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# fore' n aft



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## Sebastian's BIG Day!!



Three year old Sebastian likes wind socks. I repeat, he REALLY likes wind socks! So imagine his excitement when he got to put up the one on the land spit. The wind sock is twice as big as he is, but Dad, Dan Emond, says "getting to put it up just made Sebastian's day!!"

Dan Emond, photo.





Don't strain, use your brain, work the CRANE

Daniel Emond took this picture following one of this Spring's many wet and windy dock building work parties. Above, members use the crane to lower a completed section into the water.

## Swans settle in by the road



Rick Jones snapped these pics of a swan's nest near the pump-out. Swans may look serene, but members are advised not to feed or attempt to interact with them. Please also ensure children do not approach the nest. These birds can be very aggressive. A swipe from a swan's wing has been known to break a grown man's arm! So best to give them a wide berth.

## Club members will perform with the Belleville Concert Band

If you enjoy band music, be sure to mark June 3rd at 7.00 p.m. on your calendar. Admission is free. Donations are accepted but not required.

The Belleville Concert Band will be performing *"Music to move your Soul, Touch your Heart, and Raise your Spirit"* at the Maranatha Church Hall, 100 College St. West, Belleville.

Playing in the concert will be three Club members, Brian Coughlan, the group's conductor, Julie Hinton and Dwight Koshman.

Formerly known as the Bellville Community Living Band, the Bellville Concert Band is a community-based music group under the capable direction of Brian Coughlan.



It is open to woodwind, brass, and percussion players with basic musical knowledge and basic ability on their instrument. No auditions are necessary.

Rehearsals take place Tuesday evenings at the Quinte Living Centre in Belleville.

Audiences can expect to hear a variety of musical styles including a march, some Broadway, Pop, a vocal or two, some jazz and light classics, movie music, and more.

All proceeds go to the purchase of new music and other needed items.

The Concert Band will perform on July 12 at the bandstand on RCAF Rd opposite the airfield. This is a mixed band concert featuring groups from around the area. For more information email Brian Coughlan at [saxman58@hotmail.ca](mailto:saxman58@hotmail.ca).



# Storm threatens Tuesday lift in, forces Monday start

PHOTOS BY BOB FORGUES  
AND DAVE FLETT.

With thunder, lightning and wind gusts in excess of 70k/h, the forecast for the Club's April 29 lift-in could not have been worse. The fast-moving storm was expected to hit early afternoon, in which case the crane would no longer be able to operate.

Knowing the crane company, ROC, was working at Trent Port on Monday, Scott Brown, acting docks and moorings officer, drove past around noon to see how they were doing. He found the job had finished earlier than expected and the crew was packing up.

The plan was for the crane to then set up at the Club in preparation for Tuesday's lift, but in view of the impending storm, the crew agreed to lift as many boats as possible that afternoon.

Setup took a couple of hours with a further wait for delivery of the needed counter-weights. Meanwhile, phone calls were made to members whose boats would have to be lifted first. By close of day Monday, they had 15 boats in the water.

The lift re-commenced at 0500 hrs Tuesday with everyone working as efficiently as possible through the morning. By noon, all boats were in the water and the crane packing up, allowing everyone to enjoy a good lunch in the clubhouse, with a free beer if desired.

Two hours later, at 1400 hrs. the storm hit with heavy rain and fierce wind squalls that would have made crane operations impossible.

The Monday setup and lift operation resulted in three hours of overtime for the crane crew, which amounted to an additional \$30/boat – a hit for members. But how does one put a price on safety?



Early morning view of Crane over the boats. B.F.



Eric Lawlor with crew in the tow boat. B.F.



By 0923 on Tuesday, only a few boats were still to be lifted. D.F.



Hoku is lowered into the water. D.F.

# Belleville-Trenton race: a gusty season opener.

PHOTOS: DANIEL EMOND, RACE COMMITTEE  
JULIE HINTON, HISTORIAN

The season's first inter-club event, officially called the Belleville to Trenton "Spirited" warm-up race on account of its glass trophy—took place on Saturday, May 17.

