

Bluewater

Spring 2023 Edition

- Issued April 15, 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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Social Event at the Mug and Anchor, Mahone Bay

This event was held at 1300h on Saturday, February 25th at the Mug & Anchor pub in Mahone Bay. We became restricted to a maximum of 25 people when the pub management indicated an issue with staffing. We counted twenty-two Members and guests who attended!

Our Squadron provided a number of tasty appetizer plates which were eagerly shared among attendees. A little later on, some people ordered their lunches from the pub menu. Good food!

Marcel and Rachelle had prepared some attractive name tags for each of us that included a small photo of each person's boat.

Commander Laura had prepared an envelope of coloured paper squares for each of us. Corresponding coloured 'idea' cards (with slots for the aforementioned squares) were scattered among the tables. Those attending were asked to put the corresponding coloured card into their favourite *idea* slot. The results of this informal poll will give us some idea of what the members would like to see us organize or participate in for the coming months.

Our Membership Officer, who was unable to attend himself, sent along a binder containing photos and information on the current list of our boats residing in the roster. It was circulated among attendees.

It was enjoyable to meet and chat with people not seen face-to-face for some years, if ever!



Above, left to right, are Dan & Wendy Moscovitch, RVCC/Environment Officer Marcel Simard

(background), Al Mosher, Ernest & Carrillee Eddy, and Past Commander G. John Smith



Above is Linda Mote and Officer at Large, Chris Borgal



Above (left to right) is National Marketing Officer Bruce Kelley, Assistant Education Officer Bill Towndrow, Secretary Jim Peerless and Financial/Exec Officer Dan White.



Above is RVCC/Environment Officer Marcel Simard holding the binder containing our roster of boats, Rachelle Pickles, and Ernest & Carrilee Eddy.

Apologies for not getting photos of all the attendees. We were too busy chatting and consuming the good food! Our other attendees were: Barbara & Barry Olivella, Education Officer Bob & Pat Rutherford, Keith Todd, Commander Laura Webber, and Dave & Barbara Wilson.

Thanks to all for coming and making an enjoyable gathering!



Please Mark you calendars!

Wednesday, May 24th at 7 PM. LaHave River Yacht Club (LRYC)

Come on out for a pleasant evening of boating fellowship and to take in the MICA (Mahone Island Conservation) presentation about their new public moorings in Mahone Bay.

Food and drink arrangements are TBA. No admission fee for Members or Family Members. There might be a nominal fee for guests. A separate AGM meeting notice will come to your inbox in May with details once firmed up.

A number of LRYC members have requested that they be allowed to attend the Bluenose AGM. We think that would add to the enjoyment and fun of the evening and have said YES to that request.

Did you know that our Bluenose Squadron has a very unique association with the LaHave River Yacht Club? Our Squadron Warrants adorn the walls of the Club.

All those on your Bluenose executive committee (Laura, Dan, Bob, Bruce, Jim M., Bill, Marcel, Chris and Jim P.) look forward to sharing the evening with you.



Aerial photo of LaHave River Yacht Club

The phone & address:

- 1-902-688-3177
- 77 Pernette Drive, West LaHave, Nova Scotia

Here are some aerial videos of the LRYC:

[Video 1](#)

[Video 2](#)

[Video 3](#)

[Video 4](#)

FAVOURITE BOATING DESTINATION

PHOTO CONTEST

Follow These Steps:

- 1** Submit your full resolution photo to: theporthole@cps-ecp.ca
- 2** Follow [@cpsboat](https://www.instagram.com/cpsboat/) on Instagram
- 3** Vote for your favourite photos on our Instagram with a **like** ♥



 CANADIAN Yachting

Winner will be featured in The Port Hole magazine published by Canadian Yachting. Contest closes May 31.

