



Email: theforenaft@gmail.com

fore' n aft



Vol. 12 No. 4 August 2023

PUBLISHER & EDITOR

Christine Flett

CONTRIBUTORS

Mark Bowering

Dona Neves

Virginia Creamer

Scott Brown

Rick Tinga

Dave Flett

Barbara Watson

IN THIS ISSUE

Tritoon Polaris II joins the CFB Trenton Yacht Club fleet.

Photo spread of Scott and Virginia's sail to Georgian Bay.

A visit to Scotland's amazing Orkney Islands.

Cooking on Board
A fresh take on summer salads.



Dave Flett is dwarfed by this enormous six metre megalith.

Where is this?

See page 6 for the full story.

New tritoon, Polaris II, joins the yacht club fleet

BY MARK BOWERING
VICE COMMODORE

The CFB Trenton Yacht Club Executive team is pleased to announce completion of the Polaris Replacement Project. This project was initiated last year after sale of the former club boat.

When first initiated, the intent was to have a direct replacement, albeit in a different format – i.e a pontoon or tritoon. However, in the interest of membership expansion and with concerns mounting over rising levels of inflation, a special meeting was held this spring to amend the budget for the purchase, to ensure the club received the kind of boat that would serve in the original Polaris role while also generating interest in the club itself.

Scott Brown was instrumental in all areas of development of the project. He not only formulated the spec sheet and helped to develop the capital expense request paperwork necessary to accomplish this, but also personally volunteered his time and expertise to help keep the team pointed in the right direction. Close to, if not more than, a dozen boats were considered with Scott personally inspecting many of them. The change in project scope led to some delays – some of the boats that were looked at sold before the NPF process could be completed, and some had far too many hours on the motors to be feasible. In the end, the Harris – or Polaris II – met or exceeded the mandate for the club.

So how are we going to use this new boat to generate interest in the club?

Polaris II will be used in the Race Committee function, as was its predecessor, on Wednesday nights. Moreover, it will be available to rent by members of the CFB Trenton Yacht Club. The rental, which will be available to any Club member every day except Wednesday, will be either four hours at a cost of \$100, or eight hours and a cost of \$200, plus gas. This offering is significantly discounted and incredibly convenient as compared to other offerings in the area.

We are excited to welcome Polaris II to the fleet and look forward to finding ways to better serve members of the club!



Scott Brown waves from the deck of the Club's brand new pontoon boat, *Polaris II*, on race night August 9.

POLARIS II

Make: Harris

Year: 2020

Model: Cruiser 210 Tritoon

Length: 22' 1"

Capacity: 11 Persons

Engine: Mercury 115 ELPT PRO XS CT 4S 115 HP

FEATURES

Extended rear swim platform

Bimini, 12 ft. navy canvas

Ski Tow Bar, stainless steel

Simrad GOS Chart plotter/Sonar

Fusion Bluetooth Stereo including four Fusion speakers.

Scotch Bonet racers smile for the camera



Club members relax on the deck at Presqu'ile YC after Scotch Bonet race.

Five boats from CFBTYC competed in the round Scotch Bonet race held on July 22. Top scorers for Trenton were new members Brian and Peter Kaizer who placed 2nd in the flying sail category on Zest for Life. Marty Mathias (Time 1) was fourth. In white sail, Eric Lawlor was fifth. Carol Bailey and Gerard O'Brian also finished.

The Friday night BBQ kicked off with PYC's "Scotch Bonet Cocktail" featuring spiced rum and pineapple juice garnished with fruit and a signature hot pepper. True to its name, this cocktail packed a hefty punch!!



The CFBTYC Ladies' team takes a bow

Dona Neves, photo



The Ladies' team Dona Neves, Barbara Watson and Julie Hinton celebrate their second place finish in *Take Your Time*, on July 19.

Asian Grass Carp found in Adolphus Reach

On July 4, the DFO Asian Carp Program was notified of the commercial capture of a Grass Carp approx. 17 km ENE of Picton.