A stormy forecast led to a lower than usual turn out for the normally popular event. Seven boats registered for the race, of which only five actually crossed the start line. Gusty afternoon squalls made conditions on the water more than usually challenging.

Three of the five boats failed to finish, namely *Blue Heron* (Alex Novikov CFBTYC); *Spinner* (Ross Findlater BQYC), and Nathan Bresett in *Woodjchuk* (BQYC) who, after leading most of the way, was forced to retire when his headsail ripped after snagging the lifeline rail.

First over the finish line was *krasSh* of BQYC skippered by Tal Wolf. In second place was the Club's own Brian Keizer in *Zest for Life*.

The race over, members and guests enjoyed a barbecue steak dinner complete with baked potatoes, mushrooms and onions with a selection of salads and desserts.

Many thanks to everyone who contributed to the success of this event.



Dwight Koshman presents the Glass Trophy to Tal Wolf of BQYC. J.H.



First across the finish line was Tal Wolf of BQYC in *krasSh*, a Shark 24. D.E.



Caught on camera, the moment the headsail on *Woodjchuk* snagged the lifeline rail and started to rip. D.E.



*Zest for Life* crew: Julie Hinton, Patrick Sheridan, Rick Tinga and the skipper Brian Keizer. J.H.



In 2nd place was Brian Keizer of CFBTYC in *Zest for Life*. D.E.



## Spring dock building: an Ark might be more appropriate!

Spring is notoriously fickle, constantly teasing with mild summer-like weather one day, then reverting to winter-like storms the next.

But this spring has been doozy. Its arrival in mid March ushered in a succession of gusty wind systems followed by rain of biblical proportions. The barrage of storms took a toll on the Club, wrecking docks, hindering work parties, threatening lift in, cancelling race night, and postponing Sailpast.

On top of that, it's been unseasonably COLD!! May 22 was a miserable 10 degrees C in Toronto—about half the average high for this time. The same day last year was 30 C. May hasn't been this cold since 1967. So what's going on?

David Phillips, senior climatologist at Environment and Climate Change, Canada (ECCC) describes this cold wet weather as widespread, affecting Southern and Eastern Ontario, Quebec and the Maritimes. "It's been warmer in the Northwest Territories than it has in Toronto."

The cause, Phillips says, is something called a "cold low," an area of low pressure "that spins around."

Located "south of the Great Lakes, around Lake Erie it's dominating with this kind of cloudy, coolish, rainy weather... driving cold air down from the north, the low is taking it in and spinning it around in the south."

Phillips says it feels worse because "we were teased by the great weather of the week before, when it almost got to 30 degrees in Toronto... Then it just turned miserable." The same system plagued Montreal which went from 29C on May 16, to rain and a high of 10C on May 19.

Halifax and Fredericton experienced similar shifts.

Phillips says fluctuations like this can make us "feel cheated and short-changed by spring." In fact, he says, over the past 77 years, average spring temperatures in Canada have risen by almost two degrees C.

"We know that the springs are more summer-like, and the falls are more summer-like. So the summer season has grown. Not only is it (more) intense, but it seems to be longer. That's clearly a fallout from climate change."

Phillips calls this spring's wet weather a blip rather than a trend saying warmer weather will be upon us soon enough.

"My fearless forecast is that probably in two weeks time from now, Torontonians and Montrealers will be complaining about the heat and humidity." He adds, "We always like to complain about the weather!"

Environment Canada recently announced it is updating the Air Quality Health Index (AQHI) to include a wildfire smoke advisory. This will be issued when the AQHI is expected to be 10 or higher due to wildfire smoke.

Two years ago, air quality in the Quinte area was impacted by wildfire smoke from Quebec. Last year's record wildfire season affected air quality across Canada.

ECCC will be providing a daily smoke forecast map at [weather.gc.ca/firework](http://weather.gc.ca/firework). This will include detailed information about fine particulate matter and nitrogen dioxide, as well as ground level ozone which is a major contributor to smog, a known health issue.



