



# fore' n aft



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## The 2023 race season draws to a close



Dave Flett, photo

This stunning shot of the Yacht Club fleet at Sunset was taken from the committee boat on September 6. With light southwest winds, conditions were near perfect for the spinnaker fleet, who are, from left, Time 1 (Marty Mathias), Express Passage (Perry Petrie) and Zest for Life (Brian & Peter Kaizer). On the right, in the white sail category, is Take your Time (Brian Coughlan & Dona Neves). With lift out just two weeks away, this was the penultimate race in both the Harvest series and the 2023 race season.

## Base bombshell: crane forbidden to cross bridge, lift out hastily revised

BY CHRISTINE FLETT

With the Club's first scheduled lift out just around the corner, word that the crane would not be allowed across the causeway bridge could not have come at a worse time.

Commodore Andrew Hunt received this news during a meeting with Base officials on August 28.

"We were very optimistic going into the meeting, we thought we had a strong case. Dale (Harron) had done a lot of work on the bridge deflection, we were glad to have him on side to help communicate our point with the base. But all we got was a hard 'No!' There would be no crane crossing that bridge."

With 70 boats to be lifted out before freeze up, this was not what the Club wanted to hear. Over the next two days, the Flag worked hard to find a solution. Different types of crane were considered, but none could be found that was under the 26 ton maximum bridge weight limit. They looked at using hydraulic trailers to move boats around, but the process was too slow for serious consideration.

Left with no alternative, the Flag turned its attention to the parking lot on the north side. A survey determined there was enough room on the hard for all boats, and sufficient depth for the approach at current water levels, but the operation would require a much larger crane.

After some phone calls, they secured a 300 ton crane with the capacity to lift 15,000 lbs and maximum boom extension of 175 ft – enough to cover the entire paved area, and over the water to where boats would be lifted.

A meeting was held following the Wednesday night race to explain the situation to members. After much discussion and a general consensus that this was the best option in the circumstances, the decision was made to proceed.

Lift out will take place on September 23. There will be no second lift since water levels in October at that location will be too low. All trailered boats will be moved to the south side or taken away. No power is available on the north side, so portable generators will be used where needed.

Cost of lift out will be \$300 per boat. Similar pricing is expected for next spring's lift in.

Since this crane will not be as manoeuvrable, the plan is to start with heavier boats, leaving lighter boats for the farthest out spots. Members can make their own arrangements. Other clubs, such as Presqu'île and Loyalist Cove in Bath, are willing to help.

Word is the causeway bridge will not be replaced for at least two more years – clearly it's not a priority on Base – so we might as well get used to this north side arrangement.

## Once Around the Bay race, something of a nail biter



The Once Around the Bay race, sailed on August 26, may have started slowly but the wind picked up towards the end, which made for a very close and exciting finish.

First across the line was *Time I* (Marty Mathias) followed within seconds by *Zest for Life*, *Kye Xpress*, *Take your Time*, *Blue Heron* and *Hoku II*.

These pictures of the boats passing Polaris II at the finish line were taken from shore during a sudden rain squall, by Ann Baillie.

A story in the August Fore'n Aft about the recent new member Familiarization Sail, failed to mention Colin Baillie who skippered *Mariah* in that event. Apologies to Colin for the omission.



This burgee from Port Dover YC on Lake Erie, is the latest addition to the collection on the Club stair wall. It was presented during an exchange of burgees in July to Past Commodore Scott Creamer, who described his time there as very welcoming and friendly. He is shown here with Commodore Andrew Hunt.

## REMEMBERING A VALUED MEMBER

BY CHRISTINE FLETT

## DENNIS (FLETCH) FLETCHER

MAY 4, 1946 - SEPTEMBER 2, 2023



Fletch at the helm, doing what he loved most – sailing!



Fletch (left) with Quinte SailAbility co-founder John Gower at the 2009 Mobility Cup held at Ashbridges Bay Yacht Club in Toronto.



