



fore'n aft

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Sailpast and reception celebrates Club's Sixtieth year.



Dona Neves, Photos.

IN THIS ISSUE

60th Anniversary Sailpast

Regatta, Kitchen Party
and ReceptionBest wishes, Dennis
and Lynda Dove

Margaret Zweck, obituary.

Members Come from Away
signs decorate light pole.The Harbour: our Club's main
asset, and its most overlooked.

CPS – Flarex 2021

Cooking on Board
with Beer

View of the sail fleet taken from the lead boat, as the boats get into formation for the 60th Anniversary Commodore's Sailpast. A dozen boats, both power and sail, headed out onto the water for the September 12 event. Their reward was a beautiful mild afternoon of sunshine, and light but steady winds.

Earlier, members gathered at the flagpole for a short prayer of Thanksgiving given by Base Chaplain Harold Boomhower.

The Sailpast was followed by a special Anniversary Reception on the deck at which members toasted the Club's 60 year history with a glass of sparkling wine.

For more about the weekend's events, see next page.



Commodore Scott Creamer salutes the fleet from the stern of Dwight Koshman's boat Interlude.



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



Regatta, 'Kitchen Party' and 60th Anniversary Reception

THE CLUB MARKED IT'S 60TH ANNIVERSARY IN STYLE BY HOLDING A SPECIAL celebratory weekend on Sept. 11, 12. Besides the scheduled Regatta, events included an East Coast Kitchen Party, Sailpast and Reception in the Clubhouse.

All events were well attended with almost 30 members coming out to both the Party on Saturday evening and the Sailpast, while over 40 attended Sunday's Reception.

The weekend began with the Club Regatta on Saturday morning. Three races of the five scheduled were sailed in ever increasing winds – which suited the sailors just fine – meanwhile the race committee on Polaris turned slowly green. By lunchtime they'd had enough. Calling it quits, Polaris headed for the calm of B-dock. Sadly, everyone was either too busy racing or trying to keep their breakfast down to take pictures, so we have none to show.

Later, with the barbecues lit and the bar open, members were treated to some home-grown evening entertainment in the style of an East Coast Kitchen Party. The performers were Andrew and Sara Hunt on guitar and vocals, respectively, Marty Mathias on guitar, and Brian Coughlan who plays a mean jazz Saxophone.



Members gather at the Flagpole for the Prayer of Thanksgiving delivered by the Rev. Harold Boomhower.
Dona Neves, photo.



Above Marty Mathias and Andrew Hunt on guitar, Brian Coughlan on saxophone and Sara Hunt on vocals.



The Club deck was the scene of two events over this special weekend – an East Coast Kitchen Party on Saturday evening, and the 60th Anniversary Reception on Sunday afternoon. Among the 41 people who came for the reception were former members Marlene and Mike Foster, and honorary members Mary Gower, Bent and Sonja Rasmussen and Jim and Libby Buckle.

Gerard's idea of putting signs on the hydro pole to indicate where members came from was a great success (see story on page 4.)

Many thanks to all who worked so hard to make these events such a great success, we could not have done it without you!



Best Wishes to Dennis & Lynda

A member for almost 20 years, most of them on the Flag and Executive committees, Dennis Dove is moving on.



Dennis back in 2013.



Dennis is awarded the John Gower Memorial Trophy by 2019 Commodore René Forster at the November Trophy Presentation.

Below, Jim Stanley presents the Silver Shackle to Dennis in 2012.



Dennis Dove has a long history with the CFB Trenton Yacht Club. He first joined in 1987 but was posted away after one year.

Back in Trenton for good, Dennis rejoined the Club in September 2004 and immediately took on the position of Fleet Captain Power. Lynda also joined the executive as Bar Officer, a position she held for many years.

In 2011 Dennis became the Club's 50th Commodore and presided over the extensive 50th Anniversary celebrations which took place that summer.

After completing his term as past commodore, Dennis remained on the Flag as Rear Commodore, a challenging position that suited him to a tee, and which he held until September 12 of this year.

A Club member for almost 20 years, Dennis spent most of that time on one committee or another, serving eight years on the Executive and over a decade on the Flag. His service to the Club has earned him awards including the Silver Shackle, and the John Gower Memorial Trophy, inaugurated in 2019 and of which he was only the second recipient.

Dennis and Lynda sold their boat earlier this year. They plan to continue travelling on land, and to spend more time with their family and friends. We wish them all the best in their travels, and hope to see them at many Club events in the future.



Dennis (left) takes the salute as the 50th Commodore during the Club's Anniversary Sailpast in spring 2011.



Above, Dockside 2015: Dennis and Lynda, aka Hawkeye, and Hot Lips of 4077 MASH.



