

fore'n aft



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We don't often hear the word "excellent" applied to dock maintenance sessions, but that's how Dennis Dove described the first work party held on March 27. COVID restrictions meant a slow start, but the crews co-operated and were able to complete the majority of tasks planned for the day.

"Normally on the first work party of the season we are dealing with ice in the inner harbour which limits the amount of tasks that can be completed, but all gangways were installed except for one which is having the top boards replaced. Bottom line is we are in excellent shape and, apart from one finger being replaced and one finger being repaired, very few repairs to docks will be required. Future work parties will focus on getting the club ready for summer operations."



Available on Facebook
Ask to join CFB Trenton
Yacht Club Group.

Photos: Dave Flett

MARKING THE CLUB'S DIAMOND JUBILEE!

JUST OVER SIXTY YEARS AGO in September 1960, members of the RCAF Sailing and RCAF Boating Clubs sat down together at No. 6

Research Depot (6 RD) Trenton. When the meeting was over, the two groups had agreed to join forces and form a yacht club on Baker Island.

To mark the occasion, a thirty foot floating dock made from old hydro poles was ceremonially launched from the Marine Section on the north side of the Base.

The first Club Regatta was held Sunday October 2, 1960 with the Power Fleet acting as Race Committee.

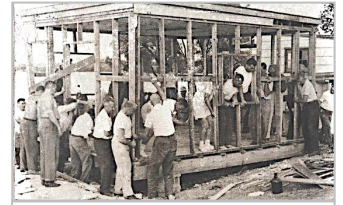
Shortly after the 6 RD meeting, CPS expressed an interest in basing a Squadron at

the same location. The RCAF Trenton Squadron, formed in April 1961, remains the only CPS Squadron with a military designation.

In spring 1961, Roy Pearson and Bob Brown, rowed across to Baker Island to scout out the best location for the new clubhouse. The spot chosen was not by the water but on the hill where the Community Centre is now.

The building, designed by Gerry McNea, the Club Commodore in 1964, was about one third the size of the present clubhouse and featured a covered verandah overlooking the Bay. It was erected with \$8500 from Station Funds plus lots of scrounging and plenty of sweat equity.

Originally the RCAF Trenton YC, the name changed to the CFB Trenton YC following unification of the armed forces in 1968.



Club building work party, 1961.

From notes by Ron Pennington.



Floating dock launched from the Base Marine Section in 1960. F/S Roy Pearson (left back in light uniform) is credited as the driving force behind the Yacht Club formation. Also shown are W/O Trethwen and S/L Stewart. The women are not identified.

After 27 great years, Bill Phillips says farewell

Just to let my friends at the club know what has happened to me.

Irene did fine for five years with the cancer, managed by the wonderful team at Belleville Oncology. Then in January of last year she was hit by Encephalitis and effectively it took until December, with several trips to Emergency, for her body to finally give up. She sure was a fighter! I cannot imagine living long enough to stop missing her.

I sold the motorcycle in 2017 and my wonderful friend Moma Bear in 2019. I got to crew for Kevin Alstrup on his C&C 25 for the later races in 2019. I also got to helm his C&C 33 around Indian Island once in 2020.

My residence is now Chartwell Meadowbrook Retirement Home in Lively, a nice little town just west of Sudbury. My daughter and family live in Garson which is just east of Sudbury. There is a 90 kph road joining the two towns. After testing Covid-free, I still had to be quarantined in my room for 14 days before being allowed to mingle with rest of the retired population. It is a real nice place, and the natives are friendly.

I experienced perfection a couple of times in the club. It happens when one rounds the last leeward mark in second place and, noting that the leader has tacked, decide to stay on the same tack, looking for the magical Onderdonk lift, then beat them over the line. Oh the memories! Bill.

Bill's new phone no. is 705-596-2496, his email is: rwp85@outlook.com.



Longtime members Bill and Irene Phillips on the club deck a few summers ago. Sadly, Irene passed away on December 2, 2020 after a lengthy illness. The couple was married for 40 wonderful years.

Members since 1993, both Irene and Bill were active participants in club functions. Irene helped organize Wednesday night BBQS for many years, while Bill held several Executive positions including Membership Director, Fore'n'Aft Editor, and Handicap Officer.

