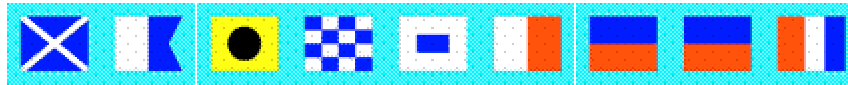


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# The Mainsheet



April 2008

The Newsletter of the Oakville Power and Sail Squadron.

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**One of the best known photographs in boating. Launch of the schooner Bluenose on March 26<sup>th</sup> 1921.** *Photograph used by permission of Knickles Studio and Gallery*

Boatbuilding has been something of a theme recently, but this time, it is not about boatbuilding in Oakville and Bronte. Is there anyone who does not know of Bluenose and Bluenose II? Start thinking about Bluenose IV. No, not III – apparently that has been reserved by the Nova Scotia government.

A group called Queen of the North Atlantic Enterprises was founded in 2005 by Joan Roué to ensure the Bluenose legacy continues. Joan is the great granddaughter of W.J. Roué, designer of the original Bluenose.

Bluenose IV will be built to the original Roué plans.. The yard chosen to build the schooner is Snyder's Shipyard of Dayspring, Nova Scotia. Work has already begun on lofting the lines and planning the building area.

When work is underway, the building area will be accessible to the public, with viewing areas and storyboards set up.



**W.J. Roué**

*Photograph used by permission of Joan Roué*

The group has also revived the Bluenose class sloop. This is a 23ft 5in daysailer and racer, designed by Roué in 1948 for a group in Halifax who wanted a simple one design

boat for club racing. The class proved popular, and there have been several in the Oakville/Bronte area. Originally built in wood, then later in fibreglass, the revived class is again being built in wood by Snyder's Shipyards. The Roué family is collecting as much information as possible on the class, and any former owner can get in touch with Joan Roué through the Bluenose IV web site.

The enormous scope of the Queen of the North Atlantic Enterprises undertaking is best seen by visiting the web site [www.schoonerbluenose.ca](http://www.schoonerbluenose.ca). This is a very extensive site, with many links to other sites associated with the Bluenose IV project, such as Snyder's Shipyards, [www.SnydersShipyards.ca](http://www.SnydersShipyards.ca). There are also many more photographs from Knickle's Studio and Gallery [www.knickles.com](http://www.knickles.com)

Of course, an undertaking like this needs funds, and the site gives several ways of helping, by donations of cash or in kind. Buying from the store also helps.

Building replicas of important boats never seems to have caught the imagination in Canada the way it has in the U.S. There is the "Bee" in Georgian Bay, but none other I know of. The original "Canada" of the Canada's Cup was built in Oakville for the then Commodore of RCYC. (See the April 2005 issue of the Mainsheet, available on our web site.) Perhaps someone out there has the time and energy to persuade the RCYC and the Town of Oakville to start a joint project to build a replica? Unlikely to happen, I know, but at least we can support Bluenose IV.



## Local News Update



A dredger does not have the classic lines of a Bluenose, but if you keep your boat in Bronte Harbour, this was a beautiful sight.

Dredging got off to a late start, but at the time of writing, dredging was essentially finished, and by the time you read this, the dredger, tug, and scows should be gone. It may be that the beaver that started building a lodge downstream of the Lakeshore Rd. bridge will be gone too!



According to harbourmaster Rob MacKay, dredging was done to 9 feet below chart datum. Since the lake is normally a bit above chart datum, (0.8 m currently) we should be floating for a few years before dredging has to be done again.

There has been a big increase in demand for finger docks in the two harbours recently – no doubt the result of an aging population that is not going to give up sailing, but finds the "over-the-bow" method of getting aboard difficult. This year the harbours will be experimenting with what are described as

“finger slips”. These are roughly triangular, about 3 feet wide and 6 feet long, and fit into the spaces between the bows of the moored boats. These are similar to the arrangements at the Oakville Power Boat Club, or Queen City YC in Toronto. However, the Oakville variety will be floating, and guided by slides attached to the dock wall. Look for your copy of “Harbour Highlights” for more information.

Since the two harbours are already at capacity, putting in more finger docks would mean fewer spaces for boats, so this may be a better alternative.

The Oakville Harbours Marina continues its efforts in the Green Marine programme. This year there are no big changes being made, the main focus being on safety training for staff, and there will be a trailer fitted for emergency response. This year we will see recycling bins, as well as the regular bins for garbage. Restoring the pump out and fuel services is still in the planning and environmental assessment stages, and will not happen this year. It is probable that tanks will be put above ground, similar to the arrangement in the Outer Harbour Marina.