The fish, which was 1160 mm long and weighed 20.996 Kg, was transferred to DFO's Asian carp lab for analysis. This determined it was a fertile female Grass Carp.

DFO's Asian Carp Program initiated response operations on July 10. Three electro-fishing vessels conducted sampling in suitable habitat in the Bay of Quinte in search of additional Grass Carp. None were found. The response operations have now ceased.

Dealing with Starry Stonewort in channel

CHRISTINE FLETT
SAFETY & ENVIRONMENT.



For the last four Mondays, members of the weed committee have headed out in the old pontoon boat to measure Starry Stonewort in the harbour.

The last two weeks we have seen the growth rate stall, likely due to recent rainfall and resulting cooler water temperatures. That said, we still have significant quantities of Starry – between four and five feet – throughout the main channel. This is not causing problems because water levels have stayed high which means there's adequate clearance for all boats.

But this could change very quickly should water levels drop, which usually happens in late summer. So, with a forecast of more hot humid weather and five weeks to go before first lift out, I have booked the weed harvester for next Monday, August 21.



Setting up the four break wall sections on June 26 are Dona Neves, Dwight Koshman, Rick Parrish and Gerard O'Brien. Earlier, Jason Bridges and Colin Baillie helped retrieve and reinstall two of the 2000 lb. anchors with some deft manipulation of the crane barge.

The Club has been working to re-float the break wall ever since the first section sank eight years ago. Since then, three of the four sections have sunk, been retrieved and re-floated.

The break wall is essential in providing the Club with 360 degree protection from the winds and waves.

Dona Neves, photo.

Open house, familiarization sail goes well

PHOTOS: SCOTT BROWN
RACE & REGATTA

With the aim of recruiting new military members and attracting potential racers to the fleet, the Club hosted an Open House on July 15.

The event drew a fair amount of interest on Base, resulting in good attendance at the Open House, and 11 people pre-registering for a familiarization sail on the Bay. Gerard O'Brien, Marty Mathias and Chris Foster volunteered both their time and their boats for this purpose.

The day wrapped up with the annual Rib and Wing dinner served in the Clubhouse. Many thanks to all who helped make these events a success.



Marty's boat Time 1 during the recent familiarization sail. Looks like everyone is having a great time.



Recruits on Chris Foster's boat Takarabune learn to operate the mainsail.



Marty Mathias in Time 1 heads downwind with his foresail.



Gerard O'Brien goes wing on wing in FanaSea.

29th Annual Shirley Homer Memorial Race Around Waupoos Island

Erratic winds challenged this year's Waupoos Island race. 13 boats from Presqu'ile and Trenton yacht clubs and Waupoos marina participated in the event.

Winds were almost non-existent for the first leg, but strengthened during the home stretch for an exciting finish. The race was not without controversy due to several boats losing precious time while searching for a missing marker, which it seems a cruising vessel had mistaken for a mooring ball.

Six Club boats took part in the race. In fourth place was Zest for Life skippered by Brian Keizer with skipper emeritus Bent Rasmussen also on board. Fifth was FanaSea (Gerard O'Brien), sixth was Imok (Carol Bailey), seventh Layalee (Eric Lawlor) and eighth was Greensleeves (Dwight Koshman). Thanks to Rick Tinga for these results.

This was the 29th year for the race which is sailed in memory of former club member Shirley Homer who died of cancer in 1994.



The final leg of the Waupoos Island race was close. From the left are Imok, FanaSea and Zest for Life who finished in 6th, 5th and 4th place respectively. Tomfoolery of PYC, shown right, claimed the 3rd place finish.