Proposed Changes to the Mahone Bay Chart

Following was just released

*208(P)23 Mahone Bay – Notice of Proposed Changes

Reference chart: 4381

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

Aid Name	LL #	Position	Proposed Changes
Fixed Aids			
Westhaver Island	451	44° 26' 09.8"N 064° 20' 15.3"W	Change aid structure. Change flash characteristics to: Fl 1 s; Ec 4 s.
Quaker Island	456	44° 30' 53.7"N 064° 13' 57.2"W	Change aid structure. Change flash characteristics to: Fl 2 s; Ec 4 s. Change lantern colour from red to white. Increase lantern intensity.
Floating Aids			
Coachman Ledge light and whistle buoy MA55	457	44° 30' 01.4"N 064° 10' 36.7"W	Discontinue the whistle. Change aid ID from MA55 to MJA. Change the function of the aid to North Cardinal. Change name to: "Coachman Ledge North Cardinal light buoy MJA". Increase lantern intensity. Change flash characteristics to: Fl 0.2 s; Ec 0.3 s.
Backman Island cautionary buoy MEA	5449.051	44° 24' 46.6"N 064° 17' 59.0"W	Reposition buoy to the following position: 44° 24' 46.9"N 064° 18' 02.5"W.
North Gooseberry shoal buoy MMC	5454.74	44° 31' 38.4"N 064° 16' 01.7"W	Change buoy type from spar to pillar.
Mahone Bay buoy MX51	5455.055	44° 32' 54.4"N 064° 11' 47.7"W	Discontinue buoy.
Mahone Bay buoy MX52	5455.06	44° 32' 48.4"N 064° 11' 44.7"W	Discontinue buoy.
Mahone Bay buoy MX57	5455.08	44° 31' 23.0"N 064° 12' 18.0"W	Change the function of the aid to North Cardinal. Change aid ID from MX57 to MJB. Change name to: "Mark Island Bar North Cardinal light buoy MJB". Add white lantern with flash characteristics: Fl 0.3 s; Ec 0.7 s. Reposition buoy to the following position: 44° 31' 60.0"N 064° 12' 22.1"W.
Coachman Ledge buoy MD60	5464.01	44° 29' 18.4"N 064° 10' 31.7"W	Change the function of the aid to South Cardinal. Change aid ID from MD60 to MP. Add white lantern with flash characteristics: (Q (6) + LFl) 15 s. Change name to: "Coachman Ledge South Cardinal light buoy MP".
Graves Shoal East Cardinal light buoy MXA	455.09	44° 32' 51.9"N 064° 11' 36.1"W	Establish an East cardinal buoy equipped with a white lantern with flash characteristics: Q(3) 10 s.

Initial publication date: Friday, February 24, 2023

Comment submission deadline: Thursday, May 25, 2023

NOTICE of PROPOSED CHANGES: MAHONE BAY CHART 4381

The NOTICES to MARINERS February 24th edition shows the above proposed changes to chart 4381. Your Bluenose Bridge has reviewed these proposals and suggest that they are logical and desirable. If you wish to comment you can go to the [Coast Guard Notmar site](#) and/or use the following contact:

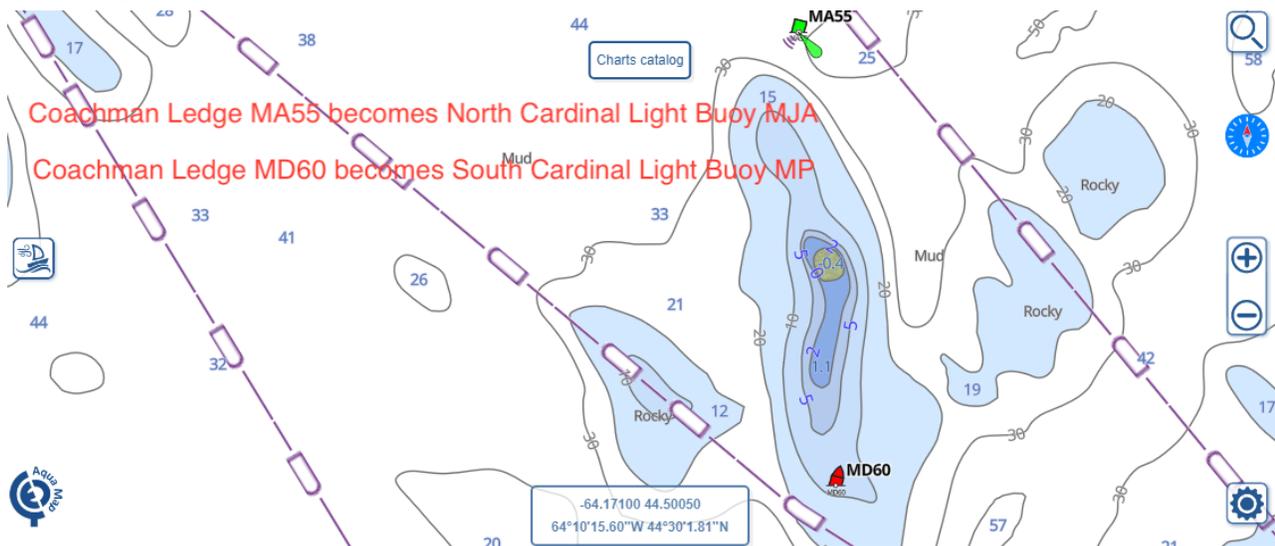
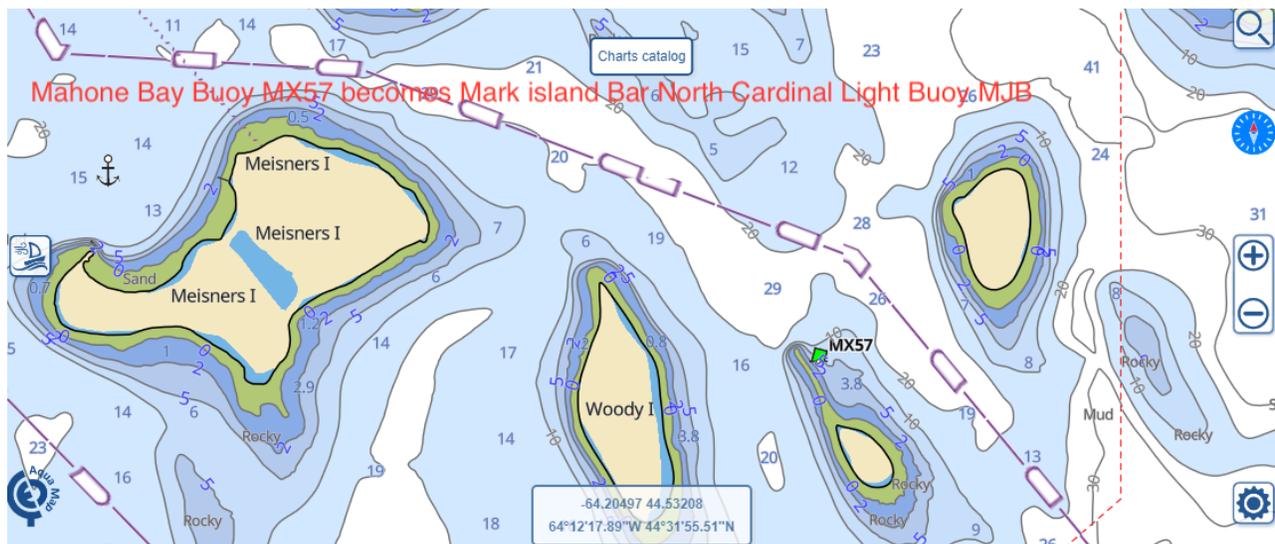
Comments should be directed to the following:

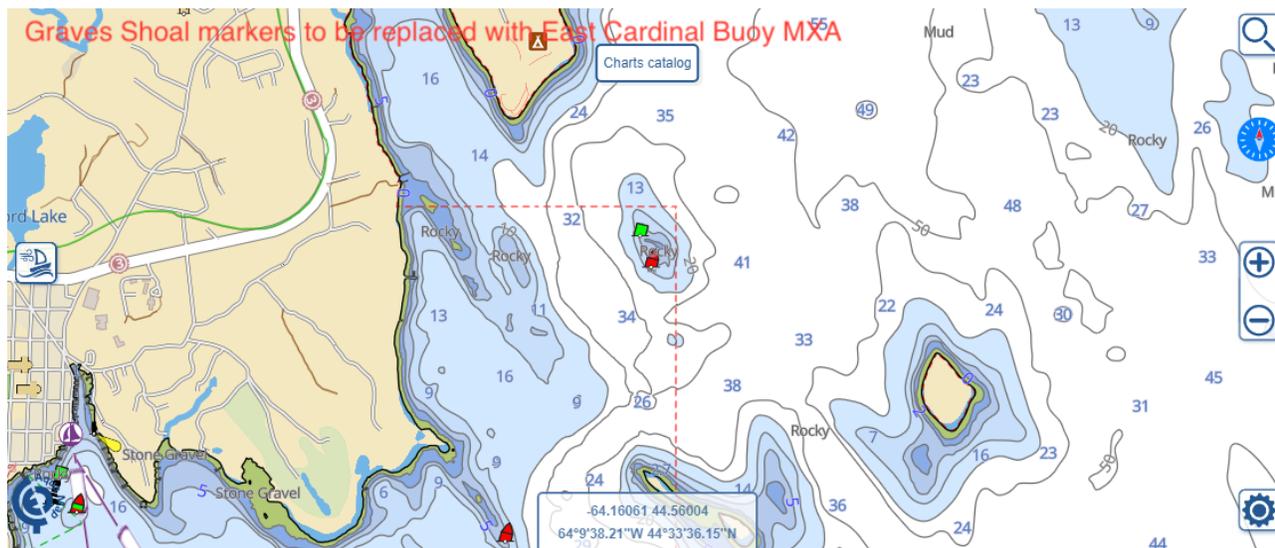
Superintendent,
Aids to Navigation & Waterways
Canadian Coast Guard, Atlantic Region
P.O. Box 1000
50 Discovery Drive
Dartmouth, NS B2Y 3Z8
Telephone: (506) 636-4708

