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fore'n aft



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Mother's Day lift-in goes off without a hitch



May 14 was a perfect day for crane operations with light winds, which was just as well as there was a lot to get done. Lift-in started promptly at 0700 hrs and proceeded smoothly from west to east. By 1600, all 70 boats were in the water. There was a short delay when, Mirlande, shown above, began to take on water, but tightening a sea-cock resolved that problem.

Christine Flett, photo.



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

FROM THE ARCHIVES: With current concern on Base that the crane's weight might cause excessive deflection to the bridge, it seemed appropriate to re-run Ron Pennington's infamous April 1 2001 spoof on that very subject. Editor.

SPECIAL BULLETIN

RON PENNINGTON, HISTORIAN.

Hydrographic personnel, while studying satellite photographs of 8 Wing Trenton, have observed that the bridge footings across the causeway to Baker Island and the CFB Trenton Yacht Club, have shifted from their original location.

Base and 8 Wing engineers have taken core-samples from the causeway, and evaluation of these samples reveal that the fill used for the causeway contains large amounts of a mysterious black substance. Further tests show that the black substance is rubber.

The fill used for that end of the causeway was taken from the end of the runways when the old ones were extended to accept modern high-speed and much heavier aircraft. Thousands of touch-and-go landings on the old runways, caused thick layers of the rubber, and it is this substance that is making the footings unstable and unsafe for heavy traffic.

Plans are underway to dig up the footings and replace them with more substantial MOE approved material. The causeway bridge will be closed to ALL traffic for these repairs. This operation will begin on April First. The engineers will provide a temporary bridge for pedestrian traffic ONLY.

The Yacht Club Lift-In scheduled for 28 April, 2001 will proceed on schedule. In order for this to happen, we will need two cranes, so lift-in costs will probably double. One crane will couple a sling to the bridge-span to take the weight, while the other crane crosses the span. Then the other crane will repeat the performance from the island side of the bridge until both cranes are across.

Every piece of equipment and supplies will have to be hand-carried across the temporary pedestrian bridge. Docks on shore will have to be lifted in at the same time. This will be a long expensive day — maybe two days — so leave your quick tempers at home. RP

GERARD vs THE YELLOW JACKETS!!



Only a true **SUPER HERO** would have the chutzpah to tackle a wasps' nest—especially one that's the size of a small car!!

So, donning his **RED CAPE**, Gerard removed this impressive structure from the electrical room, accessible to wasps from under the deck. No wonder folks were getting stung!!



This harbour map shows a significant depth change north of the main channel, roughly opposite B dock. Not a problem when water is plentiful, but members are advised to be aware of the hazard as levels drop in late summer. Placement of the channel markers reflects this information, so please do not interfere with the positioning of the red and green buoys.



Conditions were good for the Belleville-Trenton race, May 27. Spankin' Mad (BQYC) came first. Time 1 skippered by Marty Mathias (CFBTYC) finished in third place.

Storm generates massive dock building effort

These pictures, taken during one of many work parties, illustrate the Herculean effort by members to ready the club for lift in.

A late March storm caused unprecedented damage when strong north winds drove the retreating ice floe directly into the docks. E dock was particularly hard hit with several main sections damaged beyond repair.

Docks and Moorings Officer David Craig, says significant work was required over a six week period to get the Club ready for the season. The list includes:

- Construction of three new main dock sections and five fingers;
- Extensive repairs to other dock sections and gangways;
- Replacement of over 200 drums;
- Repositioning docks back to their correct locations;
- Preparing eleven new anchors.

Members have volunteered an average of 85 hours through the week, and over 200 on Saturdays. Total time required to get the Club back into service is around 2,400 hours. Ed Brake deserves a special mention for the countless hours he spent cutting and welding the metal frames and torsion bars.

Moving the docks back into their correct position involved locating the original anchors, or in some cases replacing them with new ones, then using the barge crane to laboriously winch each section into place. Untangling everything from the aeration lines was an added complication.

Rick Parrish looked after the compressor maintenance and ordered the necessary replacement parts. All aeration systems are now up and running.

Finally, the third breakwater section has had the foam installed and is ready to be put in place at the first opportunity.

Many thanks to everyone who helped put the Club back together. Fair winds to all!



