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fore' n aft



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Navigating the Welland Canal to Lake Erie



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A Summer Barbecue Feast.

BY GERARD O'BRIAN

Recently, Brian Diedenhofen and I set out to deliver his boat *Safari*, to her new owner at Port Colborne on Lake Erie.

Brian and Nancy have been members of the CFB Trenton yacht club for over five years and have assisted with docks and moorings and duty officer. Nancy is a great help at the Wednesday BBQs.

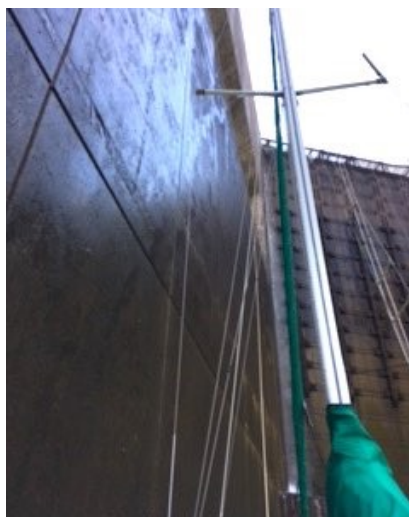
Their "baby" has been with them for 34 years and has endured over 38,000 nautical miles under their stewardship. It's a true sailing vessel. The 1966 32 foot home-built Spencer has been meticulously maintained by them both and is in showroom condition. And I thought I knew boats!

The Welland Canal allows ships to bypass Niagara Falls. It covers a distance of 27 miles between Lake Erie and Lake Ontario. The elevation at the Lake Erie terminus is 326 feet higher than at the Lake Ontario end.

The canal has eight 80 ft-wide locks with a maximum permissible ship length of 740 ft. Passage of the Garden City Skyway over the canal restricts maximum mast height to 116 ft. All other crossings are movable bridges or tunnels.

The journey from Trenton took four days with a one day wait at St. Catherine's, and one day to do the Welland locks. The canal itself was interesting. Three able bodies were needed to hold the craft from hitting the walls. In one section the raise (going up) through four locks is 200 ft.

Here are some pictures taken in the canal. Next time, I will do Lake Erie.



Available on Facebook
Ask to join CFB Trenton
Yacht Club Group.

Marking the Club's 60th Anniversary

BY CHRISTINE FLETT

As you know, this year, 2021 marks sixty years since the CFB Trenton Yacht Club and CPS, RCAF Trenton Squadron were formed in the spring of 1961. Ideally, we would have marked this milestone event with a really good party, however that will have to wait until restrictions on large gatherings are lifted.



These two photo-collages are from the '70s. We were a young club back then, which likely explains the high participation in these energetic events.

Meanwhile, I have been browsing back copies of the *Fore'n Aft* as well as the large (and very heavy) photo albums in the office. This issue contains some pictures plus a short history of how the club came to be. This is an ongoing project. If you have anything to add or correct, please get in touch.

I can't help but be impressed by the enthusiasm shown in those early days by members of both the yacht club and CPS, and how hard they worked to build everything from scratch. Even the Base Commander at the time was not above wielding a pick and shovel to help get the job done. If only Club spirit like that could be bottled!

Perhaps, once restrictions relax, we can reclaim some of that early enthusiasm and celebrate the Club's Sixtieth Anniversary with a truly memorable Birthday Bash worthy of our dedicated forerunners.

SAIL RACING: DIEHARD 1.

By Carol Bailey and John Brewster.

Great Start to the Diehard race series on June 30. Within one minute, all five boats were at the line. This was a close race, the difference between first and second was less than three minutes.

- 1st Gerard O'Brien (Fana Sea)
- 2nd Carl Hisey (Storm Boy)
- 3rd Dale Harron (Kye Express)
- 4th Kevin Alstrup (Obstreperous).

Rick Tinga (Dream Weaver) deserves an honourable mention for joining in the fun.



Photo: John Brewster

Race markers were placed during Cradle Day, June 12, including the "No Wake" mark in the channel. Markers were retrieved from under the deck, chains were checked for wear, adjusted for length and identified with tags to make this easier in future. Many thanks to everyone who helped to get this job done.

EMAIL CO-ORDINATOR

Simon Arcand is the Club's new email co-ordinator. He will be sending email messages from the CFBTYC.bulk.email@gmail.com address via the MailChimp service. Since taking over the position on June 14, a number of messages have been sent out. Any member who has not received emails from this address should contact Simon directly so they don't miss any more information.