In 2019, Fletch took up oil painting. He is shown here putting the finishing touches on a picture of the Star Ferry in Hong Kong harbour. He donated one of his paintings to the Yacht Club, it hangs by the television on the Clubhouse wall.

The Club was saddened to learn about the death of long time member Dennis 'Fletch' Fletcher, who passed away peacefully at Bridge Hospice on September 2, age 77. Fletch is survived by Dorothy, his wife of 37 years, his son Regan, daughter Lanja, and three grandchildren.

A fourth generation Torontonain, Fletch had a long career travelling the world as an airline executive. But it was after he retired and moved to the country in 1993 that he discovered his best life when he started to build custom furniture and became an avid sailor. In 2000, he joined the Yacht Club and served on the executive as Sail Training Officer, Fore'n Aft Editor and Trophy Officer. He won numerous commodore citations for his work around the Club.

Among the many tributes posted on line was this from former Commodore Larry Dickie who in 2000, sponsored Fletch's membership. "I remember Fletch walking up to me on the road and asking how he could join the club. I told him I *might* sponsor him, but outlined the requirement for work parties, etc. Man, I was so glad I sponsored him. He was such an incredible asset to the club, and such a gentleman. The world has lost a beautiful person."

Dorothy remembers that day with absolute clarity. "Fletch and I were sailing on the Bay near the club, out from our base in Brighton when we hit a rock – probably not really hard but hard enough to scare me. I said we needed to get to shore in case there was damage. He noticed the entrance to CFBTYC and headed over. We came in, tied up at the visitors' dock and someone came out and asked about us. After hearing our explanation we were kindly invited to stay at no charge, use the clubhouse or whatever we wanted. We did so and were very impressed by the modest but very adequate facilities and the friendly people. We left and spent time checking into how we could get into the club. We had risen to the top of the waiting list of Presqu'ile Yacht Club and needed to give them a decision. We were hesitating because it's located on Brighton Bay and we were tired of sailing on it.

"So one day, Fletch wrote a letter outlining our interests, and made copies. He went to the club and started putting these letters on boats he thought might be (owned by) people who would help us. He was stopped on the road by Larry Dickie who was then Commodore. Fletch figured he was in big trouble for sticking letters on boats, and that we would never be offered membership as a result. But after some discussion, Larry said he would sponsor us. Unbelievable! The rest is history."

Fletch volunteered for many organizations but the one he put his heart and soul into was Quinte SailAbility, a sailing school for people with disabilities. Fletch, along with John Gower, co-founded the organization in 2001. Although polar opposites in nature, theirs was in Fletch's words, "an extraordinary partnership because we brought different skills to the table, divided the duties accordingly and never interfered with each other."

John was responsible for equipment and the racing program, while Fletch handled marketing, fundraising and volunteer staffing. Due to difficulties attracting instructors, Quinte SailAbility moved to Belleville in 2021, but it gave Fletch great satisfaction to know that the school he and John had worked so hard to establish, would continue to operate.

Fletch was known for his dry wit and keen sense of irony – traits he shared with Bill Phillips – so it's not surprising that the two got along. They, together with Gerard O'Brien, collaborated on an entertaining Christmas project in 2017 at Codrington Hall. They kept in touch after Bill moved to Sudbury, chatting weekly on the phone until Bill's death in 2022.

The family would appreciate donations to Quinte SailAbility in memory of Fletch. A Celebration of Life will be held at 2.00 pm on September 21 at Codrington Hall in Codrington. All are welcome.



Fletch with Bill Phillips during a Christmas event at Codrington Hall in 2017.

## Dealing with Starry Stonewort



Using their weed harvester, employees from Weeds BGone make this year's crop of Starry Stonewort be gone. Shown left, the harvester coming into shore with the first load from the east end of the main channel. The machine is capable of removing weeds to a depth of six to eight ft.

