CFB TRENTON YACHT CLUB — 1961-2021 SIXTY YEARS OF BOATING AND FRIENDSHIP — CPS, RCAF TRENTON SQUADRON.

fore'n aft

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IN THIS ISSUE

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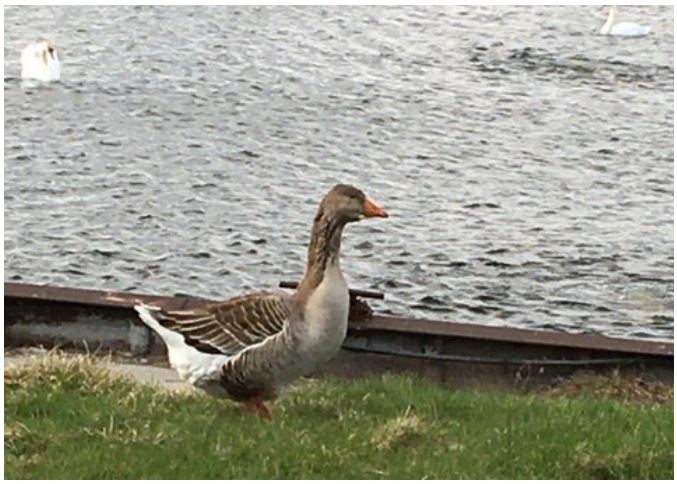
Ask to join CFB Trenton Yacht Club Group.

First lift on Mother's Day, both fast and efficient.

With sunshine and light southwesterly winds, conditions for first lift were close to ideal, so good, in fact, the process ran much shorter than expected. All 29 boats were in the water by 0200 hours, some three hours ahead of schedule. The next launch date will be May 30 when all remaining boats will be lifted in.

Photo: Dave Flett.

Is it a duck? Is it a swan…?



Spotted at the Club in April, this is Gus, and he is a Greylag goose, a species of waterfowl not native to Canada.

Prince Edward County naturalist Terry Sprague says while sightings of Greylags are rare, they do turn up from time to time.

"I suspect they are all escapees from privately owned collections of exotic wildfowl. There was one this winter at Wellington Harbour. And, I think there was one at Campbellford too."

Native to north and central Eurasia, Greylags breed in northern regions including Iceland and Greenland. They mate for life with both parents rearing the young. The family migrates south in autumn as part of a flock, and separates the following spring.

The Greylag is the common ancestor of all farm geese, the species having been domesticated since at least 1300 BC. A large bird, the average weight of an adult Greylag is 3.3 kilograms, or 7.3 lbs.

As to Gus, after a few weeks hanging out with the local aquatic birds and the occasional human, he seems to have flown the coop for better pickings elsewhere.

Too many weeds, not enough water.

By Christine Flett
Safety & Environment Officer

With low water and a hot dry summer ahead, 2021 is shaping up to be a busy year for the weed team.

Curly leaf pondweed was off to a good start this year. By first lift on May 9 it was topping the eight foot mark and still going strong.

Unfortunately, it will not magically disappear before the May 30 launch. The most effective way to deal with pondweed is to spray with aquatic herbicide, and for this we need government permits.

Applications for these permits are currently with the Ministries of Environment and Natural Resources. We will likely have approval around the second week of June, after which we can arrange to treat the weeds.

We now have six aeration systems, one for each dock. All have functioned well over the winter and the open water was much appreciated by the swans.

The contractor, Weed BGone has completed its annual spring service which includes applying Winter Warrior to the water. This bacterial treatment aims to reduce the amount of mud on the bottom by boosting decomposition of organics such as dead weeds. In short, less sediment means less weeds.

In past years, channel markers have helped keep weeds down in the main channel by restricting boat traffic to a clearly defined path. This will be especially useful in a low water year. We will put the markers out as soon as we have access.

Lastly, with low water levels, Chara/Starry Stonewort is likely to be more troublesome than in 2020. Beginning in July, we will be monitoring growth closely, and will have it cleaned out before it problems arise.

After makeover and name change, Picton Marina will reopen this spring

The old Tip of The Bay marina in Picton is currently undergoing a thorough makeover and name change. It will reopen later this spring as the PEC Marina.

Paul Gauthier, who was Club Supervisor for a few months last summer, has been hired to operate the marina this season. He says upgrades include new state-of-the-art docks, which are currently being manufactured by Poralu Marine. These are expected to be delivered shortly, and to be installed and fully serviced around mid June – just in time for the 2021 transient boating season.

In addition, the marina will offer pump-out services to visitors, as well as fuel sales. The fuel dock will open on Victoria Day weekend. Unfortunately, reciprocals will not apply as this is a private marina.