It's beginning to look more like a normal summer with flowers blossoming in front of the club house, thanks to the green thumbs of Maureen Wood. Maureen has excelled herself this year with a wining display of giant Canna Lilies and Impatiens.

Photo: Gerard O'Brien



Where is Sundance now?

FROM KARL LOENHART.

In the nineties, I was Race & Regatta Chairman at CFB Trenton Y.C. The club was where I really developed my love of sailing. Among the truly great characters who were members in those days, it was easy to do. I miss many of them and I know that many of them are now gone. But I like to think that one of them would be happy to know I have added his old Tanzer to my fleet. Hang loose!

Karl Loenhardt, Commodore,
Newcastle YC. (905) 922-5275.



John Gower would be happy to know that his trusty boat "Sundance" has found a good home at Newcastle Yacht Club.

60 YEARS: HOW CFB TRENTON YACHT CLUB CAME TO BE.

BY CHRISTINE FLETT

OFFICIALLY, THE YACHT CLUB AT CFB TRENTON WAS FORMED IN THE SPRING OF 1961 BUT it really began the previous September when two groups, the Sailing Club and Power Boaters, held a joint meeting at 6 Repair Depot (RD).

At the time, the docks for both groups were located east of the seaplane hangar ramp, described by Bob Brown (Commodore 1962) as being "in the weed bed." Attempts to improve this location had turned out to be "a slow and discouraging task because the limitations were obvious."

Back then Baker Island was a blank slate with no buildings or even much in the way of trees. But that wasn't always the case. During the 19th Century the island was heavily forested and a large sawmill occupied the land where our clubhouse now sits. The lumber was sufficient to support a small community of a dozen homes and a school. By 1900, when Mr. Baker purchased the island, the saw mill was no longer in use and was dismantled at his request. Granite blocks from the old sawmill were used to construct the BBQ pit at the upper club. The stone that supports the Ships Anchor at the yacht club's main entrance is also from the old sawmill.

In 1929, Baker Island was expropriated for the Crown with the rest of the Base property. CFB Trenton – or RCAF Station Trenton as it was known until Forces Unification in 1968 – started out as a small sea-plane base flying British Swordfish and other early float planes. These were moored in the harbour which is reportedly littered with old sea-plane mooring anchors. The Marine Section itself was located on the north side by the ramp. Float planes were towed onto cradles with train-type wheels and winched up the ramp into the hangar.



This picture, taken in the mid-sixties, shows the Clubhouse in its original place on the hill and the Sail Shack near the water.



1930s view of Station Trenton.



Early view of harbour showing the causeway as originally constructed without the bridge.

In the early years of RCAF Station Trenton, use of Baker Island was limited to training exercises. As part of Air Force Day the military would fly Harvard Aircraft over the Marine Section on the north shore and fire rockets into the Island. Later, in the 1950's, physical training instructors turned Baker Island into an assault course called "Devil's Isle" for Commando training.

At the meeting in Sept. 1960, the two boating groups agreed to join forces as the RCAF Trenton Yacht Club, and establish a base on Baker Island. Key to this plan was a causeway to link Baker Island with the rest of the Base – a pipe dream for many years, it was the Commanding Officer at the time who instigated this project.

Group Capt. David J. "Blackie" Williams was a decorated WW2 fighter pilot and C.O. at Station Trenton from 1959-63. A keen supporter of the yacht club from the outset, Williams was known for getting things done, though not necessarily by the book. To Williams, building a causeway was a chance to kill two birds with one stone. Not only would it allow the yacht club to proceed, it was an excellent way to dispose of the chunks of tar-mac and rubble stored by the main hanger following a 1960 runway upgrade to allow for the heavier Yukon aircraft.

Construction began in November 1960 and took over a year to complete. No study was done, nor was any permit sought for the project. Apart from start and end points, design was largely on the fly. No one considered the need for culverts to allow water to flow through the harbour. The current bailey bridge was added in 1984, over twenty years later. The causeway was effectively a solid wall of jagged rubble that completely blocked the natural west-to-east current. Within a decade of its construction, silt accumulation in the harbour was causing problems.



Commando training on "Devil's Isle" c. 1950.

