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Vol. 14 No. 1, April 2025

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Ice damages docks, sinks one break-wall section

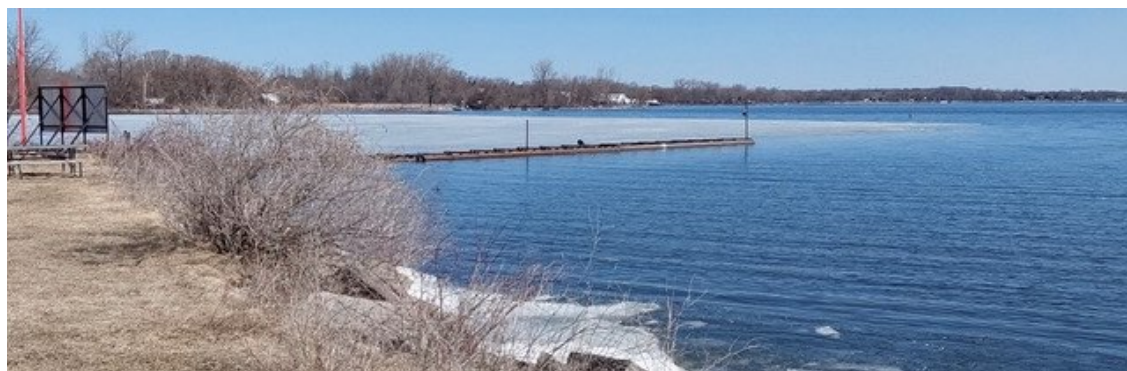


Photos by Bob Forgues

The above photo show damage to E dock after a storm on March 23. Wind and ice pressure caused the steel to bend and cracked barrels on several main dock sections. Fingers on A, F and E docks were also damaged and a number of anchors pulled out of alignment. Repairs are well underway.

Also of concern is the floating break-wall which was dragged out of position by the retreating ice, sinking the innermost section. The structure is awaiting underwater assessment to determine the full extent of the damage.

Acting Docks and Moorings Officer Scott Brown notes that over the years, ice has taken it's toll on the entire structure with signs of "crushing damage" to the west side of all floatation tubes. "A couple of them are literally 50-60 percent of their original volume, so even filled with foam, they have limited buoyancy."



View looking east from the land spit on March 23, shows the floating break wall to be well out of position. The section nearest to shore had sunk and was no longer visible.

LETTER FROM THE COMMODORE

MARK BOWERING

Dear Members of the CFB Trenton Yacht Club,

Welcome to a new season of sailing! I hope you're as excited as I am to get back on the water and enjoy all the fun activities we have planned.

Here's what's coming up:

- **Race Nights & BBQ on Wednesdays:** Join us for some friendly competition and a delicious BBQ every Wednesday evening.
- **Belleville to Trenton Race:** Kick off the season with this 'spirited' warm-up inter Club race.
- **Once Around the Bay Race:** Challenge yourself with this exciting race around the Bay.
- **Cruise to Waupoos:** Relax and enjoy the scenic cruise to Waupoos, a favourite spot for many of us.
- **Club Yard Sale:** Find some hidden treasures at our annual yard sale.
- **Club Dock Party:** Let's get together and celebrate at our lively dock party.
- **Family Day:** Bring your family for a day full of fun activities.

And much more!

While we're looking forward to all the fun, we also have a few challenges to tackle. We still have several vacant executive positions, safety concerns with our infrastructure, and the ongoing issue of weed control. Your help and involvement are key to overcoming these challenges.

Good news! The south beach will see some improvements funded by the Base which should help increase foot traffic to Baker's Island.

However, the bridge issue is still unresolved. On the bright side, we've secured a three-year contract to ensure lift-out service will be available.

A big thank you to Dan Emond for his sewing tutorials—they've been a huge help.

We're also excited to welcome Marc-André Bariteau as a new executive member.



Mark with his wife Charlene Piper.

Special thanks to everyone who worked hard to repair damaged docks and participated in work parties. Your dedication is truly appreciated.