Christine Flett, photo

Sailing to Georgian Bay via the Welland Canal

PHOTOS BY VIRGINIA CREAMER



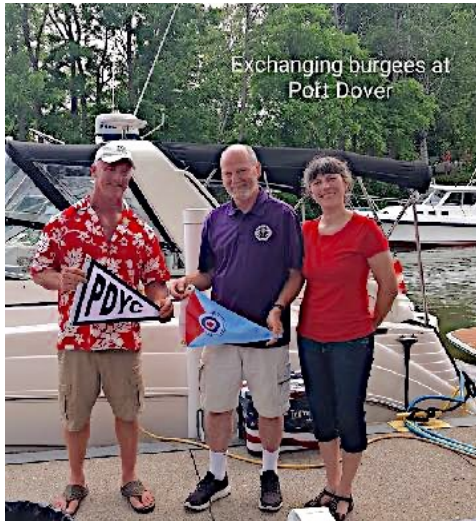
3 boats rafted together in Welland Canal



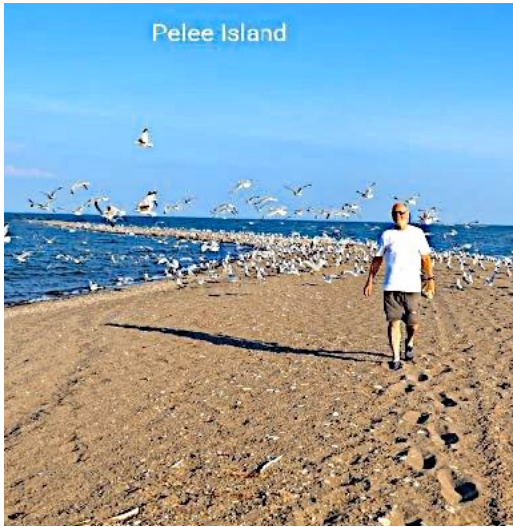
Lion's Head



MacGregor Harbour



Exchanging burgees at Port Dover



Pelee Island



Leaving Eriean



Ambassador Bridge



Pushing Lake Huron swells



Tobermory



Kincardine



Cove Island



Flowerpot Island

Sailing from Inverness to Kirkwall, going with the ebb and the flow

BY DAVE FLETT

CHRISTINE AND I RECENTLY RETURNED FROM A HOLIDAY IN SCOTLAND which included a week with family in the Orkney islands. Most of our group took the ferry to Stromness, but three of us – Phil, Andrew and myself – chose to sail from Inverness to Kirkwall, 130 km as the crow flies. This meant crossing a strait called the Pentland Firth which has some of the world's fastest tidal currents.

We had planned to leave on Friday June 30, sail 70 km to Wick on the northeast coast and continue next day to Kirkwall, but the weatherman changed our minds. With a severe northwesterly expected to hit Orkney late Friday, we decided to leave a day early and sail over night to Kirkwall.

We left Inverness with the tide at 1100 hrs on Thursday in Phil's 36 ft. Rustler complete with well-stocked fridge and all the latest Nav gear on board. The day was fair at first with light SW winds, but these strengthened considerably after passing the Beatrice wind farm – a massive 84 turbine offshore wind project which, although barely visible through the rain, took two hours to sail past.

At about 2300 hrs in the vicinity of Wick, we altered course for a heading that would take us farther east to avoid Pentland rip tides. At this point, winds were gusting to 20 kn with following waves of 5-8 m. on the port quarter. And we were heading into night. There is no true darkness at 58 latitude in June, only twilight, but we would be crossing major shipping lanes so we had to stay alert.

Around 0100 hrs with the wind still strengthening, we decided to reef the mainsail. This involved Phil securing his harness to the safety line to go up to the mast, and me bringing the boat up into the wind, at which point we were bouncing around like a cork in 8 metre swells. It took a while but eventually we had our reef. Back on course, we observed an approaching vessel with very bright lights and no AIS, generally an indication of an unlicensed commercial fishing vessel. Since it seemed to be heading straight for us and unlikely to give way to sail, we thought it wise to tack.