Bill has now moved to Sudbury to be closer to family. We will miss his big voice and hearty laugh as well as his many entertaining yarns! We offer Bill our sincere condolences on his loss and wish him all the best in his new home.

MAJ. CHARLES THOMAS "TOM" ROSS (retd.) 1940 - 2021

The Club lost a valued member on February 5, 2021. Tom Ross passed away peacefully at the Crown Ridge Place Long Term Care after a battle with cancer. He was in his 80th year.

Tom was a 707 pilot. He retired from the airforce with the rank of Major. For many years he volunteered his services at the National Air Force Museum in Trenton. A longtime Club member, Tom participated regularly as a power boater in the Wednesday night races. He could also be seen at numerous events working the bar.



Tribute to Tom Ross by Jack McDonald.

Tom Ross was one of the reasons that make CFBTYC such a very pleasant place. We will miss his cheery greetings, his happy face and his sparkling sense of humour. Chatting with Tom was both entertaining and informative. On the rare occasion when a conversation involved competing views, Tom would usually employ his competitor's discussion points to win the day – and do it with a compliment, and an engaging smile.

Tom was so well liked that one time after lift-out, when he finally decided to sell his boat, he put a "For Sale" sign on the stern (roadside). Tom returned in the spring to find that the "For Sale" sign had moved to the bow! Unknown club members obviously did not want to lose Tom's company!

He has left us with many happy, even hilarious memories. We will treasure them.

CAPT. EDWARD "TED" RICHARDS (retd.)

JANUARY, 19 1930 - DECEMBER, 13 2020.

COMMODORE 1976.

The Club was saddened to learn about the recent passing of a respected former Commodore. Ted Richards died quietly in December after brief stay in Belleville hospital. He was just shy of his 91st birthday.

Ted served on the Flag Committee including as Commodore in 1976. Upon retiring from the military, Ted, his first wife Sheila and two sons David and Peter, set out across the ocean on their Heritage 35 named "*First Light*." Basing themselves in Spain, they cruised the Mediterranean for the better part of the next 10 years.

After Sheila died, Ted decided to bring his boat home. Bent Rasmussen was part of the crew that helped him sail it back across the Atlantic. According to the date stamp on the pictures (left) they reached the Bay of Quinte on July 4, 1987. The fleet from CFB Trenton Yacht Club sailed to Belleville to meet them as they came through the bridge and to welcome them back to their home waters.

An avid racer, Ted sold *First Light*, and bought a Soling class keelboat which he raced in countless local and regional regattas including our club's annual Belleville to Trenton derby. He won this race so many times its coveted 'trophy' was virtually his for the taking. An active member of the Canadian Soling Association, he came to be known locally as "*Mr. Soling*."

Ted is survived by his second wife Monika, and his four children, Susan, Dan, David and Peter.



Photos provided by Carol Bailey.



1976 - Capt. Ted Richards

Dennis Dove, photo

Lift-in: Stay safe during crane ops.

BY BRUCE MILLIKEN
HARBOURMASTER

Masks MUST be worn. This is NOT an option.

Please review the following carefully:

1. For Boat Owners:

- Boat owners are responsible for attaching tag lines, safety lines, fenders, and strap position indicators.
- Boat owner will communicate strap positions and any special requirements for the lift to Crane Captain.
- Boat owner will check for leaks once the boat lands.
- Boat owner will be responsible to release straps from one side of the boom hooks; the crane operator will return them to shore.
- Boat owner will secure the lines to the dock. Once the tag line crew is dismissed by the owner and has left the dock, an assistant may join the owner to move the boat to the assigned space or a temporary position, as required by the lift schedule. If a tow is required, advise crane captain in advance.

2. For Tag Line Crew (2)

Tag line crew will accompany and control orientation of the boat from the cradle to the water and hold in place until the leak check is complete. Once dismissed by the owner, return to the next lift.

3. Strap Crew (1 plus dock cart)

Strap crew will remove straps from boom hooks once the crane operator has returned them to shore. Take straps to next lift.