Scott Brown deserves a shout-out for stepping up and handling the Docks and Moorings position with excellent oversight. The work of Ed Brake, our in-house welder, has been awesome!

And let's not forget Dale Harron for his invaluable insight into the engineering aspects of the barge, and for keeping our WiFi running smoothly.

Thank you all for your continued support and enthusiasm. Let's make this season one to remember!

Fair winds and smooth sailing,

Mark Bowering

Commodore
CFB Trenton Yacht Club.



Hello Boy! What's that you've got there?

Lift-in is April 29, 2025, so in case you've forgotten everything over the winter, here's a reminder of Lift-in Protocol. Please study the following – it's for your own safety.

CRANE SAFETY PROTOCOL

LIFT-IN S.O.P.

JEREMY WALLER
HARBOUR MASTER



"Can't believe Jim missed his boat being lifted in..."

FIRST AND FOREMOST:

1. All boats must be insured with ONE (1) million liability.
2. When reporting for safety briefing, the Owners or their Appointee MUST be present for movement of vessel.

EFFICIENCY:

1. Prepare your boat in advance of the safety briefing by ensuring that:
 - a. all sea cock are closed
 - b. drain plugs are secured;
 - c. appropriate floorboards lifted for easy inspection;
 - d. tag lines installed on bow and stern;
 - e. lifting strap lines ready;
 - f. dock lines ready; and
 - g. all ladders, belongings and garbage in and around cradles are removed to ensure crane crew is safe.
2. Once your boat has been lifted, please return to help with the other boats and tasks.

TIME:

1. Members taking part in lift-in are required to be at the Club-designated meeting area by 0700 hrs on lift day for check in, safety briefing and fee submission.
2. Unless there is an emergency, no work is allowed on any boat until the crane has finished and packed up.
3. Lift fee is to be paid no later than April 27.

SAFETY:

1. Only Crane crew is permitted in immediate work area.
2. Watch from a safe distance.
3. Absolutely no one is to be beneath boat being lifted.
4. Crane crew must wear hard hats.
5. Ensure the crane operator has clear view of the boat being lifted by remaining situationally aware of your surroundings at all times.
6. 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.
7. Power boats, in addition to the tag lines, must have four lines attached to the boat to secure the lift slings in place. These four lines prevent the slings from sliding towards the centre of balance. If this is allowed to happen, it would cause the boat to fall from the slings.
8. Two to three fenders shall be on each side of boat to protect the docks and boat from damage.
9. Tagline attendants will work on the same side as the crane foreman.
10. Life vests shall be worn by boat crews as most of the Club members are focused on the lifting of boats and rescues could be delayed.



CARL ARTHUR HISEY

REMEMBERING CARL ARTHUR HISEY

MARCH 9, 1940 - MARCH 28, 2025

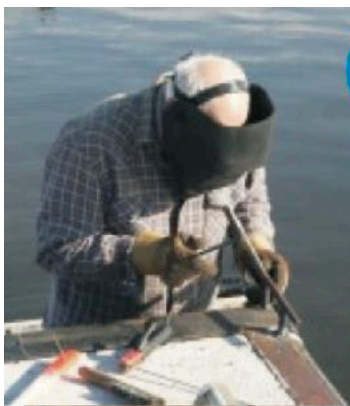
*"...Home is the sailor, home from sea,
And the hunter home from the hill."*

From 'Requiem' by R.L. Stevenson.



Carl taken on a cruise last fall.

BY CHRISTINE FLETT



Carl repairs a section of the sea wall damaged by ice in 2014.

With the recent death of Carl Hisey, the Club lost a popular long-time honorary member. Carl, who recently celebrated his 85th birthday, was admitted to Belleville General Hospital in late March after collapsing at home. He passed away three days later on March 28.

Carl served 25 years in the Military retiring on full pension. He continued to work for the Government until the mid '90s. A member of the Yacht Club for at least 45 years, Carl could turn his hand to almost anything that needed doing. When it came to dock repairs, his skills as a welder were invaluable.