The tide was wrong for entry into Kirkwall, so we dropped anchor at 0800 in a sheltered bay east of Burray island for a few hours kip. Orkney has become a popular cruise destination due to its many historic sites, museums and distilleries. 140 cruise ships dock at Kirkwall and Stromness every year. Historically, Stromness was a major departure point for the Hudson Bay Co. which employed many an impoverished islander on two-year contracts.



Kirkwall harbour one hour before midnight. Facilities include ferry dockage, support for fishing and dive vessels, a good marina and restaurants & pubs within walking distance.



Slainte Mhor!

These days, Orkney is prosperous with well maintained homes and pricey cars. Besides tourism, the economy is based on fishing, aquaculture and farming. Orkney beef and lamb are highly prized on world markets. Once a key player in the oil industry, Orkney has reinvested in renewables. Wind turbines supply most of the islands' energy needs, and several tidal energy projects are being developed.

The house we had rented was located southwest of Kirkwall and a mere five minute stroll from Scapa distillery making it the perfect shore base for the next seven days.

Delayed a day by more stormy weather, we left Orkney on a fine July morning. This time, after enduring a lumpy crossing, we stayed overnight at Wick harbour, which was full of the vessels needed to maintain the Beatrice turbines.

Next morning, there was no wind at all, just a calm steadily rolling sea, which left us no choice but to motor-sail the entire 70 kms home. We reached Inverness at 2300 hrs, dodging heavy showers most of the way and fighting the outgoing tide for at least one hour. No sooner had we docked, zipped on the cockpit covers, and poured ourselves a traditional nightcap, than the heavens opened. So raise a glass to the notoriously unpredictable Scottish weather.



Dave takes the helm of Phil's Rustler 36, the SV Tarka Mòr.



The Beatrice offshore wind farm, located 13km from Scotland's northeast coast, consists of 84 turbines covering 131km² near the former Beatrice oil field. It is capable of providing enough electricity for 450,000 homes. Turbine height including blade sweep is 288 metres. The base structure alone on which each turbine stands is 81 metres tall.



Map showing route (in yellow) from Inverness to Kirkwall including the course change near Wick to avoid rip tides in the Pentland, as well as the anchorage off Burray island.

STORY AND PHOTOS BY CHRISTINE FLETT



Stone age settlement at Skara Brae. Originally inland, coastal erosion means it is now perilously close to sea.



Homes at Skara Brae had a central hearth, built-in stone furniture as well as privies and a sewage system.

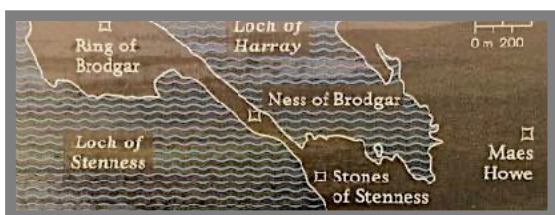


Above, the Ring of Brodgar.

Below, the Standing Stones of Stenness, c. 3200 BC.



Part of the 'Great Wall of Brodgar' at Ness excavation site.



Orkney, the Egypt of the North

ORKNEY IS AMAZING PLACE TO VISIT. The islands are green and fertile, roads are good, you can take stunning coastal walks, go birdwatching, shop for knit-ware or silver jewelry, visit a brewery, or enjoy whisky and gin tastings at the various distilleries.

But Orkney's claim to fame is its heritage. Inhabited for 8500 years by a succession of stone- and bronze-age tribes, Picts, Celts, and Norse, the islands have some of the oldest and best-preserved neolithic remains in Europe. In 1999, four major sites received Unesco World Heritage designation: see [HEART OF NEOLITHIC ORKNEY](#).

SKARA BRAE c. 3150 BC was discovered in 1850 after a storm stripped away sand dunes along the Bay of Skail exposing eight well preserved stone-age houses linked by covered passages. Each home had a central hearth, built-in beds, wall niches and a dresser located opposite the doorway. A crude sewage system included privies with drains. No roofs survive, but these likely had timber or whalebone supports covered with skins, turf or seaweed thatch. The people fished, kept livestock, grew crops and fertilized their fields. The settlement was abandoned around 2500 BC after 600 years of occupation, possibly due to sand infiltration.