4. Hoisting Crew (1 crane captain & 4 strap attendants)

- Hoisting crew will prepare the next boat to be lifted, under the direction of the crane captain. Place and connect straps, attach safety lines, hold straps in place until crane takes weight.
- Hoisting crew will lift and set the pads and any required blocking for each crane move.
- For boats that are to be re-positioned for land-tug pickup, the hoisting crew will hold and set pads as the boat is set.

5. Tow boat crew (2)

Be available to relocate boats to new positions.

6. Work Barge and Portable Dock (2)

- Locate barge and portable dock as directed.
- All crew members shall wear hard-hats.

Crew Manpower:

- A lift schedule for each day will be published to participants in the days leading up to the lift. We will call the direction we go based on the forecast at the time.
- We will require a total of 12 people to run the crews. Not all members will be able to participate. If you are in the first 15 lifts on the schedule, please attend by 7.30 am. If you are closer to the bottom of the list, please be prepared to stay until the end of day, so everyone gets in. The lift list will publish guidelines for when to be there, however it is the owner's responsibility to be on site when your turn comes.
- If a crew member needs to be relieved, hold your hard hat in the air. If you see someone looking for relief and you are able, please offer. Please confirm your duties and any ideas learned to the reliever, from a safe distance.
- We will need manpower for the crews, but do not want anyone not mentioned above in the area of the crane. Please watch from the hill, and maintain social distancing.
- Please bring food and beverage for yourself, as clubhouse restrictions will not permit food service or coffee. Access is restricted to use of washrooms only by a limited number of people. Please observe instructions and floor markings.
- The fee will be \$80 per lift. This will be placed in an envelope with the participant's name. Instead of a refund for participation at end of day, the collective success of events will be reviewed and any surplus returned via the club supervisor at a later date.

The first lift-in, currently scheduled for April 24, may be changed due to the current provincial lockdown.

Some events possible later this season

BY CAROL BAILEY
ENTERTAINMENT CO-ORDINATOR

As the third wave of Covid sweeps across the country, it may seem odd to be talking about entertainment at the yacht club. However, I am optimistic that we will be able to return to holding some of our usual events as the season progresses and more of our members are vaccinated.

With that hope, a potential calendar of events has been created for the season. This can be found on the 'Members Only' page of the website. If and when some of these events can be held, they will be transferred to the calendar on the website's main page.

This is our club's 60th anniversary! We are looking at ways of recognizing this significant milestone. For the time being, our salute to the year will be more of a nostalgic review of past events through pictures and stories, but with a bit of luck, we will be able to celebrate together later in the season.



One significant change for the club is that anyone volunteering to assist with the food service portion of our social events will now be required to successfully complete a food-handling certification course. This course is available on-line and takes about six hours to complete. The club is making arrangements with the training provider to prepay a number of spots for members volunteering to assist with entertainment events.

If you are interested in obtaining a certificate, please contact me at cfbtycweb@gmail.com. Please note, if you take the course, you will be required to assist with a number of events since our pool of volunteers to draw from will be more limited than in the past.

Time spent assisting with entertainment events counts towards your annual requirement of volunteer hours. We are usually a fun bunch to work with and it's a great way to get to know your fellow club members.

I look forward to working both for, and with you this season.

Lake Ontario levels expected to remain below average in 2021.

High water won't be a problem this year. In fact, water levels in the Great Lakes are between 7 to 24 inches lower than this time last year. Projections based on rate of snow-melt and expected precipitation, indicate levels will remain below average throughout 2021.