FLETCH'S NAUTICAL QUOTES

"Land was created to provide a place for boats to visit."

Brooks Atkinson

"A sailor is an artist whose medium is the wind."

Webb Chiles

MARGARET ZWECK VON ZWECKENBURG

1932-2021



This picture of Dieter and Margaret Zweck was taken at O'Hara Mills north of Madoc in mid July.

Photo: Elizabeth Zweck.

The Club was saddened to learn recently that long time member Margaret Zweck passed away on Friday September 3 at the age of 89.

Born in Graz, Austria, Margaret married Dietrich "Dieter" Zweck von Zweckenburg sixty years ago in 1951. They joined the Yacht Club in 1969. For many years Margaret was actively involved in both the sailing and social activities.

She is survived by Dieter and their daughters Elizabeth and Claudia. With Margaret's passing, Dieter has now moved to Ottawa to be closer to Claudia and her family.

Due to Covid restrictions, no service is planned at this time.



Taken in the 70s by Bent Rasmussen, these pictures show the same view of Baker Island in Fall after lift out, and in Winter. Note the water flowing between Baker Island and the small island to the east, dating the pictures to before the land spit was constructed. In case you're wondering, the people in the winter scene are cross country skiing. Many thanks to Sonja for these pictures.



Winter activities were big in the 70s. This picture shows members tobogganing on the hill. Naturally, the essential gear included a thermos of fortified hot chocolate to guard against the cold.

MEMBERS 'COME FROM AWAY' SIGNS DECORATE LIGHT POLE OUT FRONT

It was Gerard's doing.

An idea for a 'Totem Pole' mentioned in passing to Dave Flett, part of a phone conversation that touched on at least a dozen other items.

Then Gerard left for Newfoundland.

Four days later he texted: "Hope the names on the pole work."

What names? What pole? What's he taking about?

Another phone call, and all became... well, not clear exactly, but a little less murky.

Wooden signs, 4 inches by 24, pointed at one end, on which members who "Come From Away" would write their name, hometown and distance from the club. These would be fixed to the light pole out front pointing in the direction mentioned.

Neat!

So, off to the hardware store for supplies, and voila! We now have a dozen signs for the 60th Anniversary Reception where it was an instant hit, as you can see.

If you're interested in doing your own sign, please take it up with Gerard!



CFB TRENTON HARBOUR – THE CLUB’S PRIMARY ASSET, AND IT’S MOST OVERLOOKED

OVER THE LAST 60 YEARS, A GREAT DEAL OF TIME AND MONEY HAS GONE into Club infrastructure, from dock and clubhouse upgrades to major projects like the land spit and floating break water. Repairs too could be pricey. In 1991, a large section of seawall had to be re-built at a cost estimated by Central Engineering, of \$50K.

Harbour conditions were never particularly good. Reports from the early 70s complain about murky water and silt build-up around the docks. This was attributed to the causeway having no culverts to allow water to flow through the basin. The Bailey bridge, installed in 1984, improved matters towards the west, but silt continued to accumulate east of D-dock.

Algae was always a problem in the Bay of Quinte. From the fifties on, the water from Trenton to Picton would turn soupy green during the summer months, the result of nutrient run-off, a process known as eutrophication.

That changed in the 90s with the arrival of the zebra mussel, a tiny fresh water mollusk native to the Caspian Sea that would fundamentally alter the entire ecosystem. First identified in Quinte in 1993, zebra mussels gobbled up plankton at such a rate, the water turned clear virtually overnight. Everyone marvelled at the speed of change and assumed it was for the better.

But there was a downside to the clear water. Light previously blocked by green algae could now reach the nutrient-rich bottom silt. Weeds thrived. Invasive species like Curly leaf pondweed and Eurasian milfoil quickly established themselves in the Trenton region, including at the Club.

By 1999, just six years after the arrival of zebra mussels, weeds had become so problematic, the club began treating the water, under permit, with aquatic herbicide. This worked for about ten years with the weeds, if not eradicated, at least under control.

But in 2009, a new invader showed up: bright green with a dense mesh-like structure, carpeting shallow areas first, then moving into deeper water. The following spring it reappeared with a vengeance. By late summer, it was topping eight feet and capable of stopping boats dead in the water, its clingy fibrous structure threatening the safety of anyone who ventured overboard to clear their prop.

First identified as chara, a filamentous type of algae, it is now known to be Starry Stonewort, a related but invasive species. With no chemical treatment available for use in open waters, the club rented a harvester to clear the channel and basins but at considerable effort and expense.

In November 2011 then Safety and Environment officer Manfred Koehlin established the Weed Management Committee which was tasked with researching options and coming up with a workable solution.

