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# fore'n aft



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## IN THIS ISSUE

Floating breakwater repaired  
and back in service.

Club Notice Board.

Good turnout for first  
Friday night Get-together.

From the Archives:  
Story of the Antique Anchor,  
Developing Club Infrastructure,  
Causeway bridge and land spit,  
Floating breakwater and more!

FLAREX 2021

Cooking on Board:  
Canapés and little bites.

## Floating breakwater repaired and back in service



Dennis Dove

After 10 months on shore in front of the transport building, the floating breakwater section is finally back in the water. Two work parties on July 13 and 15 respectively were required to ready the section for its final repair, and another on July 23 to move it into position.

The metal breakwater, which consists of four sections, was installed in 1994 to prevent damage to Club infrastructure caused by strong easterly winds. Last year one section sank completely and was removed from the water for repair on September 3.

Over the next several months Ed Brake spent hours re-welding joints. The structure was also relieved of its zebra mussel population. Meanwhile over winter, Gerard O'Brien researched the use of expanding foam in the air tubes to improve floatation, and found a contractor to do the work.

During the July repairs, Rick Jones, Mike Simic and Dennis Dove, drilled holes of approximately one-inch in the breakwater tubes. On July 20, a contractor injected expanding foam into these tubes. Finally, on July 23, heavy equipment from the Wing moved it back into the water.

Eight members then positioned the breakwater into its original position, reattaching all sections and adjusting the anchors. They were Colin Baillie, Chris Foster, Eric Lawlor, Rick Boulton, Dwight Koshman, Ed Brake, Kevin Alstrup and Dennis Dove. Thanks to all who helped with this repair.



Gary Lambert



Dennis Dove



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

## 60TH ANNIVERSARY

SAVE THE DATE – SEPTEMBER 11-12.

With covid restrictions still in force this spring, the Club has not been able to mark this special year as we would have wished.

But that is about to change. We are currently planning a bumper celebration for the weekend of September 11-12.

While arrangements are still in the early stages, events could include a Club Regatta on Saturday, followed on Sunday by a Sailpast, outdoor reception and a barbecued steak dinner.

So, mark your calendars and stay tuned for more information.



## OFFICER OF THE DAY: VOLUNTEERS NEEDED!!

This program, which has been underway for the last year, is a great way to meet fellow members while also getting credit for your hours.

Unfortunately, not enough people are signing up, with the result there are some evenings and weekends when no-one is overseeing things at the club.

It's too late in the season to hire dock stewards, so please consider putting your name down for a couple of shifts during August. A sign-up sheet is available in the Clubhouse. In addition, we are working to add this feature to the website. It should be available shortly.

You can also phone John or Gerard at 613-392-2811 loc. 3039, or 613-392-8995 during office hours. Please do not leave a message with regard to a duty officer shift. If no answer, call back at another time.

## BAR OPEN WEDNESDAY EVENINGS STARTING AT 1800 HRS.

BY CAROL BAILEY, ENTERTAINMENT COORDINATOR



Photo: Dave Flett

This is a reminder that the bar is open on Wednesday evenings. It has been great to see the members who have come out on the past two Wednesday nights to watch or participate in the Diehard races.

We are not yet in a position to serve food but the barbecues on the back deck are available if you want to bring your own meal and cook it within your family or table group.

After the success of our first Friday night get-together on July 16, plans are underway for a second event on August 6. The bar will be open but you will be responsible for bringing your own food. Plan to come join the fun!!



## GOOD TURNOUT FOR FIRST POST-COVID FRIDAY NIGHT GET-TOGETHER

It was a long time coming, but at last Covid restrictions have relaxed sufficiently to allow the resumption of some social events. Over 20 members came out for a Friday night get-together – the first in well over a year. This had the feeling of an east coast kitchen party with each

member of the group taking turns on instruments and vocals.

A rousing rendition of Paddy Murphy's Wake by Andrew Hunt had the audience clapping and singing along, and Martin Labbé was very impressive on keyboard. Who knew we had all this talent in the Club!

Bar service was ably provided by Eric Lawlor. All in all, it was a great night. If you missed it, don't fret, there will be another on August 6.

See you there!