The site at Skara Brae is extremely fragile. Originally built some distance from shore, coastal erosion over five millennia has brought the sea to its doorstep where it is now undermining the protective seawall. There are fears that one bad storm could plunge what remains into the Atlantic Ocean.

Leaving Skara Brae, we drove five miles to Orkney's best known stone circle the **RING OF BRODGAR**. Built c. 2500 BC, Brodgar is the third largest henge complex in Britain and farthest north in Europe. Originally, it comprised 60 sandstone megaliths arranged in a perfect 341 ft diam. circle, set within a 10 ft d. x 30 ft w. stone-cut ditch or henge. The **COMET STONE** monolith stands nearby.

Three miles SE are the **WATCHSTONE** monolith and **STANDING STONES OF STENNESS**. Erected c. 3200 BC, Stenness is older than Stonehenge, and likely the oldest henge-complex in the world. Laid out in a 105 ft. diam. circle, 4 of 12 megaliths survive, the largest is 6 m. (19 ft) high (see picture on front page). A footpath leads from the stones to the **BARNHOUSE SETTLEMENT**, discovered in 1984.

These two stone circles are situated at either end of a narrow isthmus between Loch Harray and Loch of Stenness known as the **NESS OF BRODGAR**, where a six acre site discovered by geophysics in 2002, is currently being excavated. Built between 3300-2900 BC and in use for over 1000 years, the site contains dwellings, slate-tiled roofs, paved walkways, carved stonework and painted facades – all worthy of Roman culture, which it predates by approx. 2000 years.

One structure, referred to as a 'temple' is the largest Neolithic building ever discovered. Surrounding the complex was a massive 100m. x 6m. wall, dubbed the Great Wall of Brodgar. Evidence found at the Ness is radically changing perceptions of late stone age culture as being more refined than anyone had imagined.

2024 will be the final year of excavation at the Ness, after which the site will be closed and covered to preserve it from the elements.

We also visited **MAESHOWE CHAMBERED CAIRN AND PASSAGE GRAVE** c 2800 BC.

One of many 'Ancestor houses' on Orkney this was built to honour the dead. A long low passage leads to a central chamber, aligned to be illuminated on the winter solstice. It also aligns with the central axis of the 'Temple' on the Ness and the nearby **BARNHOUSE STONE**. A footpath led from Maeshowe to the village of Skara Brae.

Looted by Vikings in the middle ages, the walls at Maeshowe contain one of the largest collections of **RUNIC** inscriptions in the world.

Scapa Flow's wartime legacy

STORY AND PHOTOS BY CHRISTINE FLETT



ORKNEY'S ROLE IN WORLD AFFAIRS IS NOT confined to distant history. Scapa Flow, a sheltered deep water bay near busy North Atlantic shipping routes, was a major naval base in both world wars. It was also the scene of many tragic events that would permanently change its shorelines.

In June 21, 1919, while interned at Scapa during Armistice talks, the German Navy elected to scuttle its fleet rather than risk it being used against their own people. Of the 52 ships that sank some were later salvaged for scrap. Those that remain are now popular dive sites.



WW1 wreck in Scapa Flow off the island of Burray.

During WW2, the bulk of Britain's home fleet was based at Scapa Flow. To prevent U boat access, all entry channels to the bay were blocked off. But on Oct. 14 1939, a German sub, entering at high tide from the east, torpedoed and sank the battleship HMS Royal Oak, killing 835 crew.



WW2 barrier No. 4 linking Burray with South Ronaldsay.

Following a visit to Orkney, Winston Churchill ordered the construction of fixed barriers across all eastern entrances to Scapa Flow, permanently linking the islands of Lamb Holm, Glimps Holm, Burray and South Ronaldsay.