It was learned that a Canadian company had been authorized to test copper-based algaecide in open waters like the Bay of Quinte. Phone calls were made, meetings held with Wing officials, and applications submitted to appropriate authorities. By late summer, the Yacht Club had been approved as a test site.

The six-year trial that followed involved close monitoring of water depth, temperature, clarity and algae growth as well as raising daphnia for use during treatment. But, while an effective control, the product did not eradicate Starry Stonewort. Nor could we depend on approval once the research was over.

A long term solution was needed and that meant addressing the cause. The silt build-up was due to sluggish water flow, and poor flow indicated low levels of dissolved oxygen in the water, all conditions that algae loves. Aeration to increase oxygen was the obvious solution.

In 2016, discussions began with a local provider, followed in 2017 (the final year of the algaecide research) by a presentation to the Flag. By 2018, aware that use of algaecide was

no longer an option, the Club voted to install the first aeration system before the end of the boating season.

This time-line turned out to be overly optimistic. DND environmental and financial approvals took seven months to complete, by which time it was mid November. An early cold snap meant the contractor had to break ice to install the first system.

Since then, the Club has installed bubblers at all six docks. It's still early days, but the signs are encouraging. Sonar shots taken since 2019 indicate less silt overall, particularly in the west. While some trouble spots still exist, the amount of Starry Stonewort has noticeably declined since 2018, the worst year on record.

We may have algae on the run, but if we've learned anything over the years, it's that weeds are tenacious. Recently, we've seen an escalation in Curly Pondweed growth. This is a cold water weed that defies treatment by going through its entire growth cycle during the spawning season when herbicide use is not permitted.

This spring, the channel was virtually impenetrable as a result of pondweed encroaching from the north side of the harbour. The Wing is aware of the hazard and a permit is being sought that in future years will allow some control over weeds in that area.

Meanwhile, on the south shore of Baker Island, we have identified the presence of Water Soldier, a highly aggressive weed that is not native anywhere in North America. The only wild populations known to exist are in Ontario – on the Black River, the Trent River, and now also at CFB Trenton.

And so, the cycle continues.



Treating Starry Stonewort in 2013.



Contractor breaks ice around D dock to install the first aeration system in 2018.



These pictures were taken by Scott Brown during the Wednesday night race on August 18. The Diehard series has now run its course. Sadly, there were not enough participants to run the Frostbite series, which means there will be no more Wednesday races, and the bar will no longer be open. Thanks to everyone who enjoyed Wednesday evenings at the Club throughout the summer. We will do it all again next year!

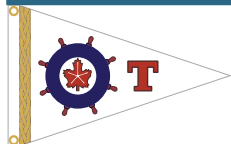
Club email problems?

If you are not receiving emails from the yacht club please contact the Email Coordinator, Simon Arcand at cfbtvc.bulk.email@gmail.com to resolve the problem.

Submerged Object

There is a submerged object just outside the entrance channel, located 80m. SE of the green lateral buoy QY1 (See diagram above). This hard object, which may or may not be a rock, seems to be 1.2 m. below datum (1.8 m. below current water level). Beware! If anybody has any other info about this object, your feedback is appreciated at cfbtvc.bulk.email@gmail.com.





FLAREX 2021

BY CHRISTINE FLETT

ANY BOAT VENTURING MORE THAN ONE KILOMETRE FROM SHORE MUST have marine flares on board. But these expire in four years and have to be replaced. So before you know it, you have a stash of potentially lethal out-dated flares, and no way to dispose of them.

The answer for Quinte area boaters, was to bring their expired flares to the recent Flarex at the CFB Trenton yacht club.

Flarex is a collaboration by CPS Prince Edward County, Bay of Quinte and RCAF Trenton Squadrons, along with 8 Wing and CFB Trenton YC. Thirty people attended the Sept. 18 event.

John Brewster, Commander CPS RCAF Trenton Sqdn, says the purpose of the event is twofold, to dispose of expired flares while also learning how to safely fire them off, something most people never get a chance to do.

"A marine flare is an explosive device so they're not easy to dispose of and it's illegal to fire one off except in an emergency."



Dan Holland demonstrates the firing procedure for Type A flares.



Simon Geller fires handheld flare.
Photo: Dona Neves

There are four types of flare: A-Aerial Parachute Single Star; B-Aerial Multi-star, C-Handheld, and D-Smoke Flares.

Aerial flares can be launched with a gun or handheld; they can be single or multi star with burn times from 5 to 40 seconds. Smoke flares can burn for as long as 3 minutes.

To launch an aerial flare Dan Holland, Commander of CPS Prince Edward County Sqdn. told participants "to hold the flare gun at a 45 degree angle over the water, pointing in the direction of the wind."

A handheld aerial flare should also be pointed into the wind at a 45 degree angle.

"If flare does not fire, you should immediately unload it pointing towards the water, and dropping it in. You don't want a faulty flare on your boat."