Email: [DFO.CCGATLaidstoNavDiscont- AidesalanavSupprATLGCC.MPO@dfo-mpo.gc.ca](mailto:DFO.CCGATLaidstoNavDiscont-AidesalanavSupprATLGCC.MPO@dfo-mpo.gc.ca)

For your convenience here are some excerpts from AquaMaps displays that show some of the key proposals. By the way, please note that CPS-ECP members get a discount with AquaMaps.

[The features of AquaMaps can be viewed in this VIDEO](#)





Course Calendar

Courses offered by Bluenose Squadron are coming to an end for the Winter-Spring semester. However, we will be offering a self-study course online for the Maritime Radio Certification throughout the year for anyone who requires 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

OR

For a Quick View of Available Courses click [HERE](#)

By the Way: If you are interested in how we manage our courses, you can read more [HERE](#)

[Safe Boating Awareness Week May 15-22nd, 2023](#)

Since 1995, Safe Boating Awareness Week has been the mainstay of boating safety to over 16 million people who recreate on Canadian waters.

Boating is not quite into full gear in May, 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 our five key messages for boating safely.

[Read more...](#)

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.

Wear Your Lifejacket or PFD - Always!



[Safe Boating Awareness Week](#)

[Canadian Safe Boating Council](#)

[Departure videos](#)



Photo of Riverport, NS with a full moon. Courtesy of Mark Perkin aboard the schooner *Pegasus*.

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



So, what can happen if you do not have the required equipment on your vessel? See this recent news article for the answer with respect to a paddle-board. [Read More](#)

See page 16 of the above Safe Boating Guide for details of safety equipment required for a paddle board. If everyone on the board is wearing a lifejacket/PFD then the minimum equipment is a sound signal device at all times and a watertight flashlight from sunset to sunrise or during restricted visibility conditions.



Above is one of the Islands of the Mahone Islands Conservation Association (MICA)

Please join your fellow Bluenose Members for a presentation by MICA discussing these Island moorings at our Squadron AGM on Wednesday, May 24th at 7 PM at the LaHave River Yacht Club.

MICA MOORINGS are PUBLIC

(All the info is here again for your convenience)

In the Summer Newsletter they announced that the Mahone Islands Conservation Association (MICA) and the Municipality of the District of Lunenburg (MODL) partnered to create a number of public moorings to be located off islands brought into public ownership by MICA in partnership with the Provincial Government and MODL.

We are very pleased to report that six (6) REGISTERED PUBLIC MOORINGS have recently been deployed. They are located off Covey big cove, Backmans big cove, Backmans little

cove, Bella big cove, Masons north end and Masons big cove.

They are owned by the Municipality of the District of Lunenburg and are registered with the NS Department of Natural Resources and Renewables. They have been made up and installed by a qualified marine contractor to standard specifications. The float is a yellow ball marked PUBLIC. The following tag is attached to the pennant:



While the use of these moorings is provided free of charge it is hoped that users will make donations to MICA to help offset costs (membership is only \$10 per year).

The plan is to install additional REGISTERED PUBLIC MOORINGS around MICA islands for the next boating season.

It is our goal that over time, the only moorings that would be present around MICA islands in the Municipality of Lunenburg and Chester would be REGISTERED PUBLIC MOORINGS provided by MODL, MOC and MICA.