Long time member George Sandell is shown ringing the bell at the bar before generously buying a drink for everyone present. George has been a member since 1988, and served as Club supervisor a few years ago.

His attendance at the May 28 BBQ led to an unexpected reunion with Rebecca Reyenga who, 10 years or so ago, was a nurse at Trent Valley Lodge where George's late wife Penny was a patient.

Looking good, George!! Thanks for dropping by. Ed.



“Oh, I will walk 500 miles,   
and I will walk 500 more...”

So sang Scottish band *The Proclaimers* back in 1988.

Turns out, their neolithic countrymen may have done just that while moving a six-tonne, five meter-long megalith to Stonehenge on Salisbury Plain. Scientists have traced the monument’s altar stone to originating in NE Scotland, 500 miles away.

Stonehenge was constructed in stages between 3100 and 1600 BC. Research shows the large “Sarsen” stones, placed around 2500 BC, were quarried locally, while the smaller “bluestones” came from the Welsh Preseli hills, 125 miles away.

Until recently, it was believed the altar stone, now partially buried at the centre of the circle, was also from Wales, but a 2022 study revealed the stone’s red sandstone composition was rare, and only occurs along the coastline of northeastern Scotland.

Known as the Orcadian sedimentary basin, the region was once part of the prehistoric Caledonian Range — mountains of Himalayan proportions now mostly eroded or subsumed by tectonic action. The geologic area, which also contains vast oilfields, extends from south Shetland to around the Moray Firth coast.

Hoping to pinpoint a precise location for the altar stone, researchers headed to Orkney which, given the islands’ rich neolithic history and proven connections with Stonehenge itself, would seem a logical place to start. But, analysis of both stone circles at Stenness (3200 BC) and Brodgar (2500 BC) found they did not match. Those stones were quarried locally near Stromness, ruling out Orkney as a source of the altar stone. That search continues, focussing now on potential mainland sources.

But one tantalizing question remains—how was so large a stone transported over such a great distance, some 5000 years ago?

It had long been assumed that, while the local Sarsen stones were moved by hundreds of people using ropes and log rollers, the Welsh bluestones were transported by water, on rafts. This would have involved crossing a large stretch of open sea known as the Bristol Channel. Prior to discovering the Scottish connection, it was assumed the altar stone was also moved by water.

Mike Pitts, former editor of *British Archaeology* magazine and author of *How to Build Stonehenge*, believes sea transport of any stone was too risky “with a high probability of losing what must have been an immensely valuable cargo.” Whereas moving stones by land was not only safer, it would have served a greater social purpose.

He puts it this way, “Stonehenge was not just a great ceremonial or religious monument, but also a social construction: it was designed to impress and to bring distant communities together, so that transport and building were key parts of its purpose and identity. A slow overland journey for the altar stone would have extended such performance to a substantial part of Neolithic Britain.”

Ed: Thanks to Colin Baillie for suggesting this article.



Stonehenge on Salisbury Plain.



The partially buried altar stone can be seen beneath two fallen stones.



The Orcadian Basin shown in green.



Ring of Brodgar on Orkney.



Stonehenge viewed from the air.



# What ALL boaters need to know: how to deal with an on-water spill.

The yellow drums around the Club are not for garbage, as some folks seem to think. They are SPILL KITS, containing oil sorbent materials, booms, etc, to be used in event of an on-water spill of gasoline, diesel, oil or other hazardous material.

The procedure for dealing with hazmat spills on Base is clearly detailed in the Club SOP 15. That said, it is clear not all members are up to date with that particular SOP. So for the benefit of any new and recent members who may not have had time to familiarize themselves with these details, as well as our memory-challenged old-timers, here is a friendly reminder of the on-water hazmat spill protocol.

## SOP 15.00 ENVIRONMENTAL

15.1. It is every Club member's responsibility to protect our environment. As such, ALL members are required to routinely inspect their bilge to ensure that no hazardous chemicals will be pumped into the water.