The type C handheld flare is intended to pin-point position and is visible only up to a distance of 5 km. It should be followed by a second shot within 15 seconds.

To fire a handheld flare, remove the cap, ignite the striker, point down over the water on the lee side of the boat.

Holland advised participants to "Always watch the wind. You don't want molten stuff on your fibreglass boat. And wear gloves when using handheld flares. They can and do burn."

Smoke Flares emit intense orange smoke for three minutes and are visible up to 8 kms. To discharge, simply pull the release mechanism and toss the can into the water.

Holland recommends having some on board "as regular flares last only a few seconds so Search & Rescue might not see them. If you only have six flares, you will soon use them up. A smoke can lasts much longer."

Safety was top of mind during the event with a first aid station, safety glasses for participants, and pails of water on hand in the event of a misfire – and some did misfire. These were immediately extinguished by dropping them into the water.

A documentary crew was present to record the Flarex proceedings. John Brewster says the resulting video will be forwarded to CPS National, along with statistics, to support the case for the approval of LED marine flares by Transport Canada.

"The US approved LED flares back in 2016, the year of the first Flarex at CFB Trenton. In 2017, an application was made to Transport Canada to approve LED flares in this country. That was four years ago, yet virtually nothing has happened."

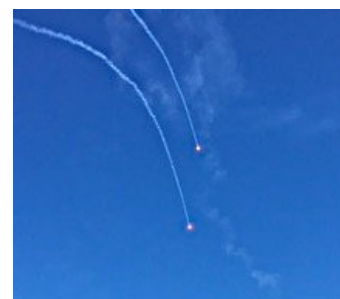
He considers this a safety issue. "Requiring recreational boaters to keep potentially dangerous explosive devices on board makes no sense, when a safe and effective alternative is available. We need LED flares to be approved."

He notes, such approval would not change the need to have incendiary flares, but the required number would be reduced, depending on the type of electronic equipment on board.

"In the US both are required, but far less than in Canada for the incendiary type. If anything, the smoke flare would be preferred as most issues occur during the daytime."

Under current regulations, it's not illegal to carry LED flares provided you also have the requisite number of incendiary flares.

For more information there is a new website specifically for local boaters. Find it at bayofquinteboaters.ca.



Type B Multi-star or single shot flare.



Rick Tinga demonstrates a smoke flare. Dona Neves photo

Cooking with Beer

BY DOROTHY FLETCHER

RECIPE PAGE EDITOR

As we bid summer a fond farewell, we start to look for beverages that are more suitable for the new season. Perhaps you have pushed a few bottles of beer to the back of the fridge and wonder what to do with them. Simple answer – cook with beer.

Beer adds flavour to food and is useful in marinating and braising. Choose a beer that compliments your dish--lighter flavoured beers with delicate dishes, like this soup and stronger flavoured beers with hearty dishes such as chili or stew.

The alcohol in beer mostly dissipates in cooking but if it is a concern, you have the option of using the de-alcoholized beer sold in supermarkets.

Beer also gives baked goods a boost. This bread is quick to put together and a nice accompaniment to a meal. Vary the taste of the bread by trying it with different types of beer. So don't let those bottles of beer be forgotten in the fridge. Put them to work – you can always buy more in time for Oktoberfest.

Beer Bread

3 cups all purpose flour
3 tablespoons sugar
1 tablespoon baking powder
1 teaspoon salt
341 ml beer (any kind)
1 tablespoon butter, melted

Sift dry ingredients together into a bowl. Pour beer into flour mixture and stir until almost completely mixed – do not over mix. Spread batter into an oiled loaf pan and brush melted butter on top. Bake at 350F for about 45 - 60 minutes or until a tester comes out clean.



Cheddar & Ale Soup

2 tablespoons butter
1 medium onion, chopped
1 clove garlic, crushed
3/4 cup chopped carrots
1/2 cup chopped celery
3 tablespoons flour
1 teaspoon dry mustard
341 ml ale (or lager)
2 cups chicken stock
1 cup whipping cream
1 1/2 cups grated old cheddar
(about 125 g)
1 teaspoon Worcestershire sauce
1/4 teaspoon Tabasco sauce
Salt & Pepper to taste



In a heavy pot over medium heat melt butter and saute vegetables until the onion is translucent. Stir in flour and mustard and continue to cook for a minute or so stirring constantly – do not let it brown.

Add ale and chicken stock and simmer partly covered for about 45 minutes or until vegetables are completely tender. Carefully transfer to a blender and liquify working in batches if necessary.

Return the mixture to the pot and add the cream, cheese and sauces. Over low heat, whisk to blend as the cheese melts but do not allow to boil. Add salt and pepper to taste.

Serves 6.