

Email: [theforenaft@gmail.com](mailto:theforenaft@gmail.com)

# fore' n aft



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## PUBLISHER & EDITOR

Christine Flett

## CONTRIBUTORS

Rick Tinga

Dave Flett

Rick Jones

Simon Geller

Scott Brown

Ann Baillie

Karen Mathias

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## Club prepares for season with launch of new dock



Dave Flett, Photo

## Some pre lift-in tips on BOAT MAINTENANCE

BY RICK TINGA

1. Release jib halyard tension in roller furler when not in use.
2. Release main sail out-haul when not in use.
3. Top off battery fluid using deionized water, but do not overfill above cell venting apertures in each cell.
4. Don't tie your fenders to life lines. Instead, use cleats, toe rail, grab handles or base of life-line stanchion.
5. Open up all hatches and ports for as long as possible to allow "crushed" gaskets or seals to relax.
6. Open and close all seacocks/valves to make sure they are serviceable and to memorize their location. It's a good idea to do this prior to launching as it may show up as a possible issue, allowing time to fix it.
7. Check bilge (water) for oil or other contaminants before discharging overboard, to prevent pollution. It also can inform you if one of the boat systems is not up to snuff.
8. Do a VHF radio check before departing your slip.
9. Check to see if your smoke and carbon monoxide detectors are in operating condition. You do the same in your house.
10. If you are happy with boat location on the cradle, mark the back of the keel at the adjacent location on the cradle.

Conversely, if the back of the keel is not in the right location, mark the correct location on the cradle.



I can't believe Jim would miss the day his boat is lifted in...



Under sunny skies and cool breezes, members ready their boats for the April 30 lift in. Above, kneeling on the bow of *Imagine*, Gord Stout attaches his anchor and rode. Left, John Stewart chats with Jack McDonald as he secures a line on board *Wild Duck*.



Dave Flett, photos

# Crane Safety Protocol

RICK JONES  
HARBOUR MASTER

April 30, 2024 is this year's first and only Lift-in at the Yacht Club. So, in case you've forgotten everything over winter, here is a reminder of the Lift-in rules. Please observe them, they are for your own safety.

## FIRST AND FOREMOST:

- All boats shall be Insured with Two (2) million liability.
- When reporting for safety briefing, the Owner or their Appointee MUST be present for movement of vessel.

## SAFETY:

- A 50 foot (tag) line of proper tensile strength must be attached to both bow and stern of your boat cleat or bridle. Otherwise there is a risk of the crane crew not being able to reach and control the tag line to prevent boat from turning while suspended.
- Power boats, In addition to the tag lines, must have FOUR lines attached to boat to secure lift slings in place. These four lines prevent slings from sliding towards the centre of balance—which, if allowed to happen, would cause the boat to fall from slings.
- Two to three fenders shall be on each side of the boat to protect the docks and boat from damage.
- Ensure crane operator has a clear view of the boat being lifted and of the crane foreman, by remaining situationally aware of your surroundings at all times.
- TAG LINE attendants will work on the same side as the crane foreman.
- LIFE VESTS shall be worn by boat crews.
- CRANE CREW ONLY permitted in immediate work area.
- Watch from a Safe distance.
- ABSOLUTELY NOBODY beneath boat being lifted.
- Crane crew must wear hard hats.
- Only the crane foreman is allowed to communicate with the crane Operator.
- Foreman must wear a high visibility vest.

## EFFICIENCY:

Prepare your boat in advanced of the safety briefing by ensuring that:

- all sea cocks are closed;
- drain plugs are secured;
- appropriate floorboards lifted for easy inspection;
- tag lines installed on bow and stern;
- lifting strap lines ready;
- dock lines ready; and
- all ladders, belongings and garbage in and around cradle are removed to ensure crane crew is safe.

Once your boat has been launched and you have checked for leaks and secured your vessel to dock, please return to help with the other boats and tasks.

Offer to relieve the crane crew – this is a shared responsibility.

## TIME:

- Members taking part in lift-in are required to be at the Club-designated meeting area by 0700 on lift day for check in, safety briefing and fee submission.
- Unless there is an emergency, no work is allowed on any boat until the crane has finished and packed up.
- Lift-in fee is to be paid by 0730 on the day of the lift.
- Lift-in lunch is available.

**ABOVE ALL, THINK SAFETY, SAFETY, SAFETY!!**

## Club hosts CPS marine radio operator training course

A dozen people participated in a day-long CPS Maritime Radio Operator Course, held at the Yacht Club on April 14. The course teaches everyday operating techniques as well as emergency radio procedures. Part of the training featured a practical exercise using a marine VHF radio simulator.

Participants included recreational boaters from Presqu'île, Belleville and Trenton Yacht Clubs, and several volunteers with local Auxiliary Coast Guard services, namely Quinte Search and Rescue Service (QSAR) in Belleville, and Brighton Marine Rescue (BMR).

The picture opposite shows John Brewster (left) Commander, RCAF Trenton SQD, in demonstration mode on the VHF simulator. Below, the class in progress, and some of the participants as they practise their operator technique using the VHF simulator.