An avid sailor, Carl greeted each new season with enthusiasm. He was always first to have his mast up and sails on in the spring, and one of the last to take them down at the end of the season. All his boats were rigged for single-handed sailing. He participated in all Club racing events as well as those of neighbouring Clubs, always placing at or near the top, resulting in a sizeable trophy collection.

Carl and Barb were married in 1980. Their first home was a log house on Stockdale Road, which Carl built entirely from scratch. He sourced the trees from a lot near Ottawa, cut and peeled them himself, trucked them to the lot to season, and ultimately built the house.

The couple's plan for their retirement years was always to go south on the boat. To this end, around 2009, they sold their house on Stockdale Road and moved onto the boat at the Yacht Club to make final preparations. But a cancer diagnoses for Carl scuttled that plan. Instead, they bought another house in Trenton and Carl sold the boat.

Carl recovered from cancer, and in the years that followed he bought several other boats, all in need of some TLC. He fixed them up and sailed them for a while before selling them on. It became a hobby. Several boats in our Club, as well as in neighbouring Clubs, were once owned by Carl. Working on motor cycles was another of Carl's hobbies. Barb has three still in the basement which their respective sons are helping to dispose of.

Carl wished his funeral to be private. Respecting those wishes, cremation has already taken place. There will be no Celebration of Life.



2012 Trophy winners, Carl is 2nd right at the back. Also shown are: Bill Phillips, Bent Rasmussen, Bill Tytula, Mel & Shelly Hager, John Fear and John Gower.

St. Paddy's Day Potluck and Penny Puck Pool Tournament

*Lookin' good
you guys!!*

Photos by Rick Tinga and Christine Flett



Holding a potluck dinner is a great way to kick off the Club's boating season, and what better excuse for a slap up stick-to-your-ribs meal than St. Patrick's Day!

16 members attended this year's Irish-themed supper on March 15. They were, Ann and Colin Baillie, Libby and Jim Buckle, Sonja Rasmussen, Judy, Paul and Saunder Martin, Julie Hinton and Robert Beninger, Rick Tinga, Marina Kennedy, Nancy Diedenhofen, Pete Franklin, Mark Bowering and Carol Bailey.

The food was terrific as usual, with stew, shepherds pie, corned beef, fresh baked buns, salads and a variety of desserts. Nancy tended bar during the meal. Thanks to all who helped.

Previously, six members took part in the afternoon Penny Puck Pool Tournament and featuring five round-robin games.

The results were: 1st place Dave Flett. Tied for 2nd were Rick Tinga and Carol Bailey. Tied for 4th were Colin Baillie and Pete Franklin. Marina Kennedy was sixth in her first PPP tournament.

Penny Puck Pool was introduced to members by Bent Rasmussen who held an annual tournament at the Club around St. Patrick's Day.



Members enjoy a hearty Irish-themed potluck dinner.



Shown at the start of the round-robin games are Pete Franklyn, Rick Tinga, Carol Bailey and Colin Baillie.



Colin lines up his shot after the game break.



Dave is on track to sink his puck.



Marina plays her opening game.



Rick lines up a tricky shot.



Dave offers some tactical advice.

Adding oxygen to channel with underwater circulators, bubble curtain

CHRISTINE FLETT

SAFETY & ENVIRONMENT

The Club will be moving ahead with the next, and perhaps most important phase of our harbour improvement plan — that of expanding aeration into the main channel.

This was not an easy project to design due to (a) the length of the channel, approx. 1600 ft, and (b) the limited shore power available for use on Baker Island.

The plan we came up with features a combination of underwater turbines and sections of bubble curtain that together, will increase oxygen levels and water movement in the main channel from G dock to the floating breakwater.

Four underwater turbines will be installed on the north end of docks G, F, E, and D, and will operate at a depth of about five feet. These 1 HP clog-resistant circulators are capable of moving an arc of up to 125 ft. of water. This will significantly increase water flow from the bridge through that part of the channel.