Unloading the harvester onto the trailer conveyor system was not as straightforward as last year. This was due to a concrete-filled drum which, having been hauled out of the water, had been left on the only accessible landing site for the harvester. Fortunately, Nick Demarco had the right gear with him – namely a length of tow-strap and a four-wheel drive truck. Once the drum had been tipped over and rolled out of the way, the trailer backed down the bank to the water's edge to receive the first load of harvested weeds.

Working for over six hours, the crew cleared the main channel to just beyond the floating break-wall. They also cleared around the pump-out and mast-step approaches, and other reported problem areas. The final amount removed was about half that cut in 2022. The difference is due to the water being higher and cooler this summer as well as more cloud cover in July.



A concrete-filled drum blocking access to the water will have to be moved.



Once knocked over, the drum is manually rolled out of the way.



With the drum gone, the trailer can back down to the water's edge.



A conveyor off-loads starry stonewort from the harvester to the trailer.



A conveyor on the trailer off-loads starry stonewort at the disposal site.



This is what six hours of cutting Starry Stonewort looks like after two days in the sun. The brown heap is regular weeds taken from near the bridge.

# When it comes to smoke, does Canada's Air Quality Index give the full picture?

BY CHRISTINE FLETT  
SAFETY & ENVIRONMENT

FOREST FIRES DURING THE SUMMER MONTHS are a regular occurrence in Canada, but the number of fires this year is unprecedented.

As of September 12, there were 6,264 active wildfires which have affected all 13 provinces and territories. Over 42 million acres have burned – the largest ever in both Canada and the United States – making this the most destructive fire season on record anywhere in North America.

A direct result of all that smoke is the unusually high number of air quality advisories that have been issued since the start of fire season in March, many of these alerts in communities located thousands of kilometres from the fires themselves.

In June, smoke from wildfires in Quebec famously turned skies orange in cities as far away as Toronto, New York and Washington DC. Air quality alerts were issued in 23 US states, and by late June, the smoke had crossed the Atlantic to Europe.

Air quality is measured daily at 286 sites in 203 communities across Canada, 39 of them in Ontario. Three pollutants are measured: ozone, nitrogen-dioxide and fine particulate matter (PM2.5). These are tiny particles less than 2.5 microns in size that can penetrate your lungs and infiltrate your bloodstream with potentially serious long term health effects.

The Air Quality Health Index (AQHI) indicates health risk using an average of the three pollutants tabulated on a 1-10+ scale with 1-3 being low risk, 4-6 moderate, 7-10 high and 10+ very high.

On June 17, Belleville registered in the high risk category. Kingston had similar readings. On June 28, an international



Smoke from wildfires in Quebec casts an eerie haze over the Toronto skyline. In June, air quality in Toronto ranked among the world's worst.

tracking group ranked Toronto as having the worst air quality in the world, surpassing cities like Dubai, Chicago and Beijing.

But results from this method of determining AQHI can be misleading. For instance, on the morning of August 16, the AQHI in Toronto measured 4 indicating only a moderate health risk, yet the concentration of PM2.5 in the air was 42.6 micrograms per cubic metre, which is considered very poor for human health.

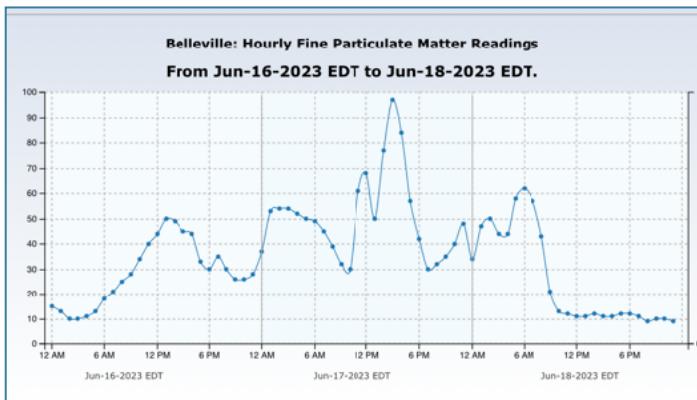
The problem lies with the way numbers on the index are calculated. Critics point out that averaging three measured pollutants only works when the values are similar. When levels of wildfire smoke are high but ozone and nitrogen dioxide are low, the resulting average is lower than the actual PM2.5 value. This gives the impression that air quality is better than it really is.