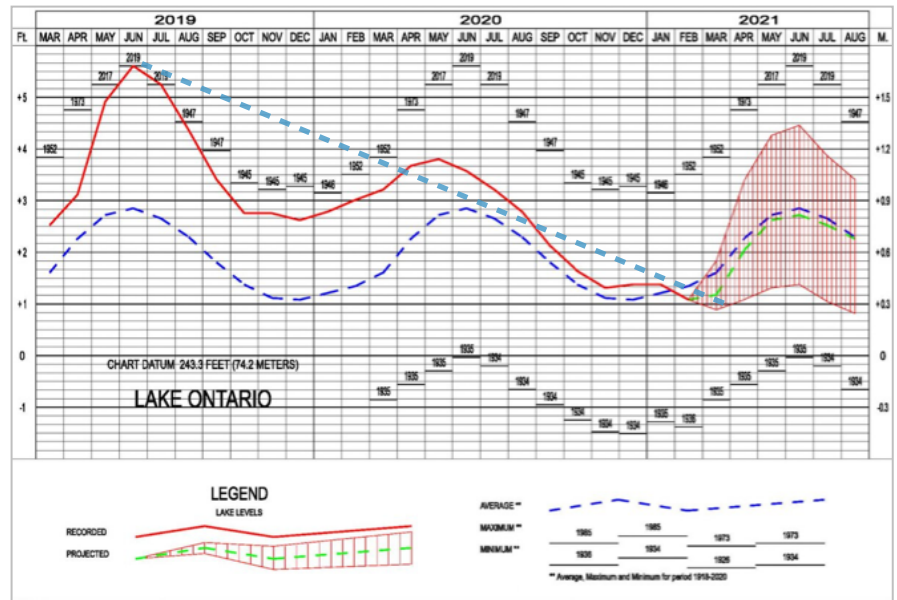
Good news, right? Not necessarily. Levels in the Great Lakes are prone to seasonal fluctuation, so a drop over the winter is not unexpected. But the rate of decline this year was much faster than usual – due to a combination of low precipitation, milder temperatures, and lack of ice cover – and that is a concern.

Lake Superior's water level fell three inches in February and is now seven inches below where it was this time last year. Lakes Michigan and Huron also went down three inches in February, all as a result of dry weather and increased evaporation due to lack of ice.

Lake Erie saw a sharp drop of over five inches in February and continues to decline much faster than average. It is expected to remain one foot to 18 inches below 2020 water levels this summer.

On Lake Ontario, the IJC has been pumping water out since January. The Lake is now almost two feet lower than in 2020 and is expected to remain so all summer. Lake Ontario's levels have now dropped below the long-term average.

The chart shows Lake Ontario levels to March 2021. The red line indicates the all-time high water level that occurred in June 2019



after which, allowing for seasonal fluctuation, levels have generally trended down. The effect of spring meltwaters is expected to peek in June, but at a depth two feet lower than the same time 2020. This is the level we saw in late August last year.

The shaded area shows a range of possibilities for the season depending on rainfall, but the green dotted line represents what is likely. Levels are expected to stay below average all season.

"Sad Sack" – a Canso conversion like none other.

BY D. 'FLETCH' FLETCHER

IS IT A BOAT? IS IT A PLANE? REMARKABLY IT IS BOTH, AND IN 1967 THIS (converted) flying boat visited the CFB Trenton Yacht Club. The visit is memorialized in a photo which is part of one of the collages on the wall upstairs at the Club.

The PBY flying boat was designed for the US Navy by the Consolidated Aircraft Company of Buffalo, New York. They went into service in 1936 and were known as Catalinas. In Canada, they were called Cansos and were manufactured both by Boeing Aircraft of Canada and Canadian Vickers Ltd.

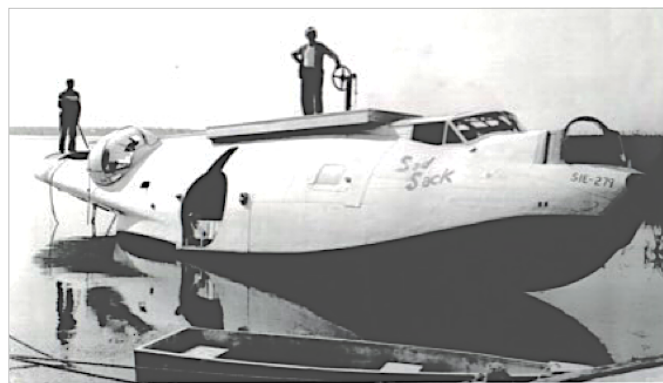
The PBY was an incredibly versatile airplane that could land on both water and land runways. They could drop torpedoes, depth charges, and bombs while defending themselves with multiple high-caliber machine guns. The RCAF purchased 29 of them in 1941 to be used as sub hunters. The RCAF's only VC (Victoria Cross) was posthumously awarded to F/L David Hornell in June 1944. His Canso was shot down after attacking and sinking a German sub in the Atlantic.