### FLETCH'S NAUTICAL QUOTES

In calm water every ship has a good captain.  
~ Traditional Proverb

The good seaman weathers the storm he cannot avoid and avoids the storm he cannot weather.  
~ Unknown



Above, Martin Labbé shows off his excellent keyboard chops. Below, the musicians are (l-r) Andrew Hunt, Marty Mathias, Sarah Hunt, Martin Labbé and Gerard O'Brien.





In 1972, members of the Flying Frogmen, CFB Trenton Scuba Diving Club found a large antique anchor in Lake Ontario waters off Nicholson Island. John Gower was enlisted to transport it to the Club. Written in 2014, this is his retelling of that event.

## RETRIEVING THE ANTIQUE ANCHOR

BY JOHN GOWER

ON A MID-SEPTEMBER SATURDAY IN 1972, I TOOK MY GEORGIAN STEEL HOUSEBOAT "PLAYTIME" ALONG with four members of the Flying Frogmen, CFB Trenton Scuba Divers: Bill Simm, Bill Chalmers, Floyd Hilchey, and their leader Joe Shields.

We set sail at 8:30 in the morning towing the club barge. We had calm waters through the Murray Canal but the wind picked up when we entered Presqu'île Bay. As we were going all the way out to Nicholson Island we decided to give up and try again another weekend and hope the weather co-operated. Conditions were so choppy it took about three miles to turn round without losing the barge!

The next weekend we ventured out again, minus the the club barge. We were accompanied this time by 12 divers from the Scuba Diving Club. We arrived on the north side of Nicholson Island at about 0900 hrs on Sunday. The anchor was floated to the surface with two 45 gal. steel drums and an inner tube. When it surfaced it came right out of the water in front of the houseboat. This was the first time I had seen the anchor, and the size of it was a big surprise! I wondered what kind of damage it could have done to the boat had it come up underneath it!

We started for home at about 1000 hrs and arrived at the mouth of the Murray Canal by 1500 hrs at which point we realized we would not make it through the canal before the 1700 hrs closing time, so we ditched the anchor in a swampy area north of the Canal entrance.

I retrieved it by myself the next day, entertaining myself through the Canal by listening to the Canada vs Russia Hockey Game. I still remember Henderson scoring that famous goal while I was going west in Murray Canal.

Back at CFB Trenton, the anchor grounded itself about 100 feet from the sea wall. The following weekend was the club lift-out so the crane was able to drag and lift it out of the water. The wood needed preservation work and the frogmen worked on that part of it. It was not ready for several years. Originally, it was put on display at the upper club, which at the time we were claiming as our yacht club, but after we moved down the hill we brought it to its present position in front of the Club door.



Joseph Shields, one of four members of the Flying Frogmen Scuba Divers who found this anchor off Nicholson Island, returned to the Club on his 80th birthday to see how it fared. The stone on which it is resting came from a 19th century sawmill once located where the Clubhouse now sits.

## THE LUTINE BELL – 1976

BY DENNIS FLETCHER

Many members will remember the old Boston Whaler that for years was the club's work boat, albeit water-logged for many of them. The boat was bought in 1976 through a Wintario grant. The name was suggested by a junior sailor as part of a contest, based on the fact that it was a safety boat. This name derived from a ship's bell recovered in 1858, which took on a unique role hanging in Lloyd's of London's underwriting room.

For many years, whenever a vessel became overdue the underwriters involved would ask a specialist broker to reinsure some of their liability in light of the possibility of the ship becoming a total loss. When reliable news about the ship became available, the bell was rung – once for bad news, and twice for safe arrival or positive sighting. This ensured that all who had an interest were simultaneously made aware of the latest information.

These days, the ringing of the bell at Lloyds is reserved for ceremonial occasions.



The Lutine Bell in 1976. In the picture are Vice Commodore Col. Slaunwhite, Quinte MPP Hugh O'Neil, Past Commodore John Gower and (in uniform) Joe Bourgeois, Commodore 1965.

## DEVELOPING CLUB INFRASTRUCTURE: DOCKS AND MOORINGS

With the Club house completed, the years from 1962 to 65 were spent building docks and putting mooring balls in the harbour. Apparently, recycling (also known as scrounging) is second nature on a military base, and there was no shortage of raw material which members were able to put to good use. That said, building docks is not the easiest of tasks and the original design at CFB Trenton Yacht Club certainly didn't help.