Eric Lawlor on chop saw is assisted by Ulysses, the Club mascot, who stepped out of his usual door-keeping role to offer some moral support.

Dona Neves, photo.



Dona Neves, photo.



Dave Flett, photo.



Dave Flett, photo.

Long distance view of Gerard on top of the barge crane. No, he is not planning to jump off, he is just replacing the chain.

MARY ANNE STEWART (NÉE CARMICHAEL)

AUGUST 24, 1949 - APRIL 28, 2023

The Club was saddened to learn of the death of long time member Mary Anne Stewart who passed away peacefully on April 28, 2023, at the age of 73.

Mary Anne grew up in a large family dominated by brothers, so she learned early how to stand up for herself. Generous by nature, Mary Anne could never turn her back on those in need. In her early years she was a "Candy Striper" at Belleville General Hospital. Later, she donated her time to the Gleaners Food Bank, the E. J. McQuigge Lodge Nursing Home, and other local charitable organizations including many years as president of the Telephone Pioneers.

Described by her many friends as a good natured, outgoing and happy person, Mary Anne was an enthusiastic and energetic supporter of Club activities. Always quick to volunteer when needed, she served on the Executive for many years as Entertainment Coordinator, and continued to help long after stepping down from that role. To call her the life and soul of events like Dockside and the Past Commodore's Ball is no exaggeration.



Mary Anne and John Stewart at a recent Past Commodore's Ball.

Mary Anne loved to be out on the water, and was keen to participate in Club cruises whenever she could. The annual trip to Waupoos for the Shirley Homer weekend was a big favourite. For members, the long trip to Waupoos marina was rewarded by a standing invitation from Mary Anne to get together for snacks once all the boats had docked. This is how memories are made.

As the Club begins another season, it's hard to imagine any social calendar without Mary Anne at its core. Our thoughts are with John, her husband of 40 years, and their large extended family including Maggie her beloved West Highland Terrier. Mary Anne will be sorely missed by all her friends at the Club.

Many thanks to Sarah Stewart for making these pictures of Mary Anne available for use by the Fore'n Aft.



The Murray Canal, its history, politics and both its openings

BY CHRISTINE FLETT

The picture opposite, submitted by Ken Mugford, shows a promotional poster for the preliminary opening of the Murray Canal which took place on October 6, 1886.

Referred to as a "demonstration," the event was really a political ploy to promote the waterway which at that time was still under construction, overdue, and rapidly losing public support.

Headlining the event was no less a person than Prime Minister Sir John A. Macdonald. He was accompanied by three cabinet Ministers including Belleville's own Mackenzie Bowell.

Having arrived at Brighton the previous day, the group embarked by steamer through the canal to Twelve O'Clock Point near Trenton, arriving shortly before noon in time for lunch, or dinner as it was known in those days.

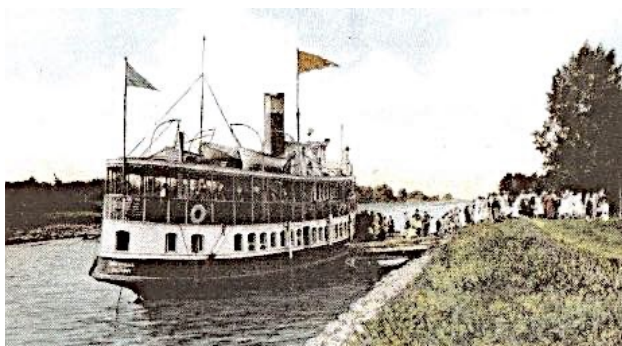
Special excursions to Twelve O'Clock Point by both boat and rail from Cobourg, Kingston and points in between, were laid on for the event. The return trip from Trenton was a hefty 15cents!!

A cantilever platform was erected over the water at Twelve O'Clock Point on which dignitaries assembled for speeches, but halfway through, the bank collapsed pitching the deck into the water. Emerging wet but unruffled, Macdonald did not miss a beat.

"I've been in worse holes than that," the PM told the gathered crowd. "This indicates to you folks the strength of the liberal platform. It takes more than a Grit to keep me down!"