### **How can owners help?**

Of course we will all do our part and recycle – but remember that “biodegradable” and “environmentally friendly” do not mean the same as “good for the environment”. Choose cleaning products for your boat with care.

One area where it pays to be green is in controlling any oil or fuel leaks. Most power boats have a drip pan under the engine to prevent oil reaching the bilge.



Many sailboats with a modern hull design have hulls too shallow to allow a drip pan, but there will be room to place an oil absorbing blanket. These are readily available at chandlers and in automobile parts stores. Having a part of a blanket in the bilge is also a good idea. The fines for spilling oil are considerable.

Remember if changing the oil in your engine to dispose of it properly. There is a collection tank in Bronte Harbour, and the hazardous waste depot on Bronte Road will also take oil – free. They will also take dead batteries and out of date propane tanks. If you used a glycol based antifreeze this winter, make sure it is collected, not dumped on the ground, or, worse, in the creek. Don't know because you just bought the boat? Ask the previous owner, or play it safe and collect the antifreeze anyway.



### **Is it worth the trouble?**

Being green in the harbour is part of helping our environment, and efforts to reduce pollution in the entire Halton Region seem to be paying off. Not long ago, we only saw mallards, swans and geese in the harbour – and who needs geese? Yes, geese produce green, but try not to step on it. More and more bird species are returning. We have had red necked grebes and buffleheads for a few years now. There have been Barrow's Goldeneye ducks around sometimes, but this is the first year that the white winged scoter and the long tailed duck have been seen, in Bronte Creek at least. It even looks as though population pressure is pushing the beaver downstream from the marshlands! At least one blue heron knows how to find the fish sanctuary. If birds can survive, there is a better chance that we can too.

## News from CPS

At the recent Spring Training Meeting, a decision was taken to provide students with a new Plotter. Several members, including District Training Officers, Course Directors, and some members of the student body, were supplied with two sample Plotters to evaluate. A kit was provided to the users with instructions as to the test to be undertaken on the American Weems & Plath #255 and the Canadian made Mark II Plotter. After discussion at the meeting, where both models had their pros and cons, a ballot was taken, and the decision to go ahead with the Canadian made Mark II was taken. This Plotter will be available for the upcoming Boating Course this Fall.

CPS has signed a Memorandum of Agreement with Satellite Communication Source Inc, providers of remote communication devices. Of interest to many is their newest product, the SPOT personal tracker. This unit which is a 7oz. - 200 grams hand held system, receives GPS signals and is capable of sending signals both through the satellite system to a 911 number, or on a user programmable message, to track your progress via text or e-mail - with a link to Google Maps.

The basic system provides a means to make sure you are always in contact with family members or others. In emergency situations in remote areas it can be a life saver. Coverage is world wide, including most of the North Atlantic and Pacific Oceans. Cost starts at \$99.00 per year and at \$50.00 per year extra the tracking system can be updated every 10minutes for 24hrs. A discount schedule is being worked out for CPS members - more on this will be available on the CPS Website. Visit [www.findmespot.com](http://www.findmespot.com) for detailed information on this and other products available.

John Hinksman

## More on Safety

A boat can never have too many safety devices, and the SPOT is one more. On the Great Lakes, your primary safety aid is your VHF radio, and if it is a newer DSC enabled radio, connected to a GPS unit, it can not only send a MAYDAY automatically, but will give your position as well.

While on the topic – you have checked that you have the correct number of flares for the size of your boat? Are they all valid? Flares are only valid for 4 years from the date of manufacture, not date of purchase. If you are not sure of the requirements, book a Courtesy Safety Inspection, either through the CPS web site [www.cps-ecp.ca](http://www.cps-ecp.ca) or the Oakville TOWARF web site, [www.towarf.com](http://www.towarf.com).

## Dates to Remember

Our Annual General Meeting April 23<sup>rd</sup> at 7:30 pm. Venue is the Crow's Nest at Oakville Yacht Squadron.

Graduation May 30<sup>th</sup> 7:30 pm at OYS

## New Editor Takes Over

This is my last issue of the Mainsheet as Editor. I have enjoyed the chance to talk to many interesting people on a variety of topics, and I hope you have enjoyed reading the newsletter as much as I have producing it.

John Hinksman SN will be taking over, and has experience in the field. He has a great deal of experience at both District and National level, and is currently CN Course Director.

Hugh Ramsay

