

Bluewater

Summer 2023 Edition

- Issued June 10, 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!

[Find us on Facebook](#)

[View this email in your browser](#)





In this issue:

AGM Results & Photos

Raft-Up Social

Call for Vessel Courtesy Check Volunteers

Course Calendar/Boating Licence

Our Courses

How do Our Courses Work

Safe Boating Guide

Bluenose II is a Magnet

Hand Signals when Towing Skiers and Boarders

Bluenose Roster of Boats

Commander's Corner & Contacts

Quiz

Smuggler's Cove, BC

Shoreline Cleanup & Used Oil Management

RVCC or PCCC- Get Yours!

Our Burgee

Speeds in Nova Scotia Waters

Quiz Answers

Quick Links



Our Squadron AGM was held on the evening of Wednesday, May 24th at the LaHave River Yacht Club. Here is a [LINK](#) to the meeting [MINUTES](#). This is a shortened version of the minutes in that it does not include Officer/Committee Reports. Bluenose Members have already received a full copy of the AGM Minutes which include more photos.

The evening began with Bluenose Members and LaHave River Yacht Club Members being invited to order a tasty fish chowder dinner anytime after 6 PM. The AGM started promptly

at 7 PM. The business/official items were quickly dealt with and then we enjoyed a presentation by Bryan Palfreyman about the MICA (Mahone Islands Conservation Association) public mooring project.



Above are some attendees to our AGM enjoying a delicious chowder and fresh rolls. There was an open bar provided by the Yacht Club. Complimentary tea, coffee and desserts were provided by Bluenose Squadron.



Pictured above is our Commander, Laura, the LRYC Commodore, Tanya, our Executive Officer, Dan and our Past Commander John holding our Squadron Warrants. The Warrants are always on display at this Yacht Club. The first is dated 1976 and the second is dated 1992. Bluenose Squadron had gone dormant for a few years between the two.

Door Prize: We wish to thank *the Binnacle* for providing a \$50 door prize for our AGM. We are pleased to announce that Bluenose Member Carrilee Eddy was the winner. Congratulations Carrilee!



RAFT UP EVENT



Attention: Bluenose Squadron is planning at least one Raft Up this summer. Bluenose Members please watch your inboxes for details TBA.

8 Quick Tips for Rafting Up with Another Boat

1. The largest, heaviest boat should [drop its anchor](#) first, and serve as the building block for other boats to tie up along either side.
 2. Slow down when approaching or joining a raft up, as to avoid any potentially [damaging collisions](#).
 3. Make sure all passengers keep their hands and feet in the boat while rafting up, so they don't get pinched.
 4. Always secure boats to one another using the cleats—not rail stations, handrails, or other accessories.
 5. Remember to deploy your fenders before approaching another boat to raft up.
 6. Keep the lines tied between boats as tight as possible to minimize motion between the boats
 7. Ensure sailboat spreaders overlap so as not to touch or hit each other when the boats roll due to a wake or swell.
 8. Try your best to raft together with boats that are a similar size, and position your vessels so your swim platforms are aligned.
-

Bluenose Volunteer 'Checkers' Needed

Bluenose Squadron covers a large geographic area and we are looking for a few members who would be willing to offer Recreational Vessel Courtesy Checks (RVCC) / Pleasure Craft Courtesy Checks to fellow boaters at their marina or yacht club.

The training is relatively short and easy. All you have to do:

- Watch this 30 Min [Training Video](#) with,
- These [RVCC Checkers training Notes](#) in hand and;
- Once completed, download, complete and submit the declaration found at <https://www.smartboater.ca/rvcc/#>
- Sign and date the Declaration, include the name of your Squadron and then return it to me at rvcc-bluenose@cps-ecp.org or jrm.simard@gmail.com

I was told by a trainer many years ago that the best way to remember and master the material learned on any course you ever attended is to teach it to your peers. The CPS RVCC programs provide you the opportunity to share your Boating safety knowledge with boaters in your area. So consider joining the Bluenose Squadron RVCC / Pleasure Craft Courtesy Checks Boating Safety Specialist team.