Three years later on April 14, 1889, when the newly constructed waterway opened to marine traffic, Sir John A. returned to Twelve O'Clock Point for another go at the opening ceremony which, on this occasion, went off without mishap.

Continued on next page.



Steamer at Twelve O'Clock Point Resort c. 1900.

MURRAY CANAL Demonstration!

The preliminary opening of the Murray Canal will be celebrated

On WEDNESDAY, Oct. 6th, '86

At Twelve O'Clock Point, near Trenton,

by a grand Demonstration, at which

SIR JOHN A. MACDONALD

AND HON. MESSES.

WHITE, FOSTER & BOWELL

WILL BE PRESENT.

Hon. Sir John A. Macdonald and the Ministers will arrive at Brighton on Tuesday evening, and on Wednesday morning will take steamer at Brighton wharf and proceed to Twelve O'Clock Point, where they will arrive shortly before noon, when dinner will be served, after which ADDRESSES will be given.

Ample arrangements will be made to provide dinner for all who desire it.

EXCURSIONISTS

Both by BOAT and RAIL will be landed at the Point. The Grand Trunk Railway will issue Return Tickets from Cobourg and Kingston (and all intermediate stations) to Trenton at one fare. The Central Ontario Railway will issue Return Tickets to Twelve O'Clock Point at the following

RATES:

Pictou, Bloomfield and Hallowell,.....	50c	Eldorado, Malone and Marmora,.....	75c
Wellington, Four Corners and Hillier, 40c		C. P. R. Jct., Springbrook, Rawdon, 50c	
Consecon,.....	30c	M. R. Jct., Chisholm's,.....	40c
Coe Hill, Rathbun and Gilmour,.....	1 25	Frankford,.....	25c
Millbridge and Bannockburn,.....	1 00	Trenton,.....	15c

Special Trains

(Both North and South), will be run on the Central Ontario Railway at the conclusion of the Speeches, taking Excursionists home at an early hour. The Rathbun Company will run a number of STEAMERS at the following rates for return tickets:

Bath, Prynier's, Adolphustown, Pictou, Deseronto and Napanee,.....	50 cents.
Cronk's and Northport,.....	35 cents.
All other points,.....	25 cents.

Arrangements are also being made with the C. P. Railway and Grand Junction Railway, of which full particulars will be given in a few days on enquiry at the offices of the Companies.

G. W. OSTROM, Chairman Executive Committee.
D. R. MURPHY, Chairman Managing Committee.
W. B. NORTHROP, Secretary.
J. W. JOHNSON, Treasurer.

Belleville, Sept. 27th, 1886.

(TRENTON ADVOCATE JOB PRINT.)

Continued from previous page.

The Murray Canal was a long time coming – over 80 years in fact. In the 1790s, land for a canal was set aside along an ancient route to Weller's Bay known as "the carrying place." Boats would be unloaded at one end and portaged over land rather than risk the treacherous shoals around Prince Edward County.

During the War of 1812 this route became a vital secure supply line for the British, underscoring the need for a canal to provide a safe shipping route for those travelling the north shore of Lake Ontario from Kingston to Niagara. But priorities changed after the war. With the American threat removed or at least diminished, the Welland and Rideau Canals were seen as strategically more important. Both were completed by 1832.

The Murray, on the other hand, became mired in political dispute about its commercial prospects and precise location. No less than six surveys were undertaken between 1824 and 1881 to determine whether the canal should terminate at Weller's Bay or take the longer but more geologically stable route to Brighton. Ultimately, it was the threat of expensive annual dredging due to silt accumulation in Weller's Bay, that tipped the scales in favour of a Brighton terminus.

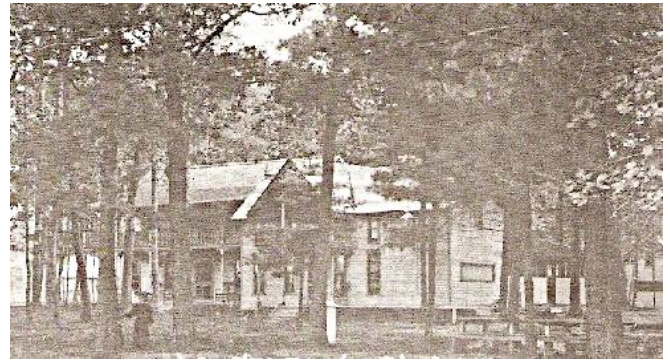
Meanwhile, as steam power replaced sailing ships, and better roads and railways criss-crossed the land making travel both easier and much faster, the need for a safe water route to Lake Ontario was no longer the political hot potato it had been in the early part of the century.