Auxiliary Coast Guard Services are always in need of new recruits. Volunteers are especially important at this time of year when potentially inexperienced boaters head out on the water, where conditions can be dangerously unpredictable.

To volunteer with QSAR, please contact Pete Widdifield at [pwiddifield@hotmail.com](mailto:pwiddifield@hotmail.com). For BMR, please email Len Kuipers at [len@brightonmarinerescue.ca](mailto:len@brightonmarinerescue.ca).



John Brewster (left) Commander, RCAF Trenton SQD demonstrates use of a maritime VHF radio.

Simon Geller, photo.



CPS course participants get to try out their maritime radio operator technique through use of a VHF marine radio simulator. They are (l-r) Rob Taylor (BMU); Noah Brooks (QSAR); Brian Kaiser (CFBTYC) and Julia Teng (PYC). Simon Geller, photos.

# Highlights of Spring Semi Annual General Meeting.

Close to 40 members set aside their antifouling paint and marine wax to attend the Spring SAGM, which was held at the Clubhouse on Saturday April 20.

The first order of business, after accepting the minutes of Dec. 2, was a detailed report presented by Treasurer, Dave Flett, which showed the Club to be in a healthy financial position.

Commodore Mark Bowering presented the 2024 budget which shows a slight decrease in revenues, and increase in wages due to hiring more staff including an Outside Supervisor and Dock Stewards. Members will be advised when these jobs are posted.

Both budget and financial reports were approved.

The Club is planning to hold an Open House during the Air Show weekend, June 29 – 30. Plans include a Saturday barbecue with bar service. Volunteers will be needed to pull this off.

Dock spaces are expected to be in high demand. Reciprocal Officer, Simon Geller has had several enquiries from neighbouring Clubs about slip availability in the harbour.

Bringing the *Mason* into service as an additional work boat will require a 40 hp motor. Commodore Mark Bowering noted to purchase such a motor means getting three quotes and submitting a Capital Expense Request through PSP. Since Mark will shortly be deployed overseas, someone needs to take this on.

The same process is required to replace the work barge.

Entertainment Co-ordinator Carol Bailey is looking for an assistant to run the Wednesday barbecues, which run May 8 to Sept.18. Carol will ensure the pantry is stocked before each event.

Bar Officer, Mike Hope, needs a list of 10-15 volunteers to ensure sufficient bar service for events. Interested members must complete a 'Smart Serve' course, which takes four hours and can be done on line. The cost will be reimbursed.

An appeal for Club officers to serve on either the Executive or Flag resulted in several new appointments. They are: Dave Flett (Treasurer), Rick Jones (Harbour Master), Dave and Carly Sneider (Race/Regatta Officers) and Carol Bailey (Trophy Officer).

New to the Flag Committee are Marty Mathias (Rear Commodore), and Christine Flett (Commodore at large). Scott Creamer will continue as Acting Vice Commodore.

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The following vacant positions are being covered by other committee members, in addition to their regular responsibilities. They are: Docks & Moorings, House & Grounds, Club Boat Maintenance, Publicity as well as Fleet Captains Sail and Power.

As a self help club we rely on volunteers to get things done, so filling vacant positions is of vital importance if the Club is to keep running at the level we have come to expect. If you are willing to help, please email the Commodore at [cfbyccmdr@gmail.com](mailto:cfbyccmdr@gmail.com).

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## Racers anticipate a 'jam-packed' season

BY SCOTT BROWN

Enthusiastic club racers and their crews met at the Clubhouse on Saturday April 20 to discuss the upcoming racing season.

Between our own CFBTYC events and a those of neighbouring clubs, we have a jam-packed racing calendar ahead. We hope to have at least 8 to 10 boats out for our regular Wednesday night races, and hope to expand the fleet this season.

We encourage any member who is interested in exploring our racing events – either as crew or skipper – to reach out to the Race Regatta Officer at [cfbyccro@gmail.com](mailto:cfbyccro@gmail.com) to get more information.

We hope to see you out on the water!

### UPCOMING RACES

#### Wednesday night Club Races:

23 races held over four series (Greenleaf, Diehard, Harvest and Frostbite) running May to September.

#### Other Club Races:

Belleville to Trenton 'Spirited' Warm-Up Race  
Single-handed Race  
Long Distance Race  
Once Around the Bay Race  
Around Waupoos Island Race  
Annual Club Regatta (five races).

#### Additional Local Races:

The Scotch Bonnet Race (PYC);  
Round the County Race (BQYC);  
Katie Gray (BQYC) and Binnacle Trophy Races (PEYC).

# Work party II was wet, windy and generally wretched.



After last spring's ice movement, some D-dock anchors required re-positioning to bring the dock back into alignment. Above, the team removes mud from an anchor.



With the mud washed off, the anchor is placed on dock in order to visually inspect the condition of the shackles and chain used to secure it to the dock.



Close up of anchor shows its size in relation to Patrick's foot. This one looks fairly new and appears to be in good shape.