15.2 In the event of a spill, everyone available must assist in the immediate action. Spill kits are available throughout the club. They contain booms and absorbent material for spill containment whether on land or water.

## WHAT TO DO IN THE EVENT OF AN ON-WATER SPILL:

1. **CALL 911 IMMEDIATELY.** Ask to be connected to the CFB TRENTON FIRE DEPARTMENT. When connected, relay spill information including type of material spilled, estimated amount spilled, and any action taken in response.
2. **CONTAIN** the spill by deploying absorbent booms, stored in the yellow POL spill kit barrels. FAST ACTION is essential.
3. **DO NOT USE DETERGENT IN AN ATTEMPT TO DISPERSE SPILL MATERIAL.** The fire department will determine how best to deal with the spill. Your responsibility is to CONTAIN it by using absorbent materials in the kit.
4. **NOTIFY** the Wing Environment Office AND the Club Safety & Environment Officer. The Club is located on DND property. **ANY** spill, no matter how small it appears to you, is immediately reportable to 8 Wing Authorities.
5. **PREVENT** spills by inspecting your bilge regularly.



Following an Oct. 2, 2021 spill in which a small amount (½ cup) of oil leaked from the work boat motor, members acted swiftly and correctly, tying boom lengths together to contain the spill and prevent the oil spreading downstream. A team from Water, Fuels & Environmental (WFE) shop on base then deployed an enviro-drum to skim oil off the water surface.

Spring is synonymous with rhubarb. This humble vegetable can be used in both sweet and savoury dishes. It can be stewed, combined with strawberries in a crumble, turned into jam or chutney, or used in a cake – like the Rhubarb Cake recipe provided here by Karen Mathias.



Tart and tangy, this rhubarb BBQ sauce is a unique and unexpected twist that's perfect for grilling season! Delicious on grilled chicken, but equally tasty on pork, ribs, and burgers.

## RHUBARB BUTTERMILK CAKE

BY KAREN MATHIAS

- 1 ½ cups All purpose flour
- 1 tsp baking soda
- ¼ tsp salt
- 1 egg
- 1 cup brown sugar
- ½ cup buttermilk
- ¼ cup vegetable oil
- 1 tsp vanilla
- 2 cups chopped rhubarb
- Nuts are optional

Mix all ingredients together well;

Put in a greased Bundt pan, or 8 X 4 loaf pan.

Bake at 350 degrees for approx. 45 - 55 min, depending on your oven.

Drizzle icing over top: 1 cup icing sugar and 4 to 5 tsp lemon juice.

To make buttermilk, just put a tablespoon of lemon juice in your milk and let sit for a couple minutes. (Much cheaper!)



## RHUBARB BBQ SAUCE

- 1 tablespoon oil
- 1 medium sweet onion chopped
- 2 cloves garlic minced
- 1 cup rhubarb chopped
- 1/2 cup brown sugar
- 1/2 cup water
- 1/2 cup ketchup
- 1/4 cup molasses
- 2 tablespoons cider vinegar
- 2 tablespoons Worcestershire sauce
- 1 tablespoon dijon mustard
- 1/4 teaspoon salt
- 1 teaspoon hot sauce (optional)
- 1/4 teaspoon ground allspice
- 1/4 teaspoon black pepper
- 1/2 teaspoon smoked paprika
- ¼ teaspoon ground chipotle pepper

Heat oil in med. saucepan at med. heat.

Add the onions, sauté 3-4 minutes, until softened.

Add the garlic, cook for another minute.

Add all the remaining ingredients, and stir until combined.

When sauce starts bubbling, lower the heat to med-low, simmer for 20-25 minutes, stirring frequently, until rhubarb is tender.

Remove from heat, transfer to blender or food processor, blend until smooth. The sauce will thicken as it cools, but may be thinned with water to reach your desired consistency.

Store in the refrigerator and use to baste chicken, pork chops, tenderloin, ribs or pulled pork.

