



Email: theforenaft@gmail.com

fore' n aft



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PUBLISHER & EDITOR

Christine Flett

CONTRIBUTORS

Dona Neves

Scott Brown

Rick Jones

Dave Flett

Brad Power

Mike Hope

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Perfect day for the annual Commodore's Sailpast

Dona Neves, photos



Two long-held traditions kicked off the 2024 season on May 2. The Blessing of the Fleet by Padre John Lee, opened and closed with a bagpipe salute by Pipe Major Alan Buchanan. Members then headed onto the water for the Commodore's Sailpast, eight boats took part.

Sail-pasts stem from an old Navy custom in which the entire Fleet pays tribute to the Commodore with all flags flying. It is customary for sailboats in the convoy to dip their head sail as they pass the Commodore's vessel. The Weather Gods were in a good mood for this event with clear skies and light southerly winds. Since Commodore Mark Bowering is currently overseas, the salute was taken by Paul Martin.

See page 2 for more pictures.



The annual blessing of the fleet – a very old maritime tradition



All photos by Dona Neves



Piper Major Alan Buchanan.

Blessing the Fleet by the Club Chaplain at the start of the season stems from a very old and time-honoured maritime tradition. About 30 people attended the event.



Paul Martin, standing in for Commodore Mark Bowering, addresses the members prior to the Sailpast.



Padre John Lee from the Base Chaplains Office leads club members in a prayer and hymn during the fleet blessing.



Etiquette demands that the piper be paid in the form of a 'wee dram,' served here by fellow Scot, Dave Flett.

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41st annual Belleville to Trenton 'spirited' warm-up race

Story and pictures by Scott Brown

May 18: Heavy cloud cover and light winds were the order of the day for the 41st annual Belleville to Trenton "Spirited" Warm Up Race. We had a great turn out – 14 boats in all, with six from CFBTYC.

5.5 knots from the SE meant a downwind start. The Race Committee had some excitement with three boats over the line early. A lesser RC crew might have been caught sleeping but we stumbled into action and called 'em back.

I couldn't help but remind myself and the crew "That's why we do whistle training three nights a week. You just never know when it'll happen, and as professionals, we must be ready." Fortunately we recovered in time to blow the whistles at the finish. I think my 12 years playing bagpipes as a young lad helped a lot.

The East wind meant we had a 7.5 NM drag race with a short 1.5 NM tacking duel to the finish. The upside was the majority of the fleet flew spinnakers, so it was a lovely sight to behold.

(To be fair, it should be said that there were some very fine looking genoas in the non-spinnaker crowd, very fine indeed).

Line honours were claimed by our own Time 1 skippered by Marty Mathias and his crew of very capable ne'er do wells (before the woke folk jump down my throat, I think you'll find they consider "ne'er do well" a badge of honour. But I digress).

Unfortunately for team Time 1, the handicap algebra was working for the dark side, so in the end it was WoodJchuk helmed by Nathan Bresett of BQYC who would win on corrected time and claim the much coveted bottle of rum.

A member whom I'll call Peter (but his real name is Dave Flett) reminded me that although there's only one fleet in this race, FanaSea was first to finish among boats who did not fly a chute. Well done FanaSea! I can't recall the name of FanaSea's helmsman but I'm sure he had a great hand in that finish.

A wonderful steak BBQ followed, thanks to Entertainment Chair Carol Bailey and her crew. As always a big shout out for all of the hard work on that front.



Crew of FanaSea, Patrick Sheridan, Gerard O'Brien and Dave Flett.

Belleville-Trenton Race results, on corrected time

1. WoodJchuk, BQYC
2. Time 1, CFBTYC
3. Tomfoolery, PYC
4. Krash, BQYC
5. IMOK, CFBTYC
6. Freya, BQYC
7. Blue Heron, CFBTYC
8. Aggie, BQYC
9. FanaSea, CFBTYC
10. Rub Dub, BQYC
11. Council Flat, PYC
12. Take Your Time, CFBTYC
13. Cassawapi 3, PYC
14. Spankin Mad, BQYC (DNS Over early)

A new boating season means dealing with *Weeds!*

CHRISTINE FLETT
SAFETY AND ENVIRONMENT.

After choking the yacht club channel and most of the Bay of Quinte for at least six weeks, Curly leaf Pondweed in the harbour is finally on its way out.

On June 7, under an 'early' permit, the weed management team sprayed the main channel with Reward herbicide.

Due to fish spawning, the 'early' permit does not allow us to spray around the docks.

The team started at 8 am, but initially ran into trouble with leaking hoses on the spray equipment necessitating a quick trip to the hardware store for replacement parts.

Treating the main channel took about two hours, and was completed by 11.30. Many thanks to Eric Lawlor, Perry Petrie, Bob Forgues, Dan Kennedy and Scott Brown.

The next day, June 8, another crew worked to lay four weed blankets in the South Beach to prevent the encroachment of Water Soldier into the recreation area there. These are basically large tarps with pockets for rebar every five feet to weigh them down. This task, supervised by Dave Flett, took two hours to complete. Since re-bar could be a hazard, the tarped area has been marked by a line of yellow floats.

The same crew then installed the orange floating boom, provided by the Base to reduce weed debris coming through the bridge from Trenton Bay. They noted that the boom is in very poor condition and should be replaced. Crew for both tasks was Dave Flett, Marty Mathias, Scott Brown, Paul Jarling, Gary Lambert and Dan Kennedy.

On the horizon for later this summer is the expected resurgence of Starry Stonewort in the harbour. This may look like a weed, but it is really a filamentous algae, and as such does not respond to herbicide. Anticipating that this will need to be removed by midsummer to maintain a navigable channel, the Club has pre-booked a weed harvester for August 6.



Curly-leaf Pondweed in the main channel during May.

Quinte Air Show weekend: What's on at the Club

CAROL BAILEY
ENTERTAINMENT CO-ORDINATOR

With the Quinte International Air Show just around the corner, I want to let everyone know about the activities planned at Club that weekend.

To start things off, we'll be welcoming guests from Presqu'île YC expected Friday afternoon. The bar upstairs will be open Friday evening from 5:00 pm, and the barbecues will be available for anyone to cook their own food out on the deck. There will be a couple of penny puck pool tables set up, and I'm sure some members will be up for a friendly match or two.

On Saturday, the bar will be open from 3:30. We have planned a barbecue supper of burgers, sausages, and hot dogs with all the fixings for \$8, starting at 5:30. Cook your own meat to your own preference. We have planned a "kitchen party" style musical evening, so bring your instruments and join in the fun. No instrument? No problem, sing along with the players.

Looking forward to July, we are planning an Open House at the Club on Friday July 19 from 11 am to approx. 8 pm. This will include a BBQ lunch and supper. The bar will be open.

Further details will be available closer to the time.

Learn the ropes: sail training courses for club members



Andy McCabe on board his 32 ft Hunter, 'Knot on Call.'

It's one thing to dream about sailing your boat south for the winter, but learning to handle even a medium-sized keel boat can be intimidating. This is a skill that is acquired through training and experience.

The Club used to run a basic sailing course until regulatory changes meant this was no longer possible. But while we may not be able to run sailing lessons, there are others in the area who can.

Andy McCabe runs North Shore Reaching Sailing School based at Harbourview Marina in Brighton. A certified ASA instructor, Andy offers a wide range of internationally recognized courses from beginner to advanced, as well as live-aboard and cruising options. And for military members he will sweeten the deal with a 10% discount.

Lessons are available June to September, and can be tailored to individual needs or structured for a group of up to four people. They can be given in the member's boat or, if preferred, in Andy's 32 ft. Hunter "Knot on Call."

He is also flexible about location, offering to bring his boat through to the Club so members can learn in the Bay of Quinte. So, if you, or anyone you know is interested in learning to sail, contact me by email at chrisflett15@gmail.com.

Retro-fitting the Club bar cooler

BY MIKE HOPE

Last week, the Club got the go-ahead to replace the old (broken down) bar fridge with an updated and new-to-us commercial cooler complete with lockable sliding glass doors.

On Monday June 10, Gerard O'Brian, Rick Tinga and myself got to work on altering the access to incorporate the new fridge.

In a matter of seven hours we had completed the job.

Ed: Great job, guys! We can all look forward to a hot summer with plenty of cold beer and wine.



New Race and Regatta Team

BY SCOTT BROWN

RACE/REGATTA CHAIR (OUTGOING)

As outgoing Race Committee chair, I'd like to introduce our new Team, Dave and Tammy Schneider who are new members (with no boat). I am accompanying them on the first few races, an RC boot-camp of sorts, after which they'll be in charge.

But they are power boaters with no sail-racing experience, who work full time and plan to take some vacation, so we are counting on a fair bit of help from the race fleet members. For some dates, we need someone to run the show, so to speak. A sign-up sheet is in the lobby.

I'd like to remind ALL that our Wednesday night racing series is in full swing and runs through into September. We'd love to have new boats and/or crews participate. Most racers are off the dock by 1700-1730, so if you're looking to hitch a ride, the best plan is to show up between 1600-1700 and walk the docks. Talking with skippers is the best way to get onboard. Most are happy to take you out unless they're already overcrowded. Another option is come to the after-race BBQ on Wed. nights, and mix and mingle. Don't be shy, we're pretty friendly!

If you'd like to race your own boat, check our website under the Racing Menu where you'll find documents to get you started. Or you can reach the Race Committee at cfbtycrr@gmail.com. We also have a few Saturday races: the Singlehanded; a new Long Distance Race; Once around the Bay, and our club Regatta. See the club calendar for dates. All boats are welcome.

What a difference a day makes...



These pictures, taken a day apart illustrate our changeable spring weather. Above, photo by Rick Jones of "a few old guys working to prep the temporary dock" prior to lift-in. They are Scott Brown, Marty Mathias, Dale Harron and Bob Forgues.

Opposite, next day photo by Dave Flett taken during lift-in. 51 boats were launched, and one turned on its cradle for transport to Ed Brake's house. The weather was dismal but it's always a good day when the boats go back in the water!!!



Long-time members take note: 'Private Dancer' is coming home



CDR GORD MAINS

Two recently-approved Associates this year are Pete and Cathy Franklyn. If these names seem familiar it's because they've been members before. Many folks will recall a unique all-metal boat called 'Grey Ghost' that was on G-dock for quite a few years. Pete has now bought a CS 30 called *Private Dancer* which he will be bringing into the Club.

If that name also rings a bell with some long-time members, it's because the boat was once owned by CDR Gord Mains, who was the Club Commodore in 1999. Gord sold the boat when he moved to Victoria, and to the same person Pete bought it from. Now Pete will be bringing 'Private Dancer' home to Trenton.

Anyone with contact information for Gord, please pass it along to Mary Game, as she would like to get in touch.

Please welcome our two new dock stewards

BY BRAD POWER

We have two new Dock Stewards who have started working at the club. They are Sophia Power and Spencer Power. It will take them a bit of time to get used to the job, as we still don't have a Club Supervisor to train them and provide them with tasks.

They have a task sheet of general duties to complete around the club. Spencer will also be available to take pictures of Executive members on Thurs 3-8, Fri 3-8, and Sun 10-1. This will allow our Exec. board to be updated.

If there is something you feel they could be doing, please let Barbara know, so she can add it to their list of tasks.

Our Dock Steward jobs are casual, and only for 13.3 hrs/week. We still have two part time positions that are not filled, as well as the Club Supervisor position.

If you know of a student who is at least 16 years old and looking for a part-time summer job, or someone with experience running a marina/yacht club who is looking for job as Club Supervisor, please let Barbara know by emailing Watson.Barbara@cfmws.com.



Sophia Power



Spencer Power

Club's new Dock Captain system

BY RICK JONES
HARBOUR MASTER

We now have a Dock Captain system in place. Any problems noticed with dock safety or structure, please notify the Dock Captain for your dock. The Dock Captains are:

Paul Martin for B dock at B 2,
Ed Brake for D dock at D 15
Ted Wood for E dock at E17
Paul Jarling for F dock at F 7
Bob Forgues for G dock at G19.

I would like to thank these members for stepping up to make our docks safer.

Note: The dock captain program was made necessary by a failure to find a volunteer willing to take on Docks and Moorings. This position remains open. Ed.

Please Welcome these new members

Several new members have joined the club this year.

REGULAR MEMBERS

Dave & Tammy Schneider, power boaters currently with no boat.

They have taken on the Race/Regatta Committee.

Jeremy Waller, no boat, has taken on the Tritoon.

Daniel Emond, small boat he is fixing up, wants to help repair the Club's dinghy fleet.

REGULAR (RET.)

Pamela Costain, power boat "YOLO" on B-dock.

Michael Levesque, former dock steward, dry sailing a laser.

Joel Massicotte, Sailboat "Counting Stars" on D-Dock.

ASSOCIATE MEMBERS

Kenneth Armstrong "My Baby Too" on B-dock.

Pete & Cathy Franklin, CS 30 Sailboat, formerly with *Grey Ghost*.

Kenneth Alexander, 24' power boat.

“Between Breaths” earns seven awards in Eastern Ontario Drama League Festival

BY MIKE HOPE

In February of this year I was fortunate to be in a play at the Belleville Theatre Guild. ‘*Between Breaths*’ was based on the true story of Newfoundland’s Dr John Lien, who was renowned for developing techniques for rescuing fishing-net-entangled whales, hence saving millions of dollars in fishing gear. I would like to take this opportunity to thank each and every member who took the time to come out and see the play.

‘*Between Breaths*’ was entered in the Eastern Ontario Drama League Festival of full-length plays. Of the seventeen categories, our little play was nominated for eleven and won seven: Best Lead Actress; Best Ensemble; Adjudicators’ Award for Best Scene (Wayne’s first whale rescue); Best Production by a Canadian Playwright; Best Production, and Best Director. I am relatively new to the stage, so I am truly humbled by this experience, and again, thanks to all who came out.

Congratulations Mike on your acting awards! Next time, a golden statuette named Oscar? Ed.



Mike Hope (right) as Wayne Ledwell in *Between Breaths*. A review of the play ran in *Fore'n Aft* no.1 which can be found on the Club website.

Eighty-four years since the ‘Miracle of Dunkirk’

BY CHRISTINE FLETT

EIGHTY FOUR YEARS AGO, ON JUNE 4, 1940, THE WITHDRAWAL OF ALLIED TROOPS TRAPPED AT Dunkirk in northern France was completed, marking a historic turning point in World War 2.

During the six-week battle of France in May 1940, Allied forces from Britain, Canada, France and Belgium found themselves pinned down on the beach just 21 miles from England. They were surrounded by two German Panzer divisions and under heavy Luftwaffe bombardment as well as constant artillery fire.

The rescue, code-named ‘*Operation Dynamo*,’ began on May 26 and included hundreds of commercial and civilian ships. Over the next nine days, more than 338,000 Allied soldiers were evacuated from Dunkirk’s beach and harbour.

Canadian troops joined the British Expeditionary Force in late 1939. At the time of Dunkirk, they were not in large numbers in France. One of the best-known Canadian heroes was Vancouver’s Robert Timbrell, a 20-year-old sub-lieutenant who was given command of *The Llanthony*, a pricey but barely sea-worthy yacht owned by Lord Astor.

Timbrell’s crew consisted of a Royal Navy petty officer, two civilian diesel engineers from London Transport, and six sailors from Newfoundland. Despite being bombed and losing five crew on one mission, *The Llanthony* rescued some 280 troops from Dunkirk. Four fishing trawlers, also under Timbrell’s command, rescued another 600. Timbrell, who was awarded the Distinguished Service Cross, later rose to the rank of Rear Admiral in the RCN.

860 vessels were involved in *Operation Dynamo*, of which 311 were privately held small boats pressed into service, often without the owner’s knowledge. 226 of these ‘little ships’ were sunk during the operation. Around 16,000 French and 1,000 British soldiers died during the evacuation and 80,000 Allied troops were captured by the Germans. 90 percent of Dunkirk was destroyed during the battle.

Ironically, the evacuation itself was made possible by a ‘Halt’ order signed by Hitler on May 24, for reasons that are still debated, and which prevented forward movement of his troops. Hitler rescinded the decision on the evening of May 26, but that two-day period was enough to get the evacuation underway. This historic Halt Order that allowed so many to escape, has become known as the “Miracle of Dunkirk.”



This picture shows the horrendous conditions on the beach during the evacuation of Dunkirk,



Some of the ‘Little Ships’ involved in the historic nine-day exercise.

Photos from the archive of the Imperial War Museum, London.

The Ten Commandments of Beer Can Racing

I Thou shalt not take anything other than safety too seriously.

If you can only remember one commandment, this is the one. Relax, have fun, and keep it light. Late to the start? So what. Over early? Big deal. No instructions? Improvise. Too windy? Quit. Not enough wind? Break out the beer. The point is to have fun, but stay safe. Like the ad says, "Safe boating is no accident."

II Thou shalt honour the racing rules if thou knowest them.

The US Sailing 2005-2008 Racing Rules, unless specifically stated elsewhere in the Sailing Instructions, is the current rules bible. Few sailors we know have actually studied it cover to cover: it's about as interesting as reading tax code or the phone book. For BeerCan racing, just remember some of the biggies (port tack boats shall avoid starboard ones; windward boats shall avoid leeward ones; and outside boats shall give room at the mark). Stay out of the way of bigger boats, pay your insurance premiums and keep a low profile unless you're sure you know what you're doing. Like most things, it boils down to common sense.

III Thou shalt not run out of beer.

Beer (a.k.a., brewskis, chill pills, thought cylinders) is the beverage that lends its name to 'Beer Can' racing; obviously, you don't want to run out of the frothy nectar. Of course, you can drink whatever you want out there, but there's a reason these things aren't called milk bottle races, Coca-Cola can races, hot chocolate races or something else. Just why beer is so closely associated with this kind of racing escapes us at the moment, but it's a tradition we're happy to go along with.

IV Thou shalt not covet thy competitor's boat, sails, equipment, crew or PRRF rating.

No excuses or whining; if you're lucky enough to have a sailboat, just go use it! You don't need the latest in zircon-encrusted widgetry or unobtainium sailcloth to have a great time on the water with your friends. Even if your boat's a heaving pig, make modest goals and work toward improving them from week to week. Or don't - it's only BeerCan racing.

V Thou shalt not amp out. No screaming, swearing, or overly aggressive tactics.

Save that stuff for the office or, if you must, for Saturday's 'real' race. If you lose it in a Friday nighter, you're going to run out of crew in a big hurry. Downing a quick chill pill on the way to the start line has been medically proven to have a calming influence on the nerves.

VI Thou shalt not protest thy neighbour.

Extremely tacky at this level of competition and should be avoided. Perhaps it's justifiable if one's boat is damaged and blame needs to be established, but on the whole tossing a red flag is the height of bad taste in something as inconsequential as a beer canner. Besides, proving that you're unclear on the concept of beer can racing, it screws up everyone's evening. Don't do it - it's bad karma.

VII Thou shalt not mess up thy boat.

Everyone knows some hardcore weekend warrior who ripped up his sails in a Friday nighter and had to sit out the championship race. Point is, it's not worth risking your boat and gear in casual competition: like the song says, you gotta know when to hold 'em, and know when to fold 'em. Avoid other boats, not to mention buoys and hard objects. If you have the luxury of two sets of sails, use the old ones.

VIII Thou shalt always go to the yacht club afterwards.

Part of the gestalt of BeerCan races is bellying up to the yacht club bar after the race. Etiquette demands that you congratulate the winners, as well as buy a round of drinks for your crew. Besides, the bar is a logical place to see old friends and make new ones. However, when meeting new sailors, avoid the gung-ho, overly serious types who rehash the evening in such gory detail that the post mortem (yawn) takes longer than the race. As much as we enjoy a quick romp around the cans, there's more to life.

IX Thou shalt bring thy spouse, kids, friends and whoever else wants to go.

Twilight races are great forums for introducing new folks to sailing, such as your neighbours, out-of-town visitors, co-workers or maybe even the family dog. Always bring your significant other along, too - coed crews are happy crews. And don't just make the newcomers watch - give them a job on the boat. Get everyone involved.

X Thou shalt not worry; thou shalt be happy.

Leave the cell phone in the car, bring the ghetto blaster. Lighten up, it's not the Big Boat Series. Have fun, and we'll see you out there!

FAILURE TO LIVE BY THESE LAWS COULD EXCLUDE YOU FROM BEER CAN HEAVEN!

SUBMITTED BY MIKE HOPE. TRANSCRIBED BY THE MONKS AT SPINNAKER SAILING OF REDWOOD CITY FROM ORIGINAL TEXTS BY LATITUDE 38.

Food you really can rustle up on board

GRILLED SHRIMP SKEWERS

Grilled shrimp skewers are tasty, and easy to make on board your boat. Prepare the shrimp by marinating them in a mixture of olive oil, garlic, lemon juice, and your favourite spices. You can pre-make this and take it in a jar. Thread shrimp onto skewers and grill them over medium heat until they turn pink and slightly charred. Serve with a side of fresh salad or grilled vegetables.



FISH TACOS

If you're lucky enough to catch some fresh fish during your boating trip (on Main Duck Island, perhaps?) turn it into yummy fish tacos. Coat the fillets with a mixture of spices, such as cumin, paprika, and chilli powder. Grill the fish until it flakes easily with a fork. Warm up some tortillas, and assemble with the fish, squeeze of lime juice, shredded lettuce, avocado, and salsa.



MEDITERRANEAN PASTA SALAD

This can be pre-made making it ideal for boat trips. Cook some pasta al-dente and let it cool. Toss pasta with cherry tomatoes, cucumbers, olives, feta cheese, red onion, and herbs like basil or parsley. Drizzle with a dressing using olive oil, lemon juice, garlic, salt, and pepper, and top with grated parmesan cheese. Pasta salad can be a meal, or a side dish with grilled meats or seafood.



CAPRESE SKEWERS

An easy appetizer that's perfect for summer boating. Thread cherry tomatoes, fresh mozzarella balls, and basil leaves onto tooth picks or skewers. Drizzle with balsamic glaze, or a sprinkle of olive oil, salt, and pepper.



GRILLED CHICKEN CAESAR WRAPS

Grilled chicken Caesar wraps make a great meal on the go. Marinate the chicken breasts in a mix of olive oil, lemon juice, garlic, and herbs. Grill chicken until fully cooked then slice into strips. Spread Caesar dressing on tortillas or flatbreads, layer with the grilled chicken, crisp romaine lettuce, and grated Parmesan cheese. Roll up tightly and enjoy!



RISOTTO

My go-to when all the ice has melted and we've yet to make port! Put one cup of arborio rice in a deep pan, slowly add three cups of chicken stock. (I keep stock cubes on the boat for this). If preferred, you can substitute one cup white wine for one cup of stock. Cook on low heat, until liquid is absorbed and rice is thick and creamy, about 30 to 40 minutes. Serve with Parmesan cheese, fresh ground black pepper, and chopped parsley. For a variation, sauté some chopped onion/mushrooms/bacon. After a few minutes, add the rice, cook and serve as before.