To address this issue, British Columbia, which pioneered the original AQHI, adopted a modified version in 2017 known as the AQHI plus. In this version, if PM2.5 values measure higher than the average of all three pollutants, then the PM2.5 level is used to indicate the total AQHI.

BC's updated approach has since been adopted by most other provinces and territories with the exception of Ontario, Quebec and Alberta.

A spokesperson from Ontario's Ministry of Environment said the province is co-operating with federal counterparts on "enhancing the existing AQHI program to include a PM2.5 trigger," in addition to the current practice of using the cumulative effects of ozone, nitrogen dioxide and fine particulate matter.

The Department of Environment and Climate Change, Canada (ECCC) is currently working with all provinces and territories to develop a harmonized AQHI to be used across the country.



Screen capture of Belleville PM2.5 readings taken June 16-18.

## Using drones to locate water soldier

BY CHRISTINE FLETT

UNMANNED AERIAL VEHICLES (UAV) OR DRONES could play an important role in the fight to eradicate invasive aquatic weeds such as Water Soldier.

In 2021, Water Soldier was first identified in the Bay of Quinte when the Club observed plants growing in the south beach at Baker Island. It has since spread beyond Point Anne.

If left untreated, Water Soldier will choke up waterways and shorelines, threaten the survival of fish species, and render docks and launch ramps unusable.

Local, regional, provincial and federal agencies are working to prevent further Water Soldier spread and to eradicate the species in three crucial areas: from Trenton to Belleville in the Bay of Quinte; the Trent River from Trenton to Campbellford, and through the Murray Canal to Presqu'île Provincial Park.

Speedy identification is crucial when dealing with an invasive species in water, but many areas are hard to physically access and survey, which is where the use of drones comes in.

A 2022 pilot project run by Ducks Unlimited, Canada, is currently monitoring for European Water Chestnut – yet another invasive aquatic species that was found in the Ottawa River in 2006. After surveying 40 sites between Brighton and Gananoque, they found using drone surveillance significantly reduced the amount of survey time needed, allowing teams to concentrate on those areas where infestation was confirmed.

Based on this, two Government agencies – Parks Canada and the Ontario Ministry of Natural Resources and Forestry (MNRF) – are proposing that UAV technology be used to identify Water Soldier in the Trent River and Bay of Quinte.

Plans are to have drones sweep over the lower Trent River and western end of the Bay of Quinte, including the Base shoreline and Baker Island.

Once a colony of Water Soldier has been identified, the next stage is eradication. Tarping works in contained areas, as does hand pulling, but the most effective method is a late season application of aquatic herbicide.

Until recently, the only option was to use Reward. This is a broad spectrum herbicide, meaning it impacts everything it touches and does not discriminate between native and invasive species.

Since eradicating Water Soldier can take multiple treatments, this could potentially have significant long term effects on fish species in the environment.



Hannah Hodges flies a drone over beach area of Baker Island.

But there may be another option. In spring 2023, Canada approved ProcellaCor for use against both Eurasian Water Milfoil and Water Soldier. ProcellaCor is a selective herbicide, which means it only impacts those particular weeds, it has no effect on native species.

Back in 2021, the Yacht Club participated in a research project as part of the ProcellaCor approval process. A large quantity of Eurasian Milfoil located in the basin east of A dock was treated with ProcellaCor.

A survey six weeks later found no live Milfoil anywhere in that area. The most recent survey on September 7 of this year, found the species is starting to come back, but it is a long way from causing problems.