MICA has communicated its position on moorings in previous members newsletters and on our website. (Island Use Guidelines)

If you are an owner of an existing private mooring off a MICA island, we ask you to consider signing it over to MICA/MODL so that it can be removed or if suitable, converted to a REGISTERED PUBLIC MOORING or possibly replaced by a REGISTERED PUBLIC

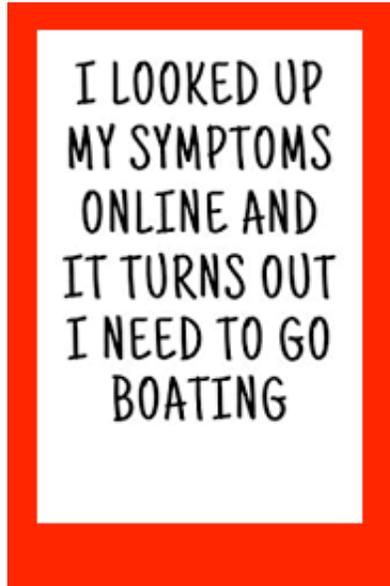
MOORING. If you know of such owners, please ask them to contact us at info@mahoneislands.ns.ca

It is important that MICA islands purchased with public funds and private donations are equally accessible by the general boating public.

We hope that our initiative will allow the boating public to better enjoy the beauty and recreational values of our Mahone Bay islands without the restrictions of private moorings.

Congratulations MICA members and supporters and thank you to the Municipality of the District of Lunenburg and the NS Department of Natural Resources and Renewables for this huge milestone achievement of the first six REGISTERED PUBLIC MOORINGS off MICA islands, all helping to make our islands more accessible.

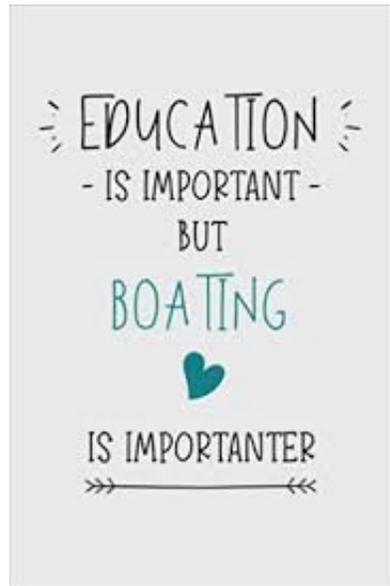




There is no vaccine for that!



The tidal range on a typical Hall's Harbour (Bay of Fundy) day!



Rebuilding our Member Roster

Hello Fellow Bluenose Members

Welcome to Spring 2023

We are 61 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



Mark Perkin's Schooner *Pegasus*

My retirement dream for the last decade was to live on the ocean in NS and spend the summers sailing. We bought a home on Big Tancook Island in August 2021 to be as close to the ocean as possible. We then bought Pegasus on Valentine's Day 2022 and joined the Nova Scotia Schooner Association as well as the Bluenose Squadron. I spent the summer of 2022 sailing Mahone Bay acclimating to Pegasus and local sailing conditions.

Pegasus entered our first NSSA schooner race in 2022 with an all Tancook Island sailing crew and won first place on the one and only day we raced. Our crew were extremely happy as we brought a schooner win back to Tancook Island which hadn't happened in many decades.

My Scottish terrier and I rode out hurricane Fiona aboard Pegasus to make sure she remained safe and it was baptism under fire for my first hurricane as a schooner owner. Not looking to repeat anytime soon though.

It is a dream come true to own and skipper a NS schooner and enjoy the heritage it exudes everywhere we sail. Pegasus draws attention everywhere we sail and it's an honour to be

her current steward and maintain her NS history.”

YouTube video of Pegasus summer 2022. <https://youtu.be/U-syU35FN1U>

Mark Perkin



Commander's Corner

Officer at Large, Chris Borgal has kindly submitted the following for this issue of [Bluewater](#). Thanks Chris! Commander Laura

Do Clams Have Legs and Do Boats Leave Footprints?

There used to be a comic strip called “BC” drawn by the late Johnny Hart who also drew the comic strip “The Wizard of Id” – among my favourites when we still were reading daily newspapers and turned first to the comics (which few of us would



Bluenose Squadron Executive (Bridge)

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admit to . . .). The main character kept seeing clams running past on legs and feet (and talking too) – to his exclamations of “Clams got legs!” his buddies turned a blind eye thinking him an idiot. So, if I suggest that boats can leave footprints, then I might get the same reaction.