According to Simon Taylor, an early Club and CPS member, "The first docks were constructed out of old loading pallets from C119 box cars, North Stars and Yukons, and telephone poles from Ontario Hydro. These reached out to caissons of railroad ties, squared off and filled painstakingly with rocks to keep out the water."

Unfortunately, the telephone poles soon became water-logged so were of limited use. That left oil or gas barrels which were in unlimited supply in the north, but the RCAF wanted to charge.

Commodore Bob Brown contacted the CO at Goose Bay and found the Americans could supply 60 heavy gauge barrels.

"We just had to arrange air transport to Trenton, so a North Star made a training trip to complete the project! The barrels were welded together in groups of three using steel runway matting and these, with a wooden deck, became the 20 finger docks" used that first decade.

Until the '90s, sailboats were docked in parallel with bow towards the shore. A narrow gangway led to the dock, which could be challenging to navigate in the dark, especially after a glass or two.

In 1972, a freak spring storm drove ice floes back into the harbour resulting in considerable damage to dock infrastructure. After that, the club began lifting docks out of the water for winter. But, while avoiding more ice damage, this created much extra work and expense.

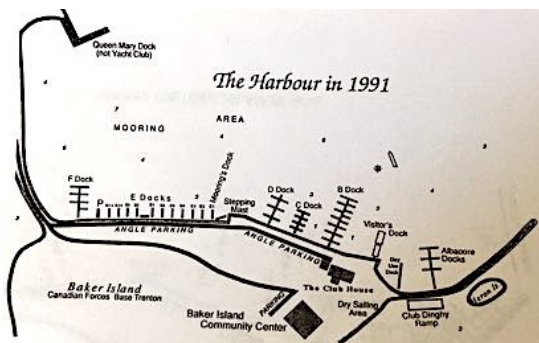
In the mid seventies, John Seddon took over Docks & Moorings. A fitter/machinist by trade with experience in both the military and industry, he re-designed the Club's entire dock system to make it more robust. He made drawings for each dock, estimated material costs and had the plans engineer-approved.

Then, with a group of enthusiastic members, they started to build, beginning at "G" dock. It took many years but eventually all docks were upgraded and the parallel system along the shoreline replaced with main-and-finger docking.

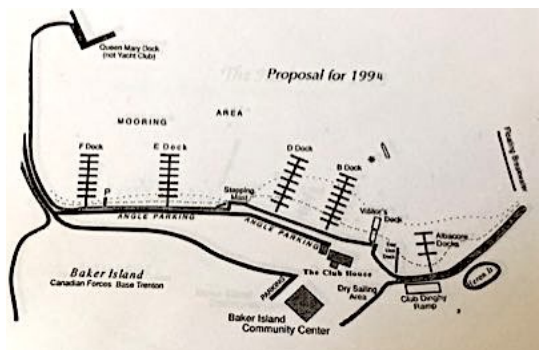
Over 30 years later, dock construction at the Club is still based on John's design.



Parallel docking in the '70s. Note the lack of trees on the causeway.



The harbour in 1991. Note the parallel docking and length of C and D docks.



Proposal for 1994. This drawing more closely resembles current dock configuration at the Club.



Early dock construction at the club.



John Seddon pictured in 2015 on one of the dock sections built to the design and specification he had developed thirty years earlier. His system is still the basis of dock construction today. He also designed the lifting and transporting system, as well as the work barge. John's original drawings have now been digitized making them available to future dock-building crews.



This aerial view of Baker Island and the yacht club shows an abundance of healthy trees on the causeway. The Bailey bridge has been constructed at the southern end of the causeway, but the parallel docking system is still in place, dating the picture to between 1984 and 1994.



## CAUSEWAY BRIDGE & BREAKWATER PROJECT

The 1961 causeway did a great job of connecting Baker Island with the rest of the Base and making the yacht club possible, but it's 'on the fly' design would come back to haunt all harbour users.

Silt accumulation was a problem from the start, and the archive contains frequent references to the challenges posed by seasonal weeds and the need to improve water flow before the harbour became unusable.

In addition, as a result of a freak spring storm in 1972 which drove ice floes back towards the causeway with serious damage to docks, it was now clear that protecting the harbour from the detrimental effects of strong easterly winds was essential.

