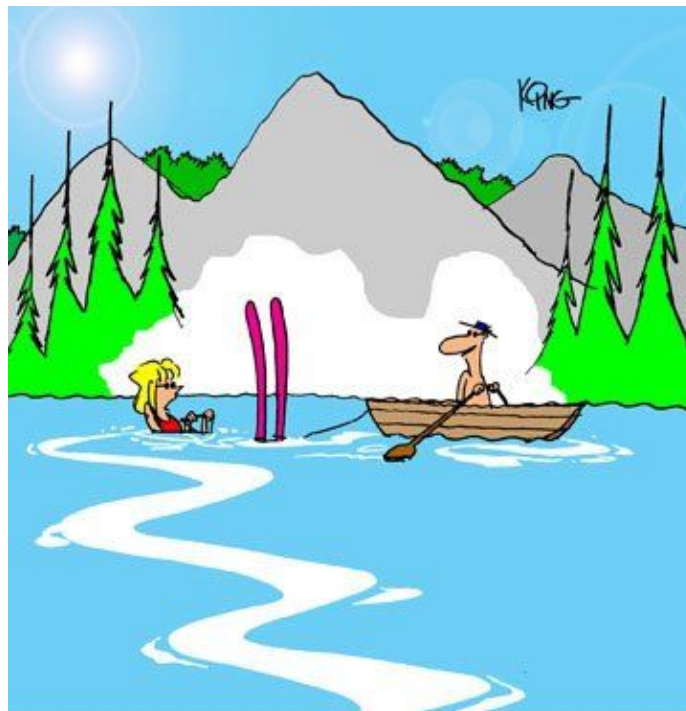
Canada Vignette: [Watch it Here](#)

Mustang: Re-arm Instructions - HIT Inflatable PFD

Mustang Inflatable PFD. See this link for video:

<https://youtu.be/vFU47BbHYYs>





*"I think we'd have more fun if we invested
in a real boat."*



Halifax Harbour: Changes to Buoys

The port of Halifax has seen an increase in the size of ships that make use of their facilities and anticipate that this will continue. At the top end of the scale ships become so big that the regular shipping channel from Chebucto Head to the container terminals, travelling along the eastern side of the harbour, is not deep enough. There is an alternate, deep water channel, on the western side of the harbour that ships use but it's not clearly marked. This winter the Canadian Coast Guard has added buoyage to delineate this channel in order to stay ahead of potential problems.

Basically the changed buoyage clarifies the main shipping channel on the eastern side of the harbour and outlines the shallow areas associated with Middle Ground, Outer Middle Ground and Mars Rock. The buoys have been placed on the 20m depth contour so ships following standard buoyage rules will have no problem staying in the deep water. There are plans to add leading lights in Point Pleasant Park to assist in staying in the channel.

This change has a couple of repercussions for members of the Squadron. Firstly all our charts are out of date. As of this writing there have been no chart updates issued but they are on their way. Navigational warnings with the details of the changes are available on the Canadian Coast Guard website (<https://nis.ccg-gcc.gc.ca/public/rest/messages/en/search>, chart 4202 between Dec 2020 and Feb 2021). Once the chart updates have been issued we're all going to have to make changes to our paper charts or.....[Continued/Read More](#)



Above photo of Queen Mary taken from Fly Boy in 2019



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 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.
- ☐ Pump antifreeze from water tank; flush several times with fresh water. Check system and pump for leaks and operation. Fill tank.

- ☐ Inspect 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 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, cutlass 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.
- ☐ 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 tumblers, 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.