Feel free to contact me at rvcc-bluenose@cps-ecp.org or jrm.simard@gmail.com if you have any questions.

Marcel Simard
RVCC Officer
Bluenose Squadron

[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-ECP 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

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, 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 (Name changing to Basic Navigation & Boat Handling - Part 1)
Boating 3 - Introduction to Marine Navigation (Name changing to 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.



How do we manage our courses?

Changes are in the offing. Classroom courses are back in vogue as the pandemic wanes. The best news from our National Office is that we will only have two methods of delivery in the future – Classroom and Online. In other words, one will involve use of the car, the other will use the computer.

Classroom courses will continue to be difficult for Bluenose Squadron. As has been pointed out

many times, our primarily rural area would involve lots of travel for most of our students, and since much of our training takes place in the winter, that is not a good mix. However, we will generate a classroom course if a group is looking for a particular course. Perhaps a yacht club just did a successful membership drive and has several youngsters who could benefit from a Beyond the Basics (Boating 2) course. Maybe a Fire Department just bought a rescue boat and needs a number of VHF radio operators. Let us know and we'll be there if at all possible.

Online courses will primarily be delivered via the Moodle Online Learning System. At present, Boating 2, 3 and 4 (courses which take you progressively from your PCOC to Near-Shore Navigation) are run this way and more will undoubtedly follow. Moodle integrates student notes, video clips, test questions and more in a user-friendly means of self-study, supported by weekly online sessions with the course instructors, and the availability of local tutors to help with hands-on things like knots and splices. Courses which are not yet converted to the Moodle System can also be taught online, by the use of a virtual classroom, again using the internet to meet weekly with instructors. In these cases, rather than having all the course material laid out online, students will usually work from a printed book they receive by mail. Online courses are well suited to our situation in Bluenose country and will likely be our primary means of teaching. Geography is no longer a limiting factor. Bluenose Squadron has taught students from all corners of the country, coast to coast.

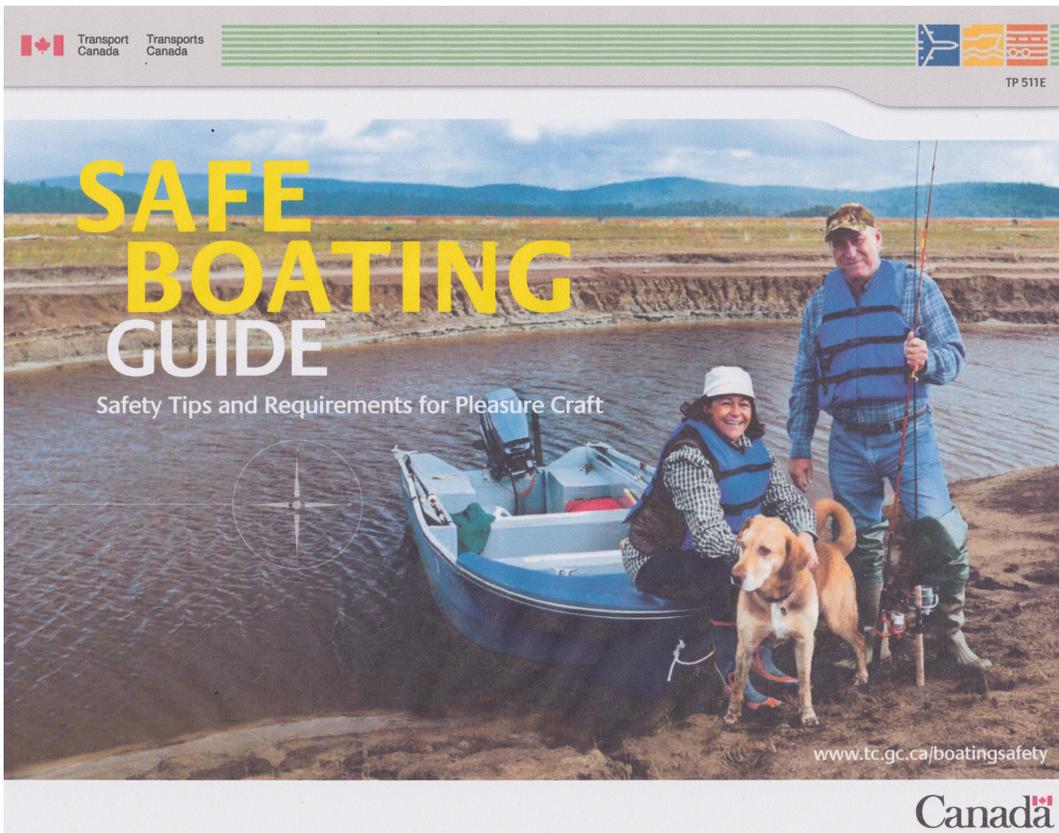
Self-study is also possible, particularly for persons just getting started. The Pleasure Craft Operator Card (PCOC) is taught this way, as well as the Restricted Operator Certificate (Maritime) (ROC-M) needed to legally operate a VHF radio onboard. These are Government-mandated courses which the Canadian Power and Sail Squadrons is authorized to administer.