After the war, the Air Force continued to operate some of the Cansos for search and rescue. Others were converted for civilian use in photo reconnaissance, water bombing, freight services and aerial surveying. As the aircraft were retired, many were sold to collectors and aircraft enthusiasts.

And that's where our story really begins. The Canso in these photographs was purchased by George Ventress, a Brighton farmer. He owned at least two others amongst his large collection of aircraft, motorcycles and other equipment. He often repurposed these items for other uses on his farm but this Canso, nicknamed "Sad Sack," was modified into a boat by removing the wings and attaching a propeller.

He was assisted by his friend Ralph Bangay, another Brightonian with a love for collecting and tinkering. The late Ralph Bangay is well known as owner and proprietor of Memory Junction museum in Brighton, now closed. He also had a large military collection dating back to the War of 1812. Along with helping George with the Canso conversions, he provided a dock in Gosport (Brighton) to keep the newly created boat.

In 1967, George and Ralph took *Sad Sack* on a trip through the Murray Canal and Bay of Quinte, stopping as a "transient boat" at CFB Trenton Yacht Club. Subsequently, George took his whole family to Montreal's Expo 67, in *Sad Sack*. Ultimately, all three converted Cansos were sold and their fate unknown.



Sad Sack in the harbour at CFB Trenton during its 1967 visit.



RCAF Canso in SAR colours.



George Ventress and his family going through the Murray Canal on route to Expo 67 in their converted flying boat called "Sad Sack." In this photo, Ralph is forward and George is aft.

For those who might like to see a Canso, the Canadian Warplane Heritage Museum in Ottawa has a fully restored model which has been painted in the livery of David Hornell's aircraft. This Canso is airworthy and is regularly flown.

FLETCH'S NAUTICAL QUOTES

"The pessimist complains about the wind; the optimist expects it to change; the realist adjusts the sails."

William Arthur Ward (1921-1994)

The County once boasted over 40 lighthouses. Of those still standing, only Presqu'ile and Main Duck remain in operation.

Lighthouses of Prince Edward County

PRESQU'ILE POINT LIGHTHOUSE – 1840-present day.

Built in 1840 on the eastern tip of Presqu'ile Peninsula, this is the second oldest lighthouse still operating on Lake Ontario's north shore (after the 1804 light at Mississauga Point, Niagara.)

The 69 ft. octagonal tower was supposed to be built of limestone from Kingston but the builders cut corners with cheaper local stone and beach sand for mortar. This allowed water to seep into the walls resulting in crumbling of the exterior. Repairs in 1893, reinforced the structure with metal, and clad the exterior in cedar shingles. The tower has recently undergone an extensive restoration to further stabilize the structure.

The remains of a fog station, established c.1907 (see picture) are still visible. The diaphonic alarm produced a six-second blast every minute during foggy weather and could be heard over a three mile distance. It was discontinued in 1934 due to a lack of commercial traffic.

The first keeper, William Swetman, served from 1840 to his death in 1871 at age 86. He was followed by his grandson. Keepers augmented their income by growing apples and rearing livestock on the associated federal land. The last keeper left in 1952 when the light was automated.



SCOTCH BONNET ISLAND – 1856-1959.

Located on a reef one mile southwest of Nicholson Island, the 54 ft. limestone tower and keeper's house was completed in 1856. Conditions were harsh with gale force winds often breaking the glass. One keeper reported that in one season, the light burned through 11 lanterns, 77 wicks, and 120 gallons of oil. The light was converted to acetylene gas, 1909 and electrified, 1942. A steel light tower was erected 1959, and the original structure abandoned to cormorants. In 2015, the building received Federal Heritage designation and will be conserved. No word what this entails or when work will start.



SALMON (WICKED) POINT LIGHTHOUSE – 1871-1917.

Along the County's west shore are some of Lake Ontario's most treacherous shoal-infested waters. A reef extending three miles into the water at Salmon Point caused so many wrecks the region was dubbed *Wicked Point* by sailors. In 1871, a 40 ft wooden board and batten light tower and dwelling was built. The bright red warning from its lantern guided many a schooner to safety during the late 19th century. The light closed in 1917. The building still stands but is now privately owned.