But as one concern waned, another rose to take its place. Industry across Quinte was developing rapidly making the area one of the fastest growing in Upper Canada at that time. Industrialists demanded a more efficient way to transport their lumber, iron ore, cement and grain to market. Responding to the demand, local politicians like James Biggar and Joseph Keeler of Northumberland, and Belleville's Mackenzie Bowell, continued to lobby hard to get a canal to Lake Ontario built. And in 1882 they got their way.

Work on the Murray Canal began in August but progress was slow due to instability of the banks. Not until April 1889, at a cost of \$1,272,470 (\$32.6 million in today's money) did the 8.5 km. waterway open to commercial traffic – compare that to the 200 km. 47 lock Rideau built between 1826 and 1832.

But, at just 11 ft. depth, the Murray was too shallow for the commercial ships of the 20th century. Used mainly by local barge traffic, its use declined sharply after the Seaway opened in 1959 only to pick up again in the 70s with the rise of recreational boating.

Today, the Murray Canal is not only considered an essential part of the Trent-Severn waterway, it is the gateway through the Bay of Quinte to the Thousand Islands and beyond.



The resort lodge or hotel at Twelve O'Clock Point.



Sunday School picnic at Twelve O'Clock Point Resort, c. 1908.
Below, boaters at the dock, also c. 1908.



How did Twelve O'Clock Point get its name?

In the early 1800's, a stagecoach left Picton every day at 0800 hours. It reached the eastern end of "the carrying place" at noon where the horses were changed, allowing passengers a brief rest. That stop became known as the Twelve O'Clock Point.

By the 1900's, naturally scenic Twelve O'Clock Point had become a summer resort boasting a hotel, dance pavilion, cottages and campground. Attractions included pony rides, bicycle track, rowboats and merry-go-round. That, combined with twice daily sailings from Trenton made it a popular destination for church picnics and other outings. There was even a moonlight excursion to Twelve O'Clock Point on the Steamer Varuna so that passengers could dance at its famous pavilion.

More Twelve O'Clock Point lore in a future issue.

Restoring the Old Anchor

PHOTOS BY BOB FORGUES

You may have noticed that the old anchor that sits outside the clubhouse door, is lacking an essential part. After decades in the water, followed by 50 years out in the weather, the anchor shaft has deteriorated to the point it must be replaced.

Two members, Eric Lawlor and Bob Forgues, have taken on this task which, Bob says, is "a bigger project than it appears since the wooden stock is eight feet long, heavy, and has to be shaped to fit both the anchor shank and the iron rings that hold the two halves together."

A 12 inch diameter hardwood log found on Eric's property was chosen for the new shaft. Eric has a portable sawmill on his property, as well as an expert operator available to mill some lumber.

"We took advantage of this fellow to start the process," says Bob, adding, "Back in the day this would have been done by hand with lots of yelling and whipping!"

The pictures opposite show the progress so far.

The anchor has stood outside the Clubhouse since being pulled from Lake Ontario in September 1972 by John Gower and the CFB Trenton Scuba Diving club known as *The Flying Frogmen*. The team set out in John's houseboat to retrieve the anchor from the spot where it had been located near Nicolson Island.

After reaching the north side of Nicholson at around 0900 hrs. they proceeded to float the anchor to the surface with two 45 gallon steel drums and an inner tube. In John's words, "It came up right in front of the houseboat astonishing everyone by its size. Had it come up under the boat it could have caused serious damage."

With the anchor secured, the team started for home arriving at the mouth of the Murray Canal around 1500 hrs. Realizing they would not make it through the canal before its 1700 hrs. closing time, they ditched the anchor in a swampy area north of the Canal entrance, and headed home.

Next day, John went alone to retrieve the anchor, entertaining himself through the Canal by listening to the Canada vs Russia Hockey Game. Years later, he could still recall the exact moment that "Henderson scored that famous goal" while he was heading west through the Murray Canal.