Paul hopes CFB Trenton Yacht Club members will include Picton in their cruising itinerary this summer and says he would love for them to drop by and say "hi".

Published six times a year, the Fore 'n Aft is the newsletter for the CFB Trenton Yacht Club. Member contributions are welcome, email the Editor at "theforenaft@gmail.com." Submissions may be edited due to space restrictions. Permission to reprint pictures and photographs is implied upon submission. No infringement of copyright intended.

The Club has lost a valued former member. Keith Bottoms passed away on April 12, 2021 just shy of his 90th birthday. A member since 2001, Keith enjoyed sail racing and played an active role in that program including several years on the Executive Committee. Known for his kindness and generosity to family and friends, Keith will be remembered as a true gentleman. Our thoughts are with Faythe and her family at this time. Many thanks to Carl Hisey for this tribute to Keith.

Captain Keith Clayton Bottoms (rtd.)

April 28, 1931 - April 12, 2021

By Carl Hisey

Originally a farm boy from Saskatchewan, Keith joined the Air force in 1955 to become a Navigator on jet fighter aircraft, the supersonic CF101. Keith's first posting was to Comox on Vancouver Island. He recalled flying low level over the Pacific Ocean at supersonic speed, and flying over the Rockies on a clear day as a real thrill.

Keith's next posting was Cold Lake, Alberta. To keep warm during the cold winter months he sought the company of some lovely ladies, especially one by the name of Faythe. This resulted in their marriage of 60 years.

Keith's next posting was North Bay, Ontario. There he flew the CF100 aircraft and spent time underground at the NORAD Early Warning Facility. After several years in North Bay a posting to Bagotville, Quebec came along and back flying the CF101 jet fighter aircraft. One day after a low level flight, scaring the heck out of some French Canadians, the landing gear did not fully come down on approach to the runway. But after some high G maneuvers they managed to get the gear down and land safely.

After four years in Bagotville, Keith was posted to London England as Liaison Officer at Canada House to help incoming personnel get settled. Postings to Chatham, New Brunswick and Trenton, Ontario followed. Keith then retired inTrenton, became a Real Estate Broker and found a house on O'Neil Crescent that became their home for 40 years.

Keith joined the Yacht Club in 2001. Soon after, a C&C 30 Sailboat called "*Deryn*" showed up. Keith had never sailed before so we all pitched in and helped him learn to sail, and keep him off the rocks on the bay.

Keith became interested in racing and I was lucky enough to become a crew member. Just before the start Keith would say, "Carl, you take the wheel" and he would act as Skipper. The old C&C was a good racer and we won our fair share. One year, Keith recruited a couple of young ladies and they became good crew members – until Faythe got wind of it, and that was the end of our female crew!

After a few years. the boat maintenance got to be too much for Keith and he sold his beloved C&C *Deryn*.

Keith's C&C 30, Deryn on the Bay of Quinte.

During his time at the Club, Keith held two executive positions: Race and Regatta Chairman and Fleet Captain Sail. After selling his boat he managed the Race Barge for many years. As racers we always knew a proper course for conditions would be chosen, results accurately calculated and given at the social after the race. Keith was well regarded at the Club, and was affectionately known as "THE OLD SKIPPER."

Recently, Faythe and Keith moved to Vancouver to be with their daughter, Karen. Soon after arrival, Keith was hospitalized and sadly passed away this April in his 90th year. Keith is survived by his wife Faythe, daughter Karen, son Brent and three grandchildren.

In keeping with his wishes, Keith will be brought home to Trenton for a private graveside service at St. George's Cemetery, 2nd Dug Hill Rd. Trenton. In lieu of flowers, a donation may be made to the National Air Force Museum of Canada, or a charity of your choice. Online condolences at: www.weaverfuneralhomes.com.

Ice box Refrigeration Conversion Units

By Bob Forgues

Most cruising boats come equipped with a built-in ice box. Refrigeration units are usually an add-on feature that may have been offered by the manufacturer, or added by previous owners.

Converting an ice box to refrigerator and/or freezer is a fairly easy DIY project and will cost about $1,400. Conversion units are available in a complete kit and come pre-charged with refrigerant.

If you were to assemble a kit on a workbench it would take approximately 20 minutes or so, but it will take longer on a boat since the components are remotely located, have to be properly mounted, and you will require to run a 12 volt electrical source.

Ice box refrigeration units are typically rated for ice boxes up to 4 cubic feet and draw very little power. They are also designed to cut out once battery power source drops below 10.5 volts. You can set your unit to drop out at 9.5 volts if operating your fridge off the boat's house batteries versus the starting battery.