In the early 1800’s, Henry Wolsey Bayfield of the Royal Navy was active as a hydrographic surveyor. Born in Kingston on Hull in 1795, he passed in Charlottetown in 1885 – it seems being a marine surveyor and creator of charts led to a good long life despite his presence at the Battle of Gibraltar and various other postings and engagements. His name is found on several communities on the Great Lakes and the east coast. Bayfield was typically understaffed during his surveying efforts and, although equipped with a proper 140 ton schooner to support his team, relied on small boats for his detailed examination of the coasts, islands and inlets ranging from Lake Superior, Lake Huron, Lake Erie and down the Saint Lawrence to the Gulf including Labrador and New Brunswick coasts – his last survey in 1852 was of Halifax Harbour which survey was later extended, after his retirement, along the coast to Cape Canso. He retired as a rear-admiral and was twice promoted up to full admiral in 1867 while living quietly in Charlottetown until his death. His biography is a good read indeed.

Use of a sextant on its side (maybe an

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Christ Borgal
 Bridge Officer at Large

alternate more practical use for one for those of us struggling with the sun on a cloudy day!) was one of the tools used to determine angles in addition to compass fixes, running fixes and other forms of triangulation and measurement. Later in his career he was able to advise on the best positions for lighthouses on the east coast and inland waters. His charts were so accurate that I still have charts printed in the 1980's which include insets of small coves and bays that date back to the 1830's.

One of the survey tools was the lead line, to take soundings of shorelines and coves. I have used a line and, also, my depth sounder, on many occasions over the years to verify my location in coastal waters while crossing shallower waters, sand bars, and – once – to avoid collision with the north shore of the St. Lawrence having missed the reflection from a red marker in the middle of the night. At any rate, for Bayfield, it was frequently not possible to sound a whole bay due to time constraints. It was possible, however, to sound a couple of lines, at least, which were run in crossing directions across each bay to establish the general depths and degree of shoaling near the shore. To do so, the boats were rowed in a straight line and depths were taken at regular intervals. Marking them on the chart yielded the course of the boat in a permanent record noted on the charts.

So, footprints of the passage of the rowed

Social Events

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boat on a specific day and time were left on the images in the chart insets – kind of like footprints in the snow – and able to be seen over a century and a half later.

Chris

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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!
Forwarding this newsletter to them is a start.

The beautiful photo above is courtesy of Linda & Chris: *Doneva*



Useful Canadian Yachting *Onboard* Articles of Late

[Gold River Marina](#)

[Lifting, Launching & Trailing](#)

Did you know that a subscription to Canadian Yachting and Canadian Yachting Onboard is free with CPS-ECP membership? It's one of our many benefits!

Shoreline Cleanup Groups



The following link shows Shoreline Debris Collection Data for the last 3 years in Nova Scotia.

- [Shore line debris 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](#).



[Atlantic Used Oil Management Association \(AUOMA, NS\)](#)

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](#).



Photo by Mark Perkin

Have 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 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 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 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.
- Check fire extinguishers. Make sure the fire extinguishers are properly charged or buy new ones.
- 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.
- Inspect dock and anchor lines for chafing. Replace lines if they show signs of wear.
- Test smoke and carbon monoxide alarms and gasoline fume detector.
- Check, test and lubricate seacocks.
- 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 the pleasure craft licence. Check that the numbers on your bow are in good condition and legible.
- Check shaft, cutlass bearing, strut and prop
- Check mast and spreaders for corrosion or damage, forestay and backstay connections.
- Make sure you have your Pleasure Craft Operator Card. A Restricted Operator Certificate is require if you operator a VHF radio.
- 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.
- Check and lubricate roller furling.
- Check the first-aid kit. Replace any supplies that were used last season or have passed the expiration date.
- Inspect cooling hoses and fittings for stiffness, rot, leaks and/or cracking.
- Check halyards and consider replacing or swapping end for end.
- Review your boat insurance policy and update coverage if needed.
- Check your batteries and ensure they are fully charged and that the electrolyte level is adequate.
- Tape tumbuckles, cotter pins, and spreaders.
- 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.
- Check exhaust fan or bilge blower removes dangerous vapours.
- Hook up and check marine radio, GPS receiver and antenna.
- Open hatches to ventilate boat throughout. Check passive ventilation that allows air to flow through below decks.
- Check the bilge, and pump out if necessary. Check for oil.
- 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 fluid levels of the transmission, coolant and power trim.
- 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				✓