After retrieving the anchor, he headed back through the Canal to CFB Trenton, but on reaching the Club, the anchor grounded itself about 100 feet from the sea wall. As the following weekend was the club lift-out, he was able to have the crane drag and lift the anchor out of the water.

After some preservation to the wood which was done by the Flying Frogmen, the anchor was put on display, first at the Community Centre which was then being used by the Yacht Club. However, since about 1980 when the Club moved back into its original building by the water, it has been displayed in its present location outside the Clubhouse door.

The Fore'n Aft will have more about the anchor restoration as the project proceeds.



Pizza on the Barbecue — Yum!!

BY CHRISTINE FLETT

I don't know about you, but I love doing Pizza on the barbecue. Grilling gives pizza a charred flavour and crispy crust you just won't get in an oven. Whether you're cooking a pre-made pizza or making one from scratch, once you know how to grill pizza, you won't want to make it any other way.

So, what temperature should you use to grill pizza? This depends on whether you will be using a Pizza stone or cooking the pizza indirectly on the grill itself. When using a pizza stone, you want to keep the temperature of the grill between 450-475 degrees. Close the grill lid and cook the pizza for about ten to twelve minutes or until the crust is browned. After the first five minutes, use grilling tongs to rotate the pizza one-half turn (180 degrees) on the stone to help it cook more evenly.

If grilling indirectly (turning off one burner and cooking on the other side) the grill temperature should be around 375-400 degrees. You don't want the heat too high because that can cause the bottom of the pizza crust to overcook and burn, and no one likes burnt pizza.

As to what kind of barbecue to use, gas is better than charcoal. You need a high, even temperature and a sealed environment to cook pizza properly. A charcoal grill isn't sealed so heat escapes which will affect the cooking.

So now, some ideas for making pizza. If you are a baker, go ahead and make your own crust. Alternatively, you can buy pre-made pizza dough (available in the frozen aisle), OR you can use ready-made pizza crusts, Naan bread or even Tortillas as a base.



Pizza Dough:

- 1 cup warm water (45 degrees C)
- 1 (.25 ounce) package active dry yeast
- 1 pinch white sugar
- 3 ½ cups all-purpose flour
- 1 tablespoon olive oil
- 2 teaspoons kosher salt
- 2 cloves garlic, minced
- 1 tablespoon chopped fresh basil

Garlic Oil:

- ½ cup olive oil
- 1 teaspoon minced garlic

Toppings:

- ¼ cup tomato sauce, divided
- 1 cup chopped tomatoes, divided
- ¼ cup sliced black olives, divided
- ¼ cup roasted red peppers, drained, chopped and divided
- 2 cups shredded mozzarella cheese, divided
- 4 tablespoons chopped fresh basil, divided
- Other choices include pepperoni, mushroom, onions, bacon etc.

Gather all ingredients. Make dough: Pour warm water into a large bowl; dissolve yeast and sugar in warm water. Let stand until yeast softens and begins to form a creamy foam, about 5 to 10 minutes.



Mix in flour, 1 tablespoon olive oil, and salt until dough pulls away from the sides of the bowl. Turn onto a lightly floured surface. Knead until smooth, about 8 minutes. Place dough in a well-oiled bowl and cover with a damp cloth.

Set aside to rise until doubled, about 1 hour. Punch down; knead in garlic and basil. Set aside to rise for 1 more hour, or until doubled again.

Meanwhile, make garlic oil: Combine 1/2 cup olive oil with minced garlic in a microwave-safe cup or bowl. Heat for 30 seconds in the microwave.

Preheat an outdoor grill for high heat; brush grate with garlic oil.

Make pizzas: Punch down dough and divide in half. Form each half into an oblong shape 3/8 to 1/2 inch thick. Carefully place one piece of dough on the hot grill. Dough will begin to puff almost immediately.

When the bottom crust has lightly browned, turn dough over using two spatulas.

Working quickly, brush garlic oil over crust. Top with 1/2 of each of the following: tomato sauce, chopped tomatoes, olives, red peppers, cheese, and basil. Close lid and cook until cheese melts. Remove from grill and set