I recently installed a replacement ice box conversion unit on "Pengwyn" and my set-up included a freezer compartment in the fridge. I am able to keep the contents of the freezer unit frozen when operating my thermostat on a setting 3. The thermostat is adjustable from 1, being the coldest setting to 7 being the warmest. A lot depends on how well your ice box is insulated.

When the compressor unit is in operation it draws approx. 3.5 amps. How long the compressor operates and how often it comes on will depend on how well your refrigerator box is insulated.

The three components in a kit include the thermostat, the compressor unit and the evaporator cooling plates. Each kit offers a variety of different types of cooling plates to better accommodate different configurations of ice boxes.

For my installation I chose cooling plates that form a small fully enclosed freezer box measuring about 14" X 16" X 6" deep. There are 3 cooling plates that form the freezer box, two forming the outside wall of the freezer unit, and one forming the back wall.

Other options include large bendable wall-mounted plates that can be fastened around the inside corners of an ice box.

If you prefer not to have a dedicated freezer box, but would like to partition off the inside of your ice box to form a freezer section, this can also be easily done.

The Nova Cool Internet site describes how to install your system, the options that are available plus there are some YouTube videos that show installation procedures.

You start by installing the refrigeration plates, or freezer box, inside the ice box. These cooling plates are attached to 12 ft. of copper tubing that will get connected to the compressor. The thermoset goes in next.

You will have to cut out a 1.5 inch hole in the ice box and feed the copper tubes, and wire from the thermostat, through that hole. Once that is done, the hole can be plugged with insulation or a piece of 1.5 inch foam with a slot cut out so that it can be slid over the copper tubes and electrical wire.

The compressor unit should be mounted in a well ventilated area, typically inside a lazaret. The 12ft. length of copper tubing cannot be cut and any excess length is coiled up, in a small loop approximately 14" in diameter. The coil is fastened to a bulkhead or ceiling of the lazaret or locker.

The ends of the copper tubes have self-sealing leak-proof valve assemblies that permit you to make the connection to the compressor without losing any of the refrigerant. The kit comes with very clear and concise instructions and a chart depicting what size of electrical wires are needed to run from the compressor to the your electrical power source.

A nice add-on to your system would be a 100 watt solar panel, producing 8.3 amps under optimum conditions, which will permit you to have full time refrigeration off-grid.

Fletch's Nautical Quotations

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

William Arthur Ward

"The lovely thing about cruising is that planning usually turns out to be of little use. "

Dom Degnon

Main Duck Island Lighthouse

Main Duck Light Station, c.1930. Electricity from the generation building was carried by poles along the road to the keepers' duplex, top right.

Located 12 miles southeast of Prince Edward Point are Main Duck Island and Yorkshire Island. Known together as The Ducks, the islands form part of the Duck-Galloo ridge that also includes the False Duck Islands to the west.

Surrounded by treacherous shoals, the area between Main Duck and Swetman Island was called the graveyard of ships, responsible for two-thirds of all Lake Ontario ship wrecks.

In 1818, the US built a lighthouse on Galloo Island. Canada followed in 1828 with a lighthouse on Swetman Island. But it was not until 1910, after more shoal was discovered between Main Duck and Swetman, that a lighthouse on Main Duck Island was approved.

Since the early 1800s, settlers from the County had fished and farmed on Main Duck island during the summer months. By 1900, there was a thriving community of 70 seasonal fishermen living in small wooden cabins clustered around the harbour. There was even some shipbuilding. In 1865 the schooner "Harriet Anne" was built on Main Duck Island.

"King" Cole's fishing tug *The Emily*.

In 1904, Claude "King" Cole of Cape Vincent bought Main Duck from the Government for $1200. Cole, who is best known for his rum-running activities, built a two storey house with stone basement. He raised horses, sheep, cattle and bison. The latter were shot after goring the valuable cattle.

Cole ran the island as his own personal fiefdom, hence the moniker "King." A natural entrepreneur, he built and leased cabins to the seasonal fishermen in exchange for them smuggling booze in their nets.

Fishing cabins on Main Street, Main Duck Island in the early 20th Century.

His method of communicating with the outside world was unconventional to say the least. He would write a message five times over inserting each into a separate bottle. After waiting for favourable currents and winds, he would heave the bottles into the water to be retrieved by someone on the County's south shore who would then determine what action was required.

When approached by officials about a lighthouse, Cole agreed to sever the requisite 5.8 acres in exchange for the government building a dock. Construction of the 80 ft. concrete light tower, two dwellings, boathouse, oil shed and wharf was completed in 1914.