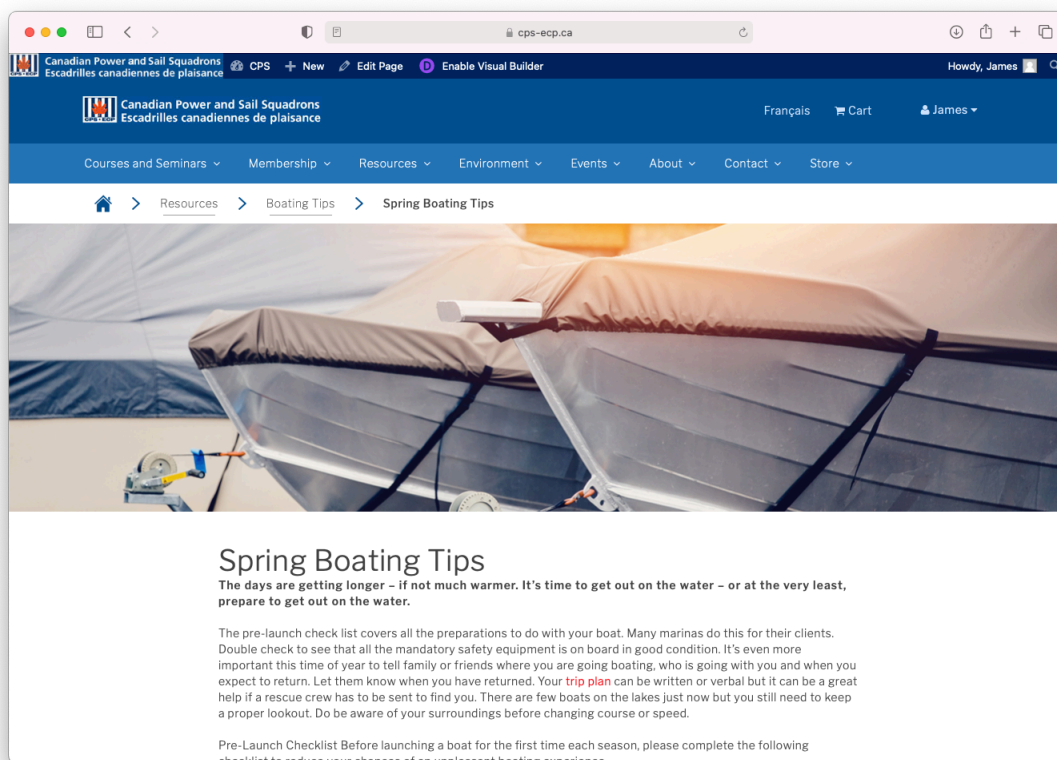


Hey! Did you know?

Find plenty of information such as the Spring Pre-Launch Checklist above on most

Find plenty of information such as the Spring Pre-launch Checklist above on most pages of the CPS-ECP website, including our [Bluenose pages](#)! For example, on the page pictured below, there are more Spring Boating Tips. Click anywhere on the photo to go there.

You do NOT need to log in to access all this information! Just hover your mouse over the 'Resources' or other button near the top of most pages.



[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."

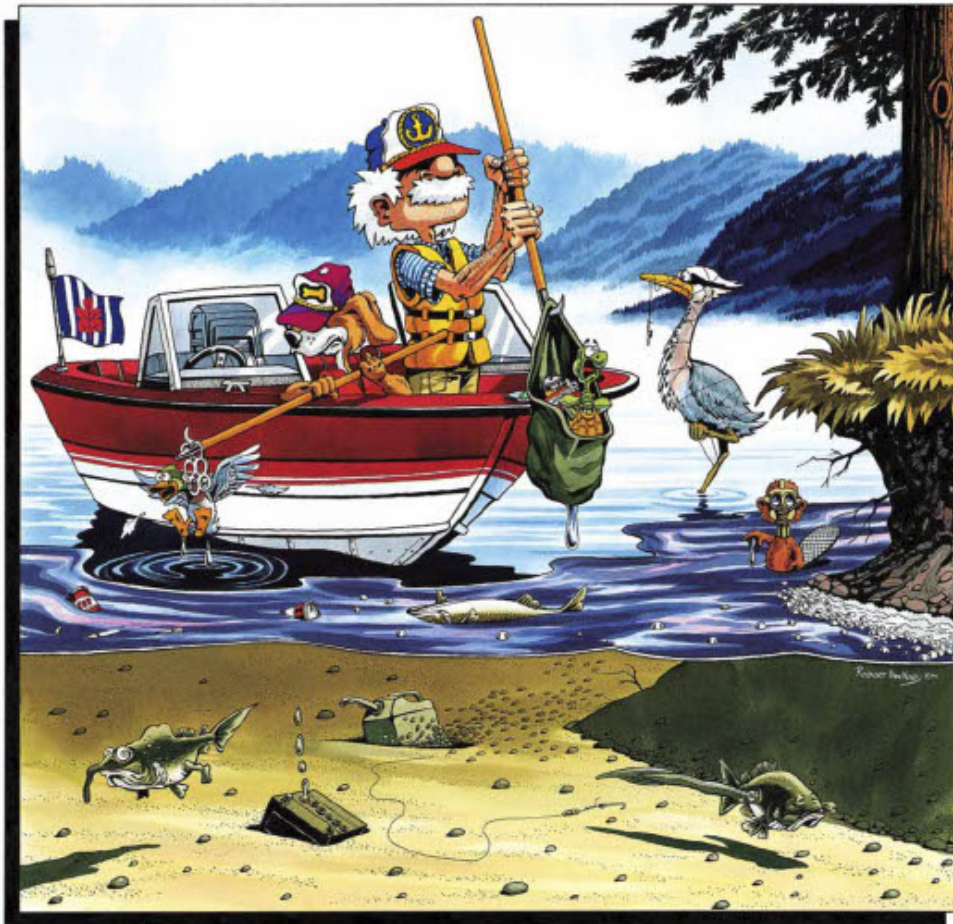


Click on the following Enviro Boater Guide image to get some great tips on how to sustain our environment. This Guide has been around for a few years but may be more relevant than ever.

THE
ENVIRO

ENVIRONMENTAL Boater

G U I D E



A Guide To Environment-friendly Boating

For much more on Marine Mammals and Plastic Pollution as they relate to boaters like us, please see the Environment button at the top of most CPS-ECP web pages. Select BOAT BLUE or click [HERE](#) to go directly to that topic.

[BOAT BLUE](#)



The correct answers to our quiz this time are:

1. Inflatable PFDs are not approved for use by persons less than 16 years of age or weighing less than 36.3 kg (80 pounds). This is based on body size/weight variations.

2. Inflatable PFDs are not approved for use on PWCs or for any white water activities.

References: Canadian Coast Guard: [Prevention Q&A_2008.pdf](#)
or [The Safe Boating Guide](#)

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