An impressive pile of scrap, all of it from one finger dock.



Launching the new finger dock at the mast crane. This section was constructed during the previous work party.



After last year's massive dock construction effort, only one new finger section was required this spring.

# LED lighting: it's bright and cheap to run, *but is it SAFE?*

BY CHRISTINE FLETT

**L**ED bulbs are an inexpensive and energy-efficient form of lighting, both for indoors and out. They may also be harmful to your long term health.

Emissions from LED screens are known to cause eye and vision problems, as well as contributing to sleep difficulties. But recent studies have linked LED exposure to serious metabolic issues, including diabetes and obesity.

Now the most widely used type of artificial lighting, the light spectrum of LEDs is not only much brighter and bluer than the old incandescent light.

It also contains far less red and infrared than either incandescent light or the natural daylight under which everything on earth evolved. And this is a problem.

Glen Jeffery, professor of neuroscience at University College, London, says modern society is "being over-saturated with harmful artificial blue light emissions, and starved of natural red and infrared light," and he warns, human health could be paying the price.

His study in the Journal of Bio-photonics found that exposure to light towards the red and infrared end of the spectrum had a positive effect on human metabolism by lowering blood glucose levels. He likens this process to a battery "charging up our cells' energy production."

But over the last couple of decades, humans have been increasingly exposed to LED light through use of computers, phones and television screens. Now, LEDs have largely replaced incandescent bulbs in our homes,

As a result, the spectrum of indoor lighting is dominated by blue light. Even the so-called "warm" LEDs still emit light at the blue end of the spectrum.

Blue light is a stimulant. It is known to suppress melatonin production, the hormone that regulates sleep, and lack of sleep has a detrimental affect on the body's metabolism.

This in turn can lead to serious health issues including obesity, diabetes and various digestive difficulties.

These health problems are on the rise globally as cities and countries convert their street lighting to the brighter, cheaper LEDs.

This move to LED street lights is also taking a toll on the environment. In 2022, using images from the International Space Station, researchers at Exeter University observed that orange-coloured emissions from the old sodium lights are rapidly being replaced by blue-white LED emissions.

Their report also noted a significant reduction in the visibility of stars in the night sky, directly attributed to the increase in the brighter blue-light radiation from LEDs.

Blue light also appears to be altering the behavioural patterns of nocturnal animals. Those that are prey will instinctively move away from bright light, and this has the effect of restricting their natural habitat making it even harder for them to survive.

Kevin Gaston, professor of biodiversity and conservation at Exeter, compares the challenge nocturnal animals face from light pollution to "humans losing daylight during the daytime."

The issue of LED safety is slowly gaining traction around the Globe. In England, for example, a number of communities are now actively trying to reduce the impact of LED lighting on human health and on nature, by dimming the street lights during night time hours and, where possible, changing the bandwidth of the bulbs to produce less of the harmful blue-white light emissions.

So next time you change a light bulb, think whether you really want your family to risk additional exposure to LEDs. Perhaps an old fashioned yellowish incandescent bulb would suffice...

# Baked Snacks: Banana Bread & Carrot Muffins

## BANANA BREAD

Submitted by Ann Baillie

- ½ cup unsalted butter, softened
- 1 cup brown sugar
- 2 eggs, beaten
- 3 ripe bananas, finely crushed
- 1 ½ cups All Purpose flour
- 1 tspn baking soda
- ½ tspn salt
- ½ tspn vanilla (optional)
- ¾ cup chopped walnuts (optional)

Pre-heat oven to 350°F.

Cream together butter and sugar. Add eggs and crushed bananas. Combine well. Sift together flour, soda and salt. Add to creamed mixture.

Add vanilla and walnuts, if using. Mix just until combined. Do not over mix. Pour into a greased and floured loaf pan.

Bake at 350°F for 55 minutes. Allow to cool on rack. Delicious served with butter!



## CARROT MUFFINS

Submitted by Karen Mathias

- 1 ½ cups of granulated Sugar
- 1 ½ cups of vegetable oil
- 4 eggs
- 2 cups of All Purpose flour
- 2 tsp baking soda
- 2 tsp baking powder
- 2 tsp cinnamon
- ¾ tsp salt
- 3 cups grated carrots
- ¾ cups nuts (optional)

Preheat oven to 325°F. Combine sugar and oil with beater. Add eggs, beating in one at a time.

Put in dry ingredients and add to sugar mixture. Beat until well blended. Fold in carrots.

Spoon batter (or use ice-cream scoop) into muffin tins, or two 8 x 8 cake pans. I usually put a little oil in the bottom of the pans or muffin tins, or you can use paper cases, as pictured above.

Bake muffins for 25 to 30 minutes or until toothpick comes out clean. For cake, bake 45 to 60 minutes or until toothpick comes out clean. You can frost with a basic cream cheese icing or just eat them plain. Enjoy!



Please send your recipe ideas, with picture if possible, to [theforenaft@gmail.com](mailto:theforenaft@gmail.com).