The Baker Island Causeway and Breakwater Project was developed in 1982 as a result of consultation with both Federal and Provincial agencies. It was to be implemented in two phases:

- Removal of the southwest section of causeway and the installation of two Bailey bridges to allow water flow through the harbour and reduce sedimentation. The removed fill would be used to create a land spit extending from east of the harbour towards the green entrance buoy. This would act as a breakwater to minimize wave action from an east wind.
- The second phase was to install a culvert at the start of the land spit, allowing water to flow between Baker Island and the small island to the east.

The project would be overseen by the Ministry of Natural Resources with input from the Transport Canada (Marine Section) responsible for navigable waters.

The price tag, estimated in April 1979 at \$75,000, was beyond Club resources, however a cost sharing arrangement with the Wing was eventually arranged through NPF.

In April, 1983, Commodore Tom Brideau told the Executive that "Surveys on the causeway and breakwater projects have been completed and forwarded to the appropriate ministries. Approval is anticipated within the next month. Materials from the Base can be accepted as they become available, clean concrete, large stones, etc."

Construction of the land spit began in summer 1983 and continued throughout the year while weather conditions permitted.



In November 1983, the causeway bridge project broke ground. At first, progress was challenging due to "the very large pieces of tar-mac and concrete" used in its construction.

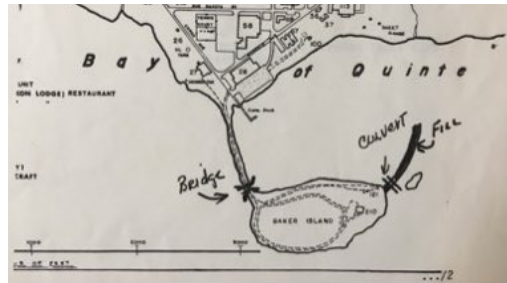
However, by December Commodore Pete Corry reported that the bridge was "about 50 per cent complete and the benefits were already noticeable... Hopefully, it will assist in cleaning silt out of the harbour." By Spring 1984, the Bailey bridge was complete.

After a winter hiatus, construction on the land spit resumed in April 1984. The project had now been assumed by the Base with \$5000 earmarked for completion expected later that year, but a shortage of material prevented that time-line from being met. Corry informed the executive in November that fill for construction was now being provided on an "as-available" basis.

In April 1985 Commodore Ray Sommer noted that phase two, the installation of culverts and underground cable, "would take place shortly under NPF sponsorship" and confirmed the break wall would extend to the "green marker in the harbour." But his report one month later noted that "Due to lack of fill there will be very little additional construction to the breakwater this summer."

The last word on the land spit construction appears in the Minutes of November 6, 1987 when Commodore John Lumley, commenting on Old business, stated: "Our breakwater has been a huge success. We still need to continue the project. The Executive will approach BCEO to keep this project alive."

No further progress on the land spit was made and the project remains incomplete.



Credit for the above is due to Ron and Lorna Pennington who clearly spent many an hour trolling through years of Club Minutes to trace and document the complex history of the causeway bridge and breakwater projects.

Editor.

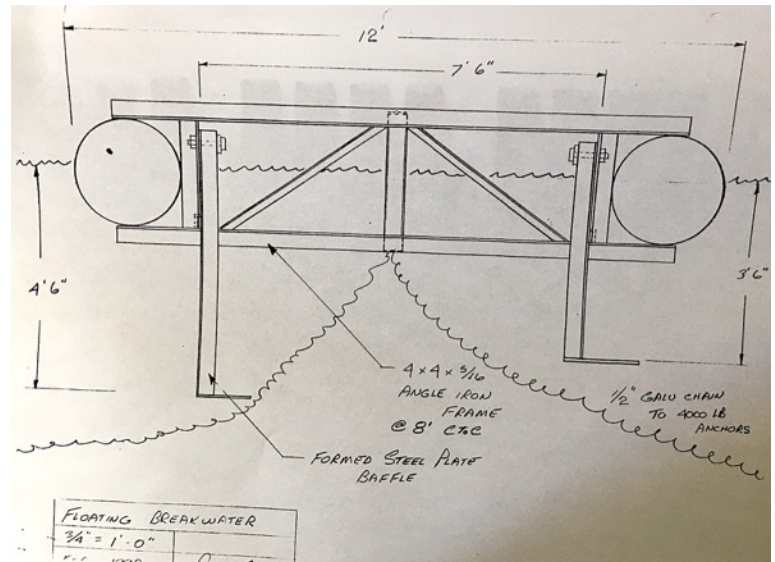
## FLOATING BREAKWATER PROJECT

With the land spit project no longer active, the problem of wind and wave damage caused by a strong east wind was once again front and centre.