POINT TRAVERSE LIGHTHOUSE – 1881-1959.

Situated on the County's southeast tip, Point Traverse Lighthouse was built in 1881. The 34 ft. tower, of wood and clapboard construction, included the keeper's dwelling. The red fixed light, which the first keeper kept burning for 21 years, was known by Great Lakes sailors as *The Red Onion*. It was replaced in 1941 by an automatic green occulting lamp. A steel light tower was erected in 1959 and the lighthouse became redundant. The property of Parks Canada, the once vital beacon was boarded up for years and left to rot. It received Federal Heritage status in 2015 and has been spruced up with fresh white paint, but more conservation work is required.



Next issue of the Fore'nAft will feature the False Ducks Island light, and the iconic lighthouse at Main Duck Island.

The Federal Heritage Lighthouse Protection Act came into force in 2010. The following year, Prince Edward County Council sponsored the nomination of five area lighthouses for designation under the Act.

Included in this group were lighthouses at Scotch Bonnet Island, owned by the Canadian Wildlife Service, and Prince Edward Point, owned by Parks Canada, both of which received the heritage designation and will be maintained and conserved by the federal government under the Act/

Government guidelines for conservation of historic places in Canada will be used as a basis for preservation. It is not known when work will begin.

Three other lighthouses at False Ducks Island, Point Petre, and Main Duck Island, currently owned by Fisheries and Oceans Canada, have been declared surplus and are in the process of being acquired by the Hastings Prince Edward Land Trust. Once the transfer goes through, they too will be given federal heritage status.

A taste of spring

Baked Salmon, and Rhubarb Nectar

BY DOROTHY FLETCHER

Spring has sprung and it's time to think about meals that are a little lighter. Salmon is a popular choice and a wise one too. Not only is it delicious but it is high in omega-3 fatty acid and Vitamin B12, low in saturated fat and calories.

Here are two ways to prepare salmon, one keeping with the low calories theme and the other with a fabulous glaze that has a few extra calories that are totally worth it.

Another spring favourite is rhubarb. If you have a little rhubarb patch or can find it at the market, you will be able to enjoy spring's first vegetable. Yes, it really is a vegetable but it is mostly served in sweet preparations. You can make pies and muffins or just stew it and serve over ice cream. But you can also drink it. Try making some Rhubarb Nectar and you will love this taste of spring.



Baked Glazed Salmon (shown in photograph above)

2 tablespoons maple syrup
2 tablespoons rum (any kind)
1 tablespoon soy sauce
1 teaspoon dijon mustard
1 teaspoon olive oil
1/8 teaspoon pepper
1/2 lb salmon fillet

Mix all ingredients except salmon in a small saucepan. Bring to a boil and then reduce heat, simmering until mixture is reduced by about half.

Place salmon in a foil or parchment lined baking dish. Pour glaze mixture over top, spreading to cover fish. Bake at 350F for about 20 minutes until the salmon is opaque in centre (or to your taste). Serves 2.

Poached Salmon

1 cup water or more
1/4 cup white wine
1/2 medium onion, chopped
2 or 3 sprigs parsley
1/2 bay leaf
6 whole peppercorns
1/2 lb salmon fillet

Bring all ingredients except salmon to boil in a pan. Reduce heat to a very gentle simmer and add salmon. Cook until fish is opaque in the centre (or to your taste). Transfer salmon to plate and discard cooking mixture. You can serve the salmon at this stage, garnished with fresh lemon or refrigerate it to serve cold. Serves 2

Rhubarb Nectar

10 cups chopped rhubarb
3 cups water
2 cups sugar

In a large pot bring rhubarb and water to a boil. Reduce heat to medium and simmer until the rhubarb is cooked and falling apart.



Strain through a colander into a clean pot. Add sugar and bring to a boil. Cool and chill before serving. Serve mixed –two parts nectar to one part lemon-lime soda or orange juice. Add rum if you wish.

The strained nectar can be frozen either before or after you add the sugar.