Kasco Clog-resistant Underwater Circulator



Examples of a pneumatic barrier or bubble curtain created by two sections of bubble tubing.

East of D, the channel moves away from the docks so adding aeration there requires a different approach. Our solution is to run six 100 ft. sections of bubble curtain from D dock along the channel floor to the floating breakwater.

Bubble Curtain, also known as a pneumatic barrier, comprises sections of self-sinking perforated pipe laid along the bottom. Air pumped from compressors located on shore at D, B and A docks, will rise to the surface in a stream of bubbles to form a barrier capable of preventing the spread of contaminants like sediment or oil, as well as invasive species including weeds and fish.

Some electrical work will be required prior to installation to provide dedicated power receptacles for each unit.

All materials will be supplied by Canadian Pond of Quebec. The company has significant experience with bubble curtain technology, and has pioneered a type of tubing in which the holes can only open under pressure, so that sediment does not infiltrate the system.

Wing plans improvements to beach facilities on Baker Island

A proposal by Wing Command to increase foot traffic on Baker Island and make better use of the beach area, should benefit the Yacht Club by raising its profile on Base. These plans, which will be administered through PSP (Personnel Support Program) include cleaning up the beach area, installing floating docks in the water, and making canoes and dinghies available for use by 8 Wing and Club members. Shore facilities, such as a gazebo and some much needed container storage for the additional equipment, are also in the works.

Recognizing that safety on the water is paramount and that the use of dinghies requires some fundamental knowledge, PSP is working with the Yacht Club to once again make sailing instruction available on Base. The plan is to offer basic sailing courses 101, 102 and 103 to any member of the military who is interested. This instruction will be totally funded by PSP. In addition, anyone taking such courses will qualify for regular Club membership.

April 12 work party: getting the job done!

PHOTOS: JULIE HINTON
HISTORIAN

Despite on-again-off-again-drizzle, the Saturday work party saw a good turn-out by members, and was able to achieve many of its objectives.

Crews worked on a number of projects including new dock construction, replacement decking, barrel replacement, and anchors. A chop-saw, set up in a tent by the Clubhouse, allowed for the safe cutting of lumber regardless of weather. Two additional main docks are now about 60 percent complete.

No work was done on the break wall which suffered extensive ice damage on March 23, with one section sunk. The structure will be assessed in the coming weeks to determine what is recoverable and the extent of repairs needed.



Mike Simic prepares to use the 'Monday hammer' to square up a dock frame prior to the deck boards going on. This dock was successfully squared to within $\frac{1}{8}$ of an inch over its 32 ft. length.



That's a serious pile of wood!!



Eric Lawlor cuts the lumber to size.



Ed Brake, the Club's in-house welder.



Loading replacement barrels onto the pontoon boat for exchange at the dock.



Raising a dock with the barge crane winch in order to check the anchors.



Using the crane winch at a dock to reposition one of its anchors.

Rick Tinga's Timely Tune-up Tips

The following is a check list to make sure your boat's operating systems are good-to-go come lift-in day.