After much deliberation and debate, it was decided to install a floating breakwater to extend north from the land spit towards the green mark at the harbour entrance.

This would be a metal structure fabricated in sections and supported by a series of fixed floatation barrels, at a cost of \$56K. This picture is from a 1993 plan showing the end view of the proposed floating breakwater.

The breakwater was installed in 1994 with the help of the Wing. It served the Club well for 20 years, which is about the expected lifespan for a metal structure in water. Recently, it has required an expensive and labour intensive retro-fit to help keep it afloat.



## ORIGIN OF THE CLUBHOUSE BELL AND BRASS PORTHOLES

The bell that hangs in the clubhouse today was originally the ship's bell on HMCS Quinte, a Bay-class Mine sweeper which launched August 8 1953 and entered service October 15, 1954.

Named for this area, the Quinte was part of the First Canadian Minesweeping Squadron. In 1960, it was among the minesweepers taking part in the NATO naval exercise *Sweep Clear V* off Shelburne, Nova Scotia.

The vessel remained in service until February 1964. It was declared surplus in 1965, broken up and parts sold off.

After being acquired by the Yacht Club, the Quinte Bell was housed in the tiny upstairs room of the old building on a post in front of what was known as "Red's Beer Fridge."

According to Ron Pennington, back in the day it was essential to have a ready supply of loose change for the beer machine, so a tobacco tin full of quarters was standard race committee equipment.

"After the races, we all crowded into the bar, about a quarter the size of the present area. Back then, most of us smoked and no one drank wine. Our club was the only facility on the Base to be allowed to have a beer machine. It was thought our boats were our home, and that somehow justified the position."



These days the Quinte Bell is mounted just outside the clubhouse bar where it begs to be rung, but tradition holds that any person who dares to do so must buy a round for everyone in the room. So, be warned!

The two brass portholes and the port and starboard lights originate from an old lake freighter. According to Ron Pennington, "their acquisition by the yacht club is a good example of the fine art of scrounge perfected by early club officials."

One of those, Bob Brown (Commodore 1962) writes that he and Joe Bourgeois (Commodore 1965) had driven to Deseronto where old freighters were being scrapped and the equipment disposed of.

"What I was really after was a ship's telegraph and a large anchor, but they were too expensive for our limited budget. So, not wanting to return empty handed, we rummaged

through the scrap warehouse and came across the brass portholes and many lights of galvanized or copper construction. We selected two lights with the copper case, and two solid brass portholes. During the search and selection I found a kindred spirit in the foreman. When I asked him how much money he wanted, he replied, 'Take them and get out of here!'"



Flarex 2016. Photo by Fletch.

If you're like most boaters, you probably have a stash of old marine flares buried in a cockpit lazarette. That's a good thing, since it means you've never faced an actual on-water emergency.

But, while all boats venturing more than one kilometre from shore are required to have them on board, marine flares are only valid for four years from manufacture date, after which time they must be replaced.

So, how to dispose of those old flares? Being explosives, you can't mail them anywhere or put them in the garbage, nor can you legally shoot them off, not even as fireworks, except in a genuine emergency.

Here's a solution! The Tri-Squadron group in the Quinte area—RCAF Trenton, Bay of Quinte, and Prince Edward CPS Squadrons—will partner with CFB Trenton Yacht Club to present the 3<sup>rd</sup> Marine Flare Live Fire and Safety Demonstration Day, on Saturday, September 18, 2021 from 1300-1600 hours.

Such an event is critical for safety training since there is no chance to practice for an emergency until it happens, by which time it's too late!

Previous events in September 2016 and 2018 generated much enthusiasm, and demonstrated that many boaters don't know how to use the flares they are required by law to have on board.

Canadian Power/Sail Squadrons has a course in Distress Signalling, but there's no chance to provide the real life experience. The Tri-Squadron's association with CFBTYC gives you the opportunity both to learn how to use your flares and to dispose of the outdated flares safely.