As part of the same 2021 research permit, a patch of Water Soldier in the south beach was treated with ProcellaCor at a significantly higher strength. The plants showed immediate signs of distress, however six weeks later they had outgrown effects of the herbicide.

But Mark Heilmann, Director of Aquatic Technology with SePro Corporation, the makers of ProcellaCor, is not discouraged by this result. He points out that the research treatment took place in mid summer when perennial plants like Water Soldier are in active growth and at their most resistant to herbicide.

The solution, he says, could be as simple as switching to a fall application of ProcellaCor when Water Soldier growth is slowing in preparation for dormancy, making the plants more vulnerable to chemical treatment.

To test that point, a field trial was conducted on a small patch of Water Soldier located just west of Bay Lea Drive in Bayside. The area was treated with ProcellaCor on September 8. The site will be closely monitored over the next four to six weeks by staff at Quinte Conservation.

In October, once all data has been collected, the area will be re-treated with Reward as needed, to ensure any Water Soldier plants are eradicated.



Mark Heilmann with Water Soldier plants from west of Bay Lea Drive on the Bay of Quinte.



# Do you know your 'what3words' address?

ON THE MORNING OF AUGUST 5, 2022, emergency workers were called to a remote part of Rattlesnake Point Conservation Area in Milton, Ontario. A woman had been belaying with a group of climbers at the base of a 70-foot cliff when she was struck by falling rock, sustaining injuries to her arm, ribs and head.

The area, near Buffalo Crag Lookout, is along a dirt trail more than one km. from the nearest road. The area has no official address yet emergency responders were able to precisely locate and rescue the injured woman. They did this by using an app known as "what3words."

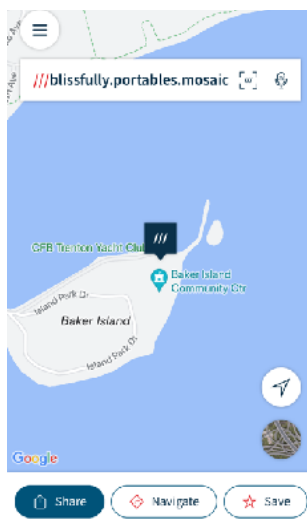
Founded in 2013 in the UK, what3words launched in Canada in 2017. Since then it has been steadily gaining popularity with emergency services all over the country for its ability to precisely pinpoint a location even when no street address is available.

Hastings-Quinte Paramedics began using what3words in November 2020, the OPP in December of that same year, followed in 2021 by Oshawa emergency services, and so on.

So what is it about what3words that differs from other navigation tools like Google Maps?

Simply put, Google Maps is a tool for navigation, public transport and for looking up places of interest. A search in Google Maps can give you an approximate position rather than an exact location, and it does not work well in areas that have never been mapped such as hiking trails.

What3words is an easy way to pinpoint and communicate exact locations anywhere in the world – whether spoken over the phone, into a voice navigation system or typed into an app.



Satellite view of the yacht club showing what3words address.

Development of what3words was the result of a one-digit error in a GPS co-ordinate which led to a frustrating and time consuming misdirection through the streets of London. To avoid this type of error, the developers based their system on words rather than numeric co-ordinates which can be easily confused.

They did this by dividing the world into a grid of 3 metre x 3 metre squares. Each square was assigned a random three word address that is unique to that location. That way, confusing duplications are avoided. How many Dundas Streets in Ontario can you think of?

But the algorithm is not foolproof, what3words is vulnerable to such things as misspellings, poor pronunciation, and illegible hand writing. It has also been criticized for its use of singular and plural versions of the same word, and for using similar words in nearby locations.

That said, what3words is easy to use. To find your current location just open the app, switch to satellite mode, zoom in until you see the grid. Your what3words address will show in the search bar.

Be aware that since each square is a separate location, your what3words address may vary depending on where you are in relation to the assigned grid lines.