BUILDING THE CLUBHOUSE

In April 1961, Gerry McNea, Roy Pearson and Bob Brown rowed across to Baker Island and walked from one end to the other looking for the best location for the new club building. The spot chosen was not by the water but on the hill (where the Community Centre is now) which afforded an excellent view of the Bay.



A unique moment in Club history captured forever on film. Taken on the verandah during the 1962 visit by the Chief of Air Staff, A/M Campbell, the photo features the first three Commodores: Bob Brown (left) Bob Pattillo (centre) and Ernie Domney (2nd right). Also shown are A/M Campbell (2nd left) and Trenton Station C.O. Blackie Williams (right).



Clubhouse in 1962 from the back. This could be during a Sailpast in honour of the A/M's visit. Below dockside view of Clubhouse on the hill.



Brown describes Williams as a "Jack of all Trades and master of many who was behind our project one hundred percent, although his time had to be shared with his other interest at the time – the Station Golf Course."

The Clubhouse, designed by Gerry McNea (Commodore, 1964) was one third the size of the present building, and featured a south-facing covered verandah. With \$8500 from Station Funds and lots of scrounging, the building was completed by summer 1962. The surrounding area was landscaped by the Air Cadets, on site for summer camp, using sod from the aerodrome. A daily watering by the Fire Department ensured it stayed green.

The flagpole at the front door was a Catamaran mast modified by adding a boom, changing spreader location and installing pulleys. All work was done by 6RD and Station Trenton Senior NCO's.

In Summer, 1962, Station Trenton was honoured by a visit from the Chief of Air Staff (CAS) Air Marshall Hugh Lester Campbell on his retirement. The Yacht Club was not originally on the schedule so the flagpole work was still in progress when word came that the A/M would visit the Club at 1500 hours next day. Never was a flagpole erected so fast. The assembly was painted at noon, and the flagpole raised and fully dressed just moments before the car carrying the CAS rolled up to the door.

Station C.O. Blackie Williams was a major contributor in both time and talent to the yacht club project. According to Bob Brown, Williams "spent many hours on a backhoe and bulldozer, not to mention a pick and shovel during installation of the septic tank and tile bed. In addition, he also operated equipment to prepare the parking lot for the Air Marshall's arrival."

GP CAPT DAVID JOHN "BLACKIE" WILLIAMS (1919-2004)

BLACKIE WILLIAMS WAS A DECORATED WW2 FIGHTER Pilot renowned for his skill flying at night under heavy fire and in poor visibility. He shot down numerous enemy aircraft, and was awarded both the DSO and DFC.

Born in Vancouver, Williams was set on a naval career like his Father, but WW2 intervened. In Oct. 1940, he enlisted with the RCAF, was commissioned a year later and posted as Flt. Lt. to 408 Squadron.



Blackie Williams in WW2.

He participated in multiple night bombing raids against heavily defended enemy targets. Casualties were high, many pilots did not make it home. Williams was an exception.

On one bombing mission in August 1942, his plane was intercepted by a Junkers 88 but skillful evasive action enabled his gunners to shoot the attacker down. His plane was damaged but Williams continued on to successfully bomb the target. A Messerschmitt 109 encountered on the return was pursued and shot down.

For his skill and bravery Williams was awarded the Distinguished Flying Cross (DFC) at Buckingham Palace, February 7, 1943.

In 1944, as pilot of a Beau fighter, Williams and his gunner shot down a Heinkel 177 off Guernsey. Later, while in command of 406 "Lynx" Mosquito night fighters but officially on leave, a message arrived from the Navy requesting air support for a convoy under attack. Taking off, Williams caught a Dornier 217 in his searchlight cones and sent it crashing down in flames.

A second German bomber was pursued and shot into the sea. Despite heavy damage and thick fog, he returned safely to base. Williams was awarded the Distinguished Service Order in September 1944.

Following the War, Williams served with Strategic Command including at RCAF Station Trenton where he was CO from 1959-63. Posted to Northern NORAD HQ in North Bay, then to Seattle Sector, Williams retired from the military in 1968. Following the death of his wife, he returned home to Richmond BC where he died in 2004 at the age of 84.



1964 INTERNATIONAL RENDEZVOUS

A CPS event held at Baker Island. Visiting boats from ports on the Great Lakes, Eastern Ontario and the U.S. are tied up at the east dock while spectators enjoy a concert given by the 6 RD Band.