Rounding out our spectrum of courses, we have several elective courses on maintenance, electronics, weather and the like, and for those who just want a sampling, we have seminars which can deliver an afternoon or evening introduction to many subjects.

Thank you for reading the foregoing. You can see it all unfold at boatingcourses.ca. If you have particular training in mind, please contact me. I will be happy to help in any way I can.

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.



Bluenose II is a Magnet

How many of us, while enjoying a day on our boat, meet Bluenose II underway and can't resist getting close to take pictures or just enjoy her stateliness and beauty?

Then, how many of us in the excitement of that moment throw the Colregs (collision regulations) overboard and head close aboard knowing we have maneuverability and intend to stay out of her way?

This can create an extremely stressful situation for her 'conn' because remember folks, she is our provincial, some would argue national, symbol and any incident is gold for social media.

Having sat down recently to enjoy a coffee with Captain Watson, who in my very humble opinion is a very capable and enthusiastic captain, it was interesting to understand his perspective as he works to ensure that Bluenose II represents the best in us.

Here are his requests if you want to come close aboard for whatever reason....

1. Approach from well abaft her beam. This action indicates that you the boater, as an overtaking vessel, will keep clear of Bluenose II until you are finally past and clear.
2. Never cross close ahead. It is easy to underestimate her speed. A safe distance for you might not be a safe distance for the larger vessel, especially one that cannot stop as readily. Bluenose II must also bear in mind other approaching vessels so her options to avoid collision may only be one – full astern, a crash-stop.
3. Bluenose II maintains a radio watch on ch16 VHF. It's not there to have a friendly chat but they certainly welcome any communication that helps to understand intentions.

My own thoughts, having myself found it necessary to turn a bulk carrier 360 degrees to avoid a constant change of course by several fishing vessels at night in the Gulf of Maine is to bear in mind that courtesy goes a long way. When encountering any large vessel as a boater, regardless of whether that vessel is following a traffic scheme or in a restricted channel, taking early and substantial action to show that you will keep clear is a mark of professionalism on your part. In some situations, you may be technically correct but if there is a subsequent incident, you can easily be deemed to be partly, possibly mostly, at fault. And then there is simple physics – larger vessel, smaller vessel. Folks on board the smaller vessel may pay the highest price.

Keep in mind that Bluenose II has a turning circle of 600' and her stopping distance is much greater than yours. Recognize her draft is surely more than yours. Show some courtesy and I'm sure her Captain will appreciate your professionalism.