The lighthouse was topped with the most powerful lantern on Lake Ontario, a vapour light of 100,000 candles visible for 16 miles. A fog alarm was added in 1915, and a radio beacon in 1929 to help mariners determine their position. During fog, the beacon operated continuously, otherwise it broadcast for 4 mins 15 secs every hour. In 1950, the fog alarm and radio beacon were synchronized allowing mariners to determine their distance by counting seconds between radio signal and fog alarm, then dividing by five.

Cole died in 1938. In 1941 his widow sold the islands to John Foster Dulles, Secretary of State (1953-59) under President Eisenhower. Dulles end his wife Janet would fly by sea plane to their rustic one-room cabin where they enjoyed a basic life hauling water, chopping wood and cooking fish caught in the lake. Swimming in the buff was also a favourite activity. Dulles dreamed of preserving the islands as a natural refuge for animals and migrating birds, but did not live to see it happen. He died in 1959. Fire destroyed the Dulles cabin, but the hearth and chimney can still be seen at School-house Bay.

When the islands came on the market in the 70's, a rigorous campaign was mounted to have them brought under Canadian ownership. In 1976 they were bought by Nature Conservancy Canada, then sold to Parks Canada as a nature preserve. In 1998, the islands were incorporated into St. Lawrence Islands National Park. Dulles would have been pleased.

Main Duck lighthouse and fog station is currently owned by Fisheries and Oceans, Canada. Ken McConnell was last resident keeper before the light was automated and de-staffed in 1978.

A peek inside the light-keepers' homes

Light keepers' residences on Main Duck Island.

Photos by Terry Sprague

For 12 years beginning in 2000, County naturalist and historian Terry Sprague ran interpretive boat tours and guided hikes over to Main Duck Island. His tours covered plants, birds and wildlife inhabiting Main Duck as well as the island's colourful history.

"Once a year, a team of volunteers worked with me in early June to mow and trim the trails. We cut down many of the saplings around the Dulles cabin site and kept the area mowed. By 2012, the dog strangling vine was getting ahead of us, so we decided to say goodbye to the island."

Above: Dick Bird of Prince Edward Hastings Land Trust at the site of the Dulles cabin, Schoolhouse Bay.

Below: The lantern room and view of Interior staircase at Main Duck Island lighthouse.

Sprague's tours included a walk along the trail to the lighthouse complex at the far end of the island where they would go inside the 1914 duplex built to house the light-keeper, his assistant and families.

"I used to don everyone in flashlights and headlamps and tour them through the building. They generated their own electricity, and the poles carried the lines from the generating building at the lighthouse to the house itself. They had all the comforts of home including television."

In the early 1970s, Coleman Main, chief light-keeper from 1959-1976, built another house, a bungalow for his family. Sprague says this newer home has deteriorated badly compared to the older building.

"The main house was structurally quite sound until around 2010, when the roof started to leak," he says. "I discontinued the interior tours as things were starting to decay rapidly as a result of those leaks."

Under Parks Canada ownership, the island is considered a nature preserve. This is good news for the many species of flora and fauna that call Main Duck home, but the island's own highly unique and colourful story is slowly disappearing.

"It's a shame," Sprague says, "that the funds and interest from Parks Canada are not available to maintain the history out there."

County Naturalist Terry Sprague with tour group at the keepers' residences on Main Duck Island.

Inside the Keepers' Dwellings in 2011. Many thanks to Terry Sprague for making these pictures available to the Fore'n Aft.

Coyote-wolf hybrids now the dominant species in eastern Canada

By Christine Flett

Eastern Coyote, a coyote-wolf hybrid or Coy Wolf.

Recently, there has been a fair bit of chatter on social media about new Super Coyotes being seen towns and cities, including in Toronto. Larger than a regular coyote, these animals are in fact a coyote-wolf hybrid known as a coy-wolf.

They may be new to Toronto, but coy-wolves have been in Ontario for at least one hundred years. Originally identified in Algonquin Park in 1919 they were classified then as eastern coyotes, and many conservation officials still refer to them by that name. But after DNA analysis in the 1990's revealed them to be a hybrid of western coyotes and native wolves, the animals were reclassified as coy-wolves.

A hundred years ago, indigenous wolves in eastern Canada were in danger of being wiped out entirely. This was due in large part to official control programs that deliberately sought to reduce their numbers, but deforestation and urban growth also played a role. By the early 20th century, wolf populations were so low, there was a significant predator void across much of eastern North America.

The Grey Wolf was almost eradicated in eastern Canada.

Western Coyote.