CANADIAN ARMED FORCES SAILING ASSOCIATION NATIONAL CHAMPIONSHIP



Photos: Contact, Oct 10, 1974.

THIS ANNUAL REGATTA WAS HELD AT BAKER ISLAND SEPT. 26-28, 1974. Thirty seven two-man teams from across Canada and one from Lahr, Germany took part. The event consisted of 12 races with each team participating in six races. Up to 20 boats were required for each race.

Boats were service issue 420 Dinghies, 29 of which came from other DND bases since CFB Trenton did not have enough. Conditions were challenging with high winds developing after the second race, causing many boats to break down at a very rapid pace.



CLUBHOUSE MOVES DOWNHILL TO THE WATERFRONT AND BEGINS TO GROW

IN 1969, THE BASE DECIDED TO BUILD THE SOCIAL CENTRE ON BAKER ISLAND RIGHT WHERE THE yacht club building was located. At the time the Club was promised full use of a room in the new facility. Barry Adam, the Commodore at that time, was instrumental in negotiating this accommodation from Wing Command.

The downside was the existing clubhouse would have to be moved. This was achieved by sliding the building down the hill to its present location on the waterfront where it was to be used for storage. Sadly, no picture of this interesting operation has yet come to light.

For the first couple of years the Club had full use of a room in the Baker Island Community Centre, but with a subsequent change of command on Base, the deal began to fall apart. Military interests increasingly took precedence over the yacht club and members found themselves squeezed out of their promised accommodation.

This was a battle the Club could never win. Amidst mounting dissatisfaction with the situation, the members voted to refurbish and move back into the original Club building, now in its new location beside the water.



This is the flood of 1972 as published in Contact newspaper. The caption reads: Gasoline Anyone? Exceptionally high water at CFB Trenton has virtually ruined facilities made possible by years of hard work.



The clubhouse in 1970 on the waterfront. Also shown is the sail shack that doubled as a clubhouse during construction. The flagpole, which was new at that time, is still in use today.

CLUB BUILDING EXPANSIONS OF THE '70S AND '80S.



Over the years, the club has seen several upgrades to the building since its completion in 1962. The first took place in the early '70s (see left) with the addition of a new front entrance, offices, and a larger bar area upstairs. This effectively doubled the Clubhouse size. A single storey wing (right) was later added to the south side of the building.



In this picture a single storey wing has been added to the building's south side.



The years between 1987 and 1989 saw an extensive renovation to the clubhouse which included reconfiguring the position of the entrance door, adding a second floor to the single storey wing, and installing a new roof.



These pictures are just some of many photographs taken during this renovation. None of the individuals in these work party shots are identified, but a couple of faces are instantly recognizable, even after all these years.





Francis Beaufort – 1774-1857

BY FLETCH FLETCHER

WHEN YOU HEAR THE NAME BEAUFORT you probably think immediately of the Beaufort Scale.

That's the scale devised in 1805 by Commander Francis

Beaufort of the Royal Navy for observing and classifying wind force at sea. Even in our digital world this scale is still in use.

Francis Beaufort had a long and remarkable career, eventually being appointed as the British Admiralty Hydrographer of the Royal Navy. An administrator, he also directed marine explorations and experiments.

Besides being a hydrographer, he was also a Royal Navy ship's Captain, surveyor, Arctic explorer and champion of many ultimately distinguished individuals.

Beaufort was responsible for getting Charles Darwin aboard HMS Beagle in 1831. Captain Robert Fitzroy, who was trained by Francis Beaufort, reached out to him when he was looking for a scientific crew member for his voyage. Beaufort convinced him that Darwin was the right man. One result of that voyage was

Darwin's 1859 book "*Origin of the Species*," considered to be the foundation of evolutionary biology.

Beaufort also helped raise funds for an expedition to Antarctica by Sir James Clark Ross, who utilized terrestrial magnetism to survey and measure this mostly unmapped territory.

During his explorations, Ross named a small land mass "Beaufort Island" in honour of Francis Beaufort. Later, both Ross and Beaufort would each lead voyages to the Arctic in search of Franklin's lost expedition.

The Beaufort Sea in the Arctic was named after Francis Beaufort. Frozen over for most of the year, it is best known for the discovery of significant petroleum and gas under its shelf as well as large colonies of beluga whales.