After registration, participants at the 2018 event formed two firing lines on the club's breakwater land-spit, and waited for their turn to shoot.

Under the direction of Chris Foster, retired OPP officer who served with the Marine Unit for 14 years, participants learned to load a flare while pointing the gun towards the water at a 45 degree angle, and always into the wind.

All safety precautions were taken, with first aid available as well as pails of water in the event of a mishap. Participants also wore safety glasses while loading and firing the flare guns.

Foster urged compliance with flare requirements, saying "a flare is a distress signal, the equivalent of a 'mayday' call. It means you need help. You've used up all your resources and there's nothing else you can do. Your life could be at stake".

# FLAREX 2021

SUBMITTED BY PHYLLIS DURNFORD  
RCAF TRENTON SQDN PUBLIC RELATIONS OFFICER  
WITH FILES FROM THE FORE'N AFT.

Once again, boaters in Quinte/Northumberland have the opportunity to get actual hands-on practice with a flare gun and hand-held flares, as well as to dispose of expired flares safely.

See you at CFB Trenton Yacht Club on Saturday September 18 with registration starting at 1100h. The event will be followed by BBQ and bar at the club. A CD will be playing to review what was learned during the exercise.

So, besides being instructional, the event will be FUN!



This attractive original painting of a scene in Nova Scotia was donated to the Yacht Club by the artist who is none other than our own multi-talented Dennis Fletcher, affectionately known as Fletch. The painting now hangs on the wall by the TV where it adds a real touch of class to the upstairs room.

## A CHUCKLE FROM THE PAST



Handy tip picked up at the Power Squadron:  
Keep a few old bed legs aboard your boat, the wooden tapered type. It seems they make super plugs when your boat starts to sink after a through-hull fitting has failed.

Bill Walker, Fore'n Aft editor, 1988.



BY DOROTHY FLETCHER  
 RECIPE PAGE EDITOR

# Canapés and little bites

Sometimes you don't want a real meal; some tasty little bites are what you crave. Here are three of our favourites, and over time all of them have been part of entertaining guests on our boat. We loved to take friends out for an afternoon sail ending up at the club's mooring behind Makatewis Island. Drinks would come out accompanied by something small but delicious.

Yes, the penguins are a bit of fussing but they pay back large dividends in compliments. And they actually taste good too.



## Crab Stuffed Snow Peas

20 - 25 fresh snow peas  
 1 teaspoon capers  
 2 tablespoons celery  
 1 tablespoon red pepper  
 1 tablespoon onion  
 120 g can crab meat  
 2 tablespoons mayonnaise  
 1/2 teaspoon horseradish  
 1/4 teaspoon hot sauce



Wash and trim snow peas. Blanch by dropping in boiling water for 1 minute, removing and plunging into ice water.

Split peas on top side leaving bottom intact so they look like little canoes.

Chop the capers, celery, red pepper and onion very finely. Drain the crab and mix in a bowl with vegetables, mayonnaise, horseradish and hot sauce. Taste and add more seasoning if desired.

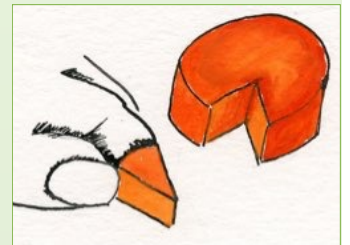
Stuff snow peas with crab meat filling.

Refrigerate until ready to serve.

## Penguins (Illustration by Fletch)

1 - 2 carrots  
 1 can pitted black olives  
 Cream cheese, softened  
 Picks

Peel carrot and slice one round. Cut a triangle out of the round to form the beak. The remaining carrot forms the feet (see illustration.)



Slice an olive from top to bottom. Open up the middle of the olive and fill with cream cheese. Set the olive on the carrot feet. Take another olive, hold it sideways and insert the carrot triangle to make the beak. Set the second olive on top of the first. Use a pick to secure the whole penguin.

## Caprese Salad on a Stick

Thread onto a skewer in this order:

1/2 cherry tomato;  
 1 basil leaf;  
 1 square feta (or other) cheese;  
 1 basil leaf;  
 1/2 cherry tomato.

Some people like to pour a vinaigrette dressing over them but I find that too messy.