Bluenose Officer, Bill Towndrow



According to her captain, the best way to approach the Bluenose II Schooner (or any other larger vessel) is from abaft the beam so that the schooner crew has a better idea of your intentions. Bluenose II also monitors channel 16 if you wish to communicate your intentions.



Photo courtesy of Bluenose Member, Ian Clark Thanks for that gorgeous view Ian!

Hand Signals When Towing

Hand signals

The infographic displays nine hand signals for towing, each with a corresponding label in a blue oval:

- slower**: A hand held flat with a vertical double-headed arrow above and below it, and a thumbs-down gesture to the right.
- speed OK**: A hand held flat with the index and middle fingers pointing up, and a thumbs-up gesture to the right.
- faster**: A hand held flat with a vertical double-headed arrow above and below it, and a thumbs-up gesture to the right.
- OK**: A person in a red life vest with both arms raised and hands clasped above their head.
- back to dock**: A person in a red life vest with one arm raised and hand near their forehead.
- fallen skier watch out**: A person in a red life vest holding a long white ski vertically.
- turn right**: A hand held flat with the index finger pointing to the right.
- stop**: A hand held flat with the palm facing forward.
- turn left**: A hand held flat with the index finger pointing to the left.

 Canadian Power & Sail Squadrons
1-888-CPS-BOAT | www.cps-ecp.ca



Rebuilding our Member Roster

Hello Fellow Bluenose Members

Welcome to Summer 2023

As of the end of May, we are 65 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 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:

- 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.

Best,

--Jim McMillan

Squadron Membership Officer

jamesivormcmillan@gmail.com



Photo courtesy of Bluenose Member, Dale Kelly



Commander's Corner

June 2023

It was informative to hear Bryan Palfreyman from MICA speak at our



Bluenose Squadron Executive (Bridge)

Bluenose AGM. The visuals presented showed the evolution of Mahone Island Conservation Association. I remember firsthand the feeling of shock on seeing Strum Island denuded and a “mansion” placed thereon. Hearing stories of locals being chased from beaches, that their families had frequented for generations, added to the sense of helplessness and loss. The shoreline was being consumed by second homes and rock walls. We were losing access to the Nova Scotia we know and love.

These events struck a chord with many and set in motion a movement that will benefit boaters. Many of us like to stop for lunch or to swim or otherwise enjoy the beach. This will continue to be possible now that some twenty islands or parts of islands are in the public domain. This movement has spread, and other organizations have taken up a similar cause.

The convenience of being able to pick up one of 23 properly maintained yellow moorings designation as PUBLIC is not icing on the cake. It is more and more necessary with the proliferation of boaters and illegal moorings.

To know that MICA’s stewardship of “our” islands is run by dedicated volunteers, is amazing. I hope those who support conservation and sharing in the bounty of our shores, will support MICA or other like-minded movements across the province.

Contacts:

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

Dan White
Financial Officer
Executive Officer
Instructor
whitedan@hotmail.com
902-472-2102

Bob Rutherford
Education Officer
Instructor
seo-bluenose@cps-ecp.org
902-440-0312

William Towndrow
Assistant Education Officer
williamtowndrow@gmail.com
902-521-2452

Jim McMillan
District Membership Officer
Bluenose Membership Officer
jamesivormcmillan@gmail.com
902-599-2807

Bruce Kelley
National Marketing & Public Relations
Officer
Bluenose Marketing & Public Relations
Officer
natmarketingcomm-chair@cps-ecp.org
902-483-1092

Marcel Simard
District Environment Officer

Laura Webber
Commander, Bluenose Squadron

cdr-bluenose@cps-ecp.org

902-627-2778

Bluenose Environment Officer

RVCC Officer

Instructor

jrm.simard@gmail.com

902-790-6464

Chris Borgal

Bridge Officer at Large

Social Events

borgal.christopher@icloud.com

416-524-7410

Jim Peerless

Secretary

Communications & Admin Officer

ss-bluenose@cps-ecp.org

902-679-0560



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

Proof of Competency

Going out on the water requires basic boating safety knowledge and a good understanding of the “rules of the road” for Canadian waterways. That’s why everyone who operates a motorized pleasure craft must carry proof of competency on board. This includes all types of motorized boats, no matter their size or horsepower of the engine (this includes small boats with electric motors.)