If you are sent a what3words address, enter it in the search line, then tap 'navigate' to see the location on the map. For example: entering "lashes.candlelit.earned" into the app then tapping 'navigate' will take you to the main pier at Clear Lake Marina, Riding Mountain National Park in Manitoba. You can set the app to use Google Maps within the navigation feature.

The what3words app is free to download in either IOS or Android formats. It works offline so you do not need to have data, but you do need a phone signal to share your location.

## CPS – 2023 Flarex Safety Demonstration Day

Three local Canadian Power and Sail squadrons – RCAF Trenton, Bay of Quinte and Prince Edward Squadrons – are once again partnering with CFB Trenton Yacht Club in a Marine Flare Live Fire Demo and Safety event. This unique learning experience will take place on September 16 from 1300 to 1600 hrs.

The purpose of the event is not only to provide safety instructions to local boaters on the use and operation of the various types of flares they are required to carry, but to allow them the opportunity to fire off some of the past-dated flares they may have. This allows boaters to learn how to use flares in an actual hands-on safe environment while being given the opportunity to dispose of any old flares they may have.

CFB Trenton fire and safety personnel will be on hand to oversee a safe environment for this exercise, and required clearances have been granted by CFB Trenton.

JOHN BREWSTER, COMMANDER AND EDUCATION OFFICER  
CPS RCAF TRENTON SQUADRON.



## Side Dishes: baked mint rice with pomegranate and olive salsa

RECIPE AND PICTURES BY ANN BAILLIE

Cooking rice perfectly is one of those basic skills that some find surprisingly difficult to get right. If you are one of those people, try baking your rice in the oven. This is a great side dish to serve with slow-cooked meat such as lamb or pork and roasted root vegetables. The salsa can be made a few hours in advance and kept in the fridge until ready to serve.

### INGREDIENTS

400g basmati rice  
50g unsalted butter, melted  
800ml boiling water  
50g mint (40g left on the sprigs; leaves shredded for the remaining 10g, to use in the salsa)  
150g feta, crumbled into 1-2cm pieces  
salt and black pepper



### SALSA:

40g pitted green olives, thinly sliced  
seeds from 1 small pomegranate (90g)  
50g walnut halves, lightly roasted and roughly broken  
3 tbsp olive oil  
1 tbsp pomegranate molasses  
1 small garlic clove, crushed



Preheat oven to 450 F, or as high as your oven will go.

Place the rice in a high-sided ovenproof dish, measuring 20 x 30cm. Season with  $\frac{3}{4}$  teaspoon of salt and plenty of pepper, then pour over the butter and boiling water.

Top with sprigs of mint and cover the dish tightly with tin foil so that the rice is well sealed. Bake for 25 minutes, until the rice is light and fluffy and all the liquid has been absorbed.

Meanwhile, place all ingredients for the salsa, minus the 10g shredded mint, in a medium bowl with  $\frac{1}{4}$  teaspoon of salt. Mix well and set aside.

Take the rice out of the oven, remove and discard the foil. Pull the leaves off the mint sprigs (the stalks can be discarded). Place the mint leave back on the rice and sprinkle with the feta.

Just before serving, stir the shredded mint into the salsa and spoon evenly over the rice. Serve hot.

## Indian Raita

With cucumbers plentiful right now, this is a refreshing and easy-to-make condiment to serve with spicy Indian cuisine.

### INGREDIENTS

1 medium cucumber  
1 teaspoon cumin seeds  
2 cups plain, whole-milk yogurt  
1 clove garlic, peeled and minced  
2 tablespoons fresh coriander or mint leaves, chopped  
Cayenne or paprika to garnish



Peel cucumber. Cut lengthwise into 1/4-inch strips, then into thin slices crosswise. Blot off moisture with paper towel.

Toast cumin seeds for a few seconds in a small, heavy frying pan over high heat.

In a bowl, stir yogurt until smooth. Mix in the cumin, garlic and coriander or mint leaves. Combine mixture with cucumber slivers, sprinkle with cayenne or paprika.

Chill before serving.