Enter the western coyote. This opportunistic species migrated eastward from the Midwestern States through southern Ontario and north to Algonquin Park where the vast expanse of forested land offered protection and a bountiful food source. There, they began to breed with the now diminished native Grey and Eastern wolves (also known as Red or Algonquin). The result was the hybrid known as a coy-wolf.

As a species the coy-wolf has evolved rapidly and now makes up one third of all the animals in Algonquin Park. It is the dominant predator species from Ontario to Atlantic Canada, Newfoundland and the New England States.

Coy-wolves differ from coyotes in that they have longer legs, bigger paws, larger jaws, bigger brains, a more wolf-like tail and facial appearance. Highly intelligent, coy-wolves, like racoons and foxes, can survive in either natural forest surroundings or urban settings where they frequent parks, ravines and wooded areas. They can roam for miles catching squirrels, rabbits, gophers, as well as domestic pets such as cats and small dogs. Any small animal will provide a tasty meal for these top dogs.

Essentially nocturnal, coy wolves are rarely seen before dusk, and even when present tend to blend unnoticed into the background.

They, like their coyote cousins, do not generally pose a threat to humans. However, aggressive behaviour can occur if an animal becomes overly familiar and loses its natural fear of people, usually as a result of feeding by humans.

This advice from wildlife experts is worth heeding:

– ALWAYS keep a watchful eye on small children and pets especially in wooded areas around dusk;

– NEVER feed wild animals;

– NEVER leave food outside for the family pet. Doing so could attract something much larger than you bargained for to your back yard.

Eastern Wolf (also known as Red or Algonquin). Once thought to be a coyote hybrid, the Eastern wolf is now classified as a separate species.

"Stressed" is "desserts" spelled backwards!

By Dorothy Fletcher
FOOD PAGE EDITOR

In the spirit of the lockdown we have been living under for these endless months, I decided to head out to my backyard garden to choose my main ingredients. We have a patch of rhubarb that grows like mad and a few asparagus plants. Both of these offer up the first fresh items of the season, and as such are more than welcome. If you don't have a garden, rhubarb and asparagus are readily available in stores and markets so you won't have to go far.

Rhubarb pie is such a classic and this recipe never fails. Use your own pie crust recipe or purchase a frozen pie crust shell--I'll never tell. And for something completely different, how about an Asparagus Cake? No, really! Everyone likes cake made with carrots so why not cake made with asparagus? Just try it and you will love it.

Rhubarb Cream Pie

1 single pie crust (9")
1 cup sugar
3 tablespoons flour
1/2 teaspoon nutmeg
2 eggs, slightly beaten
4 - 5 cups chopped rhubarb
1/2 cup flour
1/4 cup sugar
1/3 cup butter

In a large bowl, blend 1 cup sugar, 3 tablespoons flour and nutmeg. Add eggs and mix well. Stir in rhubarb. Turn mixture into unbaked pie shell.

In a small bowl, blend ½ cup flour and ¼ cup sugar. Cut in butter and sprinkle crumb mixture over pie.

Bake at 375F for about 50 - 60 minutes or until a tester comes out clean.

Asparagus Cake

1 ½ cups chopped asparagus (about 1/2 pound)
½ cup water
6 tablespoons butter (3 oz)
¾ cup brown sugar
1 egg
½ teaspoon vanilla
1 ½ cups flour
1 teaspoon baking powder
½ teaspoon baking soda
¼ teaspoon salt
1 teaspoon cinnamon
½ teaspoon cloves
½ teaspoon nutmeg
¼ teaspoon allspice
1/2 cup chopped walnuts
1/2 cup chopped dates
1/2 cup raisins

In a small saucepan, bring the asparagus and water to a boil. Reduce heat and let simmer for five minutes. Remove from heat –do not drain–and let cool. Pour asparagus and water into a food processor and puree. This should result in 1 cup puree, add water if needed to make the full cup.

In a mixing bowl, cream butter and brown sugar together.
Mix in egg and vanilla.
In a separate bowl, sift together flour, baking powder and soda, salt and spices.
Add flour mixture to creamed mixture alternately with asparagus puree mixing with each addition until combined. Stir in walnuts, dates and raisins.
Pour into an oiled 9" cake pan and bake at 350F for about 35 – 40 minutes or until a tester comes out clean.
Cool completely before icing.

Cream Cheese Icing

125 g cream cheese
¼ cup butter
2 teaspoons vanilla
1 ½ cups icing sugar

Bring cream cheese and butter to room temperature.
In a small bowl, beat cream cheese, butter and vanilla together.
Sift in icing sugar and continue beating until smooth and thick.
Add more icing sugar if required.
Spread icing on cake.