1. If your boat looks good on its cradle, take pictures so you have a reference for when you lift out. If not, make notes to correct the set up which can be used in the fall. Example: indicating the back edge of a keel can help take away the guess work and speed up the lift.
2. Check all seacocks/thru-hulls in your vessel; make sure there are no cracks or signs of old leaks; note their location—are they easy to get at and do they open and close easily? As a practice they should be closed when not in use, except cockpit drains. If you make it a routine to open and close them you will know where they are and keep them functioning properly. The engine raw water seacock can remain open at all times if your memory gives you grief! While you are at it, check all hoses and hose clamps for signs of fatigue.
3. Batteries can be installed if stored at home (making sure they are fully charged). A corrosion-resistant paste can be applied to battery terminals whether the post or the nut type. This prevents the connections from oxidizing (the main reason for poor starting or recharging). Furthermore, have a look at the engine's wiring harnesses, spark plug assemblies etc. Nothing should be unsupported or lying across potentially hot surfaces. There should not be any exposed wiring that could potentially ground to a metal surface!
4. Make sure fuel, whether gas or diesel, is reasonably fresh and of sufficient quantity to get to where you have to get to! Checking all fuel filters/water separators is a MUST to allow best performance and maintenance of the engine. Make sure you have functioning fire extinguishers aboard!!!!!!!!!!!!
5. Check all running belts, their tension (usually no more than ½ an inch deflection). Do they run true, ie are all the pulley's idlers in the same plane? If not this could be the first sign of a failing bearing or something requiring readjustment? A black powder residue by the belt area is a warning sign—the belt is breaking down for a reason! This would be a good time to ensure you have a spare belt and any other parts for normal engine maintenance.
6. The engine's cooling system requires a quick check. Inspect your water pump(s), fresh and raw water, depending on the engine cooling system layout. Check the impeller, bearings, antifreeze level (for internal cooling type system), hoses and clamps.
7. The stern tube, stuffing box hose, hose clamps and stuffing box packing need to be checked. Some boats are equipped with "dripless" type stuffing boxes. If so, the accordion type mounting should be checked for cracks, and the sealing puck and end housing should have smooth mating surfaces.
8. The exhaust system must be checked for any signs of leaks or failures. Cracks in hoses, black residue by metal piping, castings and gaskets need further investigating. Also, check the muffler and/or water lock for failures. Lastly the exhaust thru-hull (usually near the transom) and hose clamps, need inspection. Engine vibrations can loosen many components!
9. The manual and electric bilge pumps (depending on your particular setup) should be inspected and run to make sure they are ready to go.
10. The steering system needs to be tested for good serviceability. Depending on the particular layout, everything should run smoothly. Cables, sheaves, steering wheel, gudgeons/pintle must be secure and run true. Lubricate as necessary, hydraulic systems require adequate top-up of fluids.
11. Check the outside hull below and above the waterline. Antifouling requires touch up, speed thru-hull and depth transducers should also be inspected.
12. The engine drive system should be inspected for proper operation depending on configuration type. Propellor(s), cutlass bearing and P-strut (the bracket that supports the end of the shaft), any anodes (these should be magnesium not zinc as we are in a fresh water environment), and finally the stern tube.
13. A shore-side start-up to remove harmful winterizing fluids (for harbour water) can be conducted with the engine; run briefly if such is your case and water pump operating conditions allow dry operation. Additional cooling water may be required to prevent raw water pump damage.



"Hey Bill, isn't it amazing what you can achieve in a few minutes with a grinder..."

If you follow these guidelines you will have reduced any preventable operating issues, and should have a smooth launch.

With the deep freeze and ice storms of this past winter, a story about ice harvesting seemed appropriate.

Taking off the Cold Crop—ice harvesting in Quinte

BY CHRISTINE FLETT

Ice is no longer thought of as a crop, but until the 1950s when refrigeration became widespread, it was a major source of income for many farmers. Ice from Belleville's Big Bay, Trenton Harbour and Presqu'île Bay was transported far and wide, including to destinations in the US. and overseas.

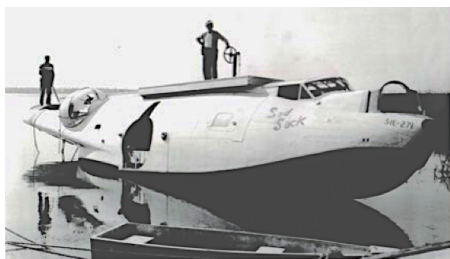
Before refrigeration, an Ice Man would make daily rounds with various sized blocks of ice. Home-owners would place a card in their window stating what was required. Using large tongs, the ice man would place the block in the home's ice box where it would slowly melt into the drip tray underneath.

Known as the "Cold Crop," ice harvesting was hard and often dangerous work. There was always the risk that the ice might give way under the weight of a horse and loaded sleigh, especially during periods of mild weather.