Which of the following TWO items are NOT proof of competency as required in Canadian waters for motorized pleasure craft?

1. a Pleasure Craft Operator Card;
2. your Birth Certificate;
3. proof of having passed a boating safety course in Canada before April 1, 1999;

4. a specified marine certificate;
5. a completed rental boat safety checklist (good only for rental period); or
6. your Marine Radio License



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



Ever heard of Smugglers' Cove? It's a Marine Park, northwest of Vancouver. Photo: Bare-boat charter. Forty-five foot twin diesel pilot-house design. Former dive-boat based in Los Angeles. Two Ford Lehman Engines. Four gallons per hour at 6 knots. Sweet vessel. Overnighted here while en route to Desolation Sound. Note my young son operating his radio-controlled cruiser from the bow. Heather Isle II? Yes, the owner was a Scot with roots in Stornoway. We welcome your boating stories and photos for our newsletter. Please send to Bluenose Communication Officer, [Jim Peerless](#)

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.](#)



Bluenose II photo by Mark Perkin



*"I know it takes longer to get there, dear.
But we can't afford to put gas in the truck and
the boat."*



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](#)



Even Snoopy's dragon boat requires certain equipment onboard to be safe.



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](#)



Transport
Canada

Transports
Canada

BOAT OPERATORS:

NOVA SCOTIA HAS A 10 KM/H SPEED LIMIT WITHIN 30 METRES OF SHORE ON RIVERS AND LAKES

Transport Canada reminds boaters in Nova Scotia that it is illegal to operate power-driven vessels faster than 10 km/h within 30 metres of shore on rivers and lakes. This includes the Bras d'Or Lakes.

Exceptions allow you to:

- Pull water-skiers directly away from the shore at higher speeds, if needed; and
- Go at higher speeds in narrow rivers and buoyed channels.

These shoreline speed limits make the near shore areas of rivers and lakes in Nova Scotia safer for swimmers and non-powered vessels, and reduce the effect of vessel wakes on the shoreline.

To learn more about boating safety, call 1-800-387-4999 or visit www.boatingsafety.gc.ca.



The correct answer to our quiz this time:

Item 2 (your birth certificate) and item 6 (a marine radio license) are not recognized as proof of competency although a Marine Radio License is required to legally operate a marine radio.

Quick Links

[Annual Notices to Mariners](#)
[Aqua Map - 25% discount on bundles](#)
[Atlantic Used Oil Management](#)
[Bluenose AGM Minutes 2023](#)
[Bluenose Boat Roster](#)
[Bluenose Microsite](#)
[Bluenose Newsletters](#)
[Bluenose Officer Contacts](#)
[Boating Courses](#)
[Boating Safety - Discover Boating](#)
[Marine Weather - Atlantic](#)
[MICA Island Use Guidelines](#)
[Navionics](#)
[Predictwind](#)
[Quick Course Reference](#)
[Safe Boating Guide - Transport Canada](#)
[Sail Plan - Transport Canada](#)
[Scotian Shores Cleanup](#)
[Shore Cleanup](#)
[Weather to Boat](#)
[Windy](#)

Next Newsletters?

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

Jim Peerless, Secretary & Communications
ss-bluenose@cps-ecp.org

Our mailing address is:

297 Fox Hill Avenue
Kentville, NS. B4N 5A7

Want to change how you receive these emails?
You can [update your preferences](#) or [unsubscribe from this list](#).