Financial contribution from
Avec le financement de

OFFICE OF BOATING SAFETY
BUREAU DE LA SÉCURITÉ NAUTIQUE

Canadian Power & Sail Squadrons
Escadrilles canadiennes de plaisance
1-888-277-2628 | www.cpsboat.ca

Above are two checklists that may be useful before you launch this year!
 Also, [CLICK HERE](#) for some pre-departure safety videos by the Safe Boating Council.

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](#)



Bluenose II sailing up the Bay of Fundy in the summer of 2021. Truthfully, with calm winds, she had some sails up but she was under power. We followed her from Morden to abeam Hall's Harbour where she turned about. She was doing about 12 knots on the water that day. Lots of folks watching from the shoreline. Photo by J. Peerless

Hunting for rot in Bluenose II: 'We sort it out before it

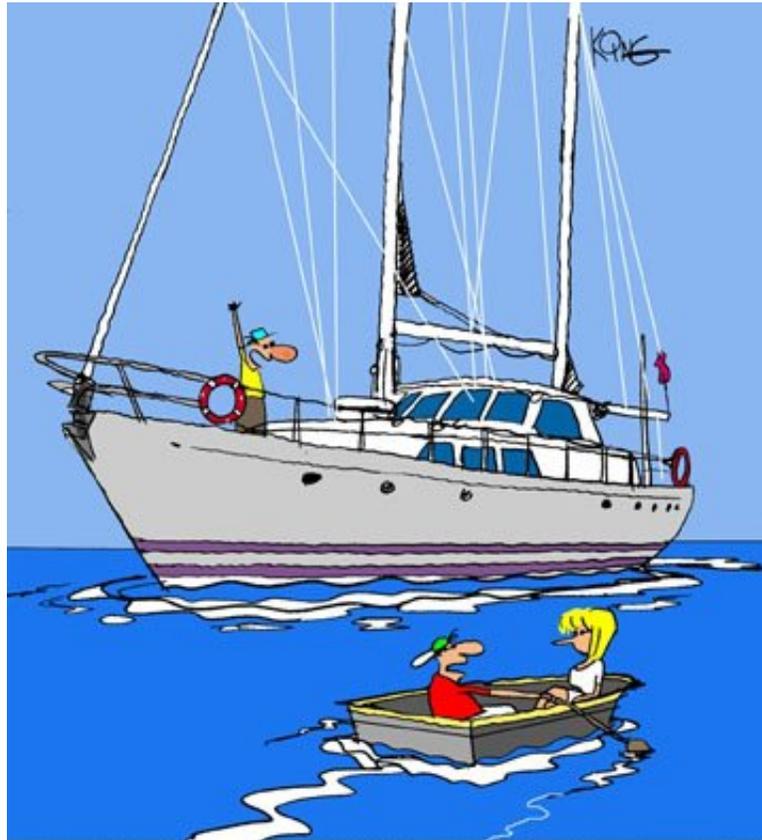
becomes a big problem'

[Click Here for a recent Saltwire News Item](#) written by Chris Lambie. It's an 8 minute read.



Above is our Bluenose Squadron burgee! Looks great, doesn't it?! If you want one please contact Financial Officer, Dan White. He has a few left in stock. The price is currently \$30 which is a tiny bit more than they cost to produce. When we order a new batch the price may have to rise as necessary to cover Squadron cost.

[Dan White](#)



"Tell him our 'real' boat is in the shop."

Next Newsletters?

The next Bluenose Squadron Newsletters being planned for June 2023 (Summer), October 2023 (Fall), December 2023 (Seasons Greetings), February 2024 (Winter) and April 2024 (Spring).

- Jim Peerless, Secretary & Communications

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 - [Scotian Shores Cleanup](#)
 - [Shore Cleanup](#)
 - [Weather to Boat](#)
 - [Windy](#)
-



The correct answers to our quiz this time:

1. Answer is B (Pan Pan - Pan Pan - Pan Pan). See page 61 of the Safe Boating Guide
2. Answer is D - It costs nothing and could save you a big fine if your boat does not have the required equipment if/when authorities ask to see it.

Our mailing address is:

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