Work began in 1940, but building fixed barriers across deep fast-flowing tidal water presented many engineering challenges. A shortage of labour compounded the difficulties. Not completed until late 1944, the barriers were officially opened on May 12, 1945, four days after Victory in Europe had been declared.



View inside the Italian Chapel on Lamb Holm. Chiocchetti's image of the Madonna & Child can be seen above the altar.

The 1942 capture of thousands of Italian soldiers in North Africa helped resolve the labour shortage on Orkney. 550 men were transported to Camp 60 on Lamb Holm, and a similar number to Camp 34 in Burray to work on the barriers.



The Italian Chapel was made from two WW2 Nissen huts

Following a request for a place of worship, two Nissen huts were joined together to provide a chapel for the Italians. Domenico Chiocchetti, an artist, painted the Madonna and Child above the altar in addition to overseeing the interior decoration. He returned in 1960 to help with preservation work. An active church, the Italian Chapel receives over 100,000 tourists every year.



Causeway leading north from Burray to Glimps Holm.

Almost 80 years on, the Churchill Barriers provide a vital link between Orkney's Mainland and South Ronaldsay, but they are at risk from rising sea levels. Barriers 3 and 4 have been listed as historically significant. Barriers 1 and 2 are the focus of a proposed tidal energy development.

Scapa Naval base was decommissioned in 1957. Details of its unique wartime role are preserved in the Scapa Flow Museum at Lyness on the Orkney island of Hoy.

This month's recipes are provided
BY BARBARA WATSON.

A fresh take on summer salads

SUMMER VEGETABLE PASTA SALAD

Vinaigrette:

- 1/2 cup olive oil
- 1/3 cup red wine vinegar
- 1 Tbsp Dijon mustard
- 1 tsp dried oregano
- 1 clove garlic, minced
- 3/4 tsp salt
- 1/4 tsp freshly cracked black pepper.

Salad:

- 12 oz. bowtie pasta
- 2 Roma tomatoes
- 1 yellow squash
- 1 zucchini
- 1 broccoli crown
- 1/2 red onion
- 1 12oz. jar roasted red peppers
- 1/2 cup chopped parsley



Make the vinaigrette first. Whisk together the olive oil, red wine vinegar, Dijon, oregano, minced garlic, salt, and pepper. Set the dressing aside.

Cook the bowtie pasta according to package directions (boil 7-10 minutes or until tender), then drain in a colander. Rinse briefly to cool the pasta, then let it drain well.

While the pasta is cooking and draining, prepare the vegetables. Chop the tomatoes, squash, zucchini,

broccoli, and parsley. Slice the roasted red peppers (drained) and the red onion.

Place the pasta and chopped vegetables in the largest bowl you have. Give the vinaigrette a brief whisk, then pour it over the salad. Stir the pasta and vegetables until everything is coated in dressing. Give it a taste and add salt or pepper, if needed. Serve immediately, or refrigerate until ready to eat.

QUINOA AND MANGO SALAD

- 1 cup uncooked quinoa
- 2 cups water
- 2 cups cubed peeled mango (about 2 large mangoes)
- 1/2 cup sliced green onions
- 1/2 cup dried cranberries
- 2 tablespoons chopped fresh parsley
- 1/4 cup olive oil
- 1 tablespoon plus 1 1/2 teaspoons white wine vinegar
- 1 tsp Dijon mustard
- 1/2 teaspoon salt
- 1/8 teaspoon black pepper
- Optional : Add shrimp if desired



Place quinoa in fine-mesh strainer; rinse well. Transfer to medium saucepan and add water.

Bring to a boil. Reduce heat; simmer, covered 10 to 12 minutes until all water is absorbed.

Stir; let stand, covered, 15 minutes. Transfer to large bowl; cover and refrigerate at least 1 hour.

Add mango, green onions, cranberries and parsley to quinoa; mix well. Combine oil, vinegar, mustard, salt and pepper in a small bowl; whisk until blended. Pour over quinoa mixture; mix until well blended.

Makes 8 (2/3 cup) servings.