Harvesting could not begin until the ice was 15 inches thick, usually in February. After clearing off snow, workers would measure and score the ice. Then, using a long-bladed hand-saw, it was cut into square blocks 12-18 inches thick. Once cut, the blocks were extracted from the water using very large tongs, then loaded onto horse-drawn sleighs and hauled to shore. The blocks were stored in an insulated ice house for up to a year. It was up to suppliers to ensure they harvested enough to last.

Throughout the 19th Century, ice cutting was a manual process although some larger operations adapted horse-drawn plows for the purpose. The process was mechanized in the '30s, making it much quicker and more efficient.

Due to refrigeration, ice is no longer an important winter crop. But some communities like the Amish, who do not use refrigeration, still harvest lake ice to fill their ice houses for the coming year.



"Sad Sack" at CFB Trenton YC in 1967.

One such item was a converted CANSO, a versatile wartime plane that could land on water. Once acquired by George, the former 'flying boat' quite literally had its wings clipped, and a propeller installed to become a power boat which Ventress named "Sad Sack." In 1967 the vessel made the trip to Montreal for Expo'67, stopping off at CFB Trenton Yacht Club en route, where the above picture was taken.

George Ventress, an ingenious Brighton farmer, came up with his own mechanized ice-cutting saw by converting a 1930 Henderson motorbike motor into a power saw.

Ventress was widely known for his large collection of old aircraft, motorcycles and other equipment, most of which he repurposed for use on his farm.



Ice harvesting was cold, hard and often dangerous work.



Ice house at Trenton harbour.



Ice delivery in Toronto c.1920.



George Ventress with his motorized ice cutting hand-saw.

Easy to make Easter Treats !!

EASTER EGG NESTS

200g milk chocolate broken into pieces
85g shredded wheat, crushed
2 x 100g bags mini chocolate eggs
Cupcake cases

Melt chocolate in a small bowl placed over a pan of barely simmering water. Pour over the shredded wheat, stir well to combine. Spoon chocolate-covered wheat into 12 cupcake cases. Press back of a teaspoon into centre to create nest shape. Place 3 mini eggs in each nest. Chill nests in fridge for 2 hrs until set.

Tip: to prevent chocolate from going brick hard when it sets, add a little coconut oil or melted butter.



MINI LEMON MERINGUE TARTS

For the Pastry (or use store bought.)

1 cup all-purpose flour
4 tbsp cold unsalted butter, in small pieces
1 egg yolk
1 tbsp ice water

Filling and Meringue:

1/2 cup store-bought lemon curd
2 egg whites
1/4 cup white sugar

Mini muffin or Tart Tin.

Preheat oven to 400 degrees.

Cut butter into the flour using your fingertips, fork, or pastry cutter (or put flour and butter in food processor and pulse) until mixture resembles wet sand.

Add egg yolk and water, stir to combine to form stiff dough. If mix does not hold together add more water one tsp at a time until dough does not crumble.

Knead gently, roll out dough thinly.

Use a 2-inch fluted cutter to cut circles. Press each into mini muffin or tart tin, leaving lip around edges to hold in filling.

Chill 30 minutes before baking.

Place small ball of alum. foil in each shell. Bake 10-15 mins or until golden brown, remove foil halfway to let brown.

Fill each pie shell with about 1 tsp lemon curd.

For meringue: Whip egg whites until soft peaks form.

Add sugar 1 tbsp at a time, continue to beat until peaks are stiff. Spoon meringue on top of mini pies and swirl with the back of a spoon to make a nicely textured surface. Broil in the oven for about 4 minutes or until meringue is golden brown on top. Serve and enjoy!!



EASTER CARROT CUP CAKES.

All dressed up for Easter, these fun carrot cupcakes are sporting cream cheese icing with crushed Oreo cookies, and orange and green sprinkles, but you can use whatever you like. Cupcake toppers, such as the ones shown, are available on Amazon or in specialty stores like Party City.