And you probably didn't know he developed a coding system called the Beaufort Cipher, a poly-alphabetic substitution cipher based on – that's right, the Beaufort Square – a square table of alphabets which forms the basis of the coding.

Clearly a man of many talents and abilities, Beaufort retired with the rank of Rear Admiral at age 73. He left behind a legacy of discovery and a treasure of over 2000 charts, covering most every sea in the world. And the Beaufort Scale.

Hydrography is the science of charting seas, lakes and rivers. Francis Beaufort was a hydrographer who mapped vast areas of the oceans. Some of the charts he created are still in use more than 150 years later.

Fletch's Nautical Quotations

"Any damn fool can navigate the world sober. It takes a really good sailor to do it drunk."

SIR FRANCIS CHICHESTER.

"Only two sailors, in my experience, never ran aground. One never left port and the other was an atrocious liar."

DON BAMFORD,
AUTHOR AND SAILOR.

Racing in the 70's, a risky sport if Padre Sid was involved

FROM TEXT BY RON PENNINGTON



Padre Sid Horne

This is a picture of the Race Committee barge used in the '70s. The highest flag in the array is the Race Committee or R.C. Flag.

Padre Sid Horne (known for his big booming voice and joyous laugh) was a prominent race committee member. As an Army man, Sid was a natural choice as the Start Gunner, a job he took seriously, firing off blanks to start the race.

During one memorable race start, Padre Sid shot right through the R.C. of the flag leaving a gaping hole behind.

Next day, the headline in the newspaper screamed "Protestant Padre shoots R.C. in Racing Incident!"

For months afterwards, sailors passing the Race Barge would shout "Don't shoot Sid, we're Anglican!"

EDITOR: SID HORNE SERVED AS CLUB PADRE FOR MANY YEARS BEGINNING IN 1984. HE DIED IN 2017.



The Race Committee used in the 70s. On board are (L-R) Sid Horne, Lorna Pennington, Ron Pennington (standing) and Wes and Grace Bailey.

A Summer Barbecue Feast

BY DOROTHY FLETCHER

RECIPE EDITOR

Summer is here, the boats are in the water and a quick visual survey shows many are equipped with an attached barbecue. Here are some recipes that will help you take advantage of this useful appliance to prepare a delicious dinner for skipper and crew.

Splurge on a good steak and boost its flavour with your own steak spice. It's easy to make at a fraction of the cost of the bottled mix and you can adjust the seasonings to your taste, particularly the salt. It's ideal for beef but works just as well for pork and chicken. And try a sprinkle of it next time you make home fries. It takes them to a whole new level.

If you don't have all the required spices on hand, head over to a bulk food store where you can buy just what you need. Also, maybe it's time to freshen up some of the spices in your cupboard which may have been in there for years.

You can nestle some potatoes wrapped in foil within the charcoal or you can take an easy route for delicious half baked/half grilled potatoes. And for your vegetable, try tossing some asparagus on the grill. Just keep it from overcooking and you will discover a whole new taste to asparagus. Same thing for zucchini. Or do both.

No barbecue on board, you say? If you have one at home, you are in business and ready to enjoy one of summer's great pleasures.



Trenton Steak Spice (with apologies to Montreal)

1 tablespoon coarse salt
1 teaspoon crushed peppercorns
1 teaspoon paprika
1/2 teaspoon dill seed
1/4 teaspoon garlic powder

1/4 teaspoon coriander
1/4 teaspoon turmeric
1/8 teaspoon cayenne

Mix all ingredients and rub on meat before barbecuing.

Grilled Potatoes

Scrub unpeeled potatoes and cook them whole until nearly done in a microwave, baked in the oven or by boiling. Let potatoes cool a bit then slice each one in half lengthwise.

Pour some olive oil onto a small plate and dip each cut side of potato into the oil. Then sprinkle salt and pepper on the cut sides.

Place on the barbecue grill cut side down to finish cooking and very lightly brown the potato.

Keep warm until serving.

Grilled Vegetables

Choose and clean vegetables – almost any can be grilled. Try bell peppers, cauliflower, zucchini, mushrooms, small tomatoes, asparagus or onions.

Cut large vegetables into slices or pieces.

Brush the vegetables with oil.

Carefully place the vegetables on the grill. or use a grill insert or basket if you have one. Cook, turning as needed, until vegetables are cooked with a bit of char on them.

Remove and season with salt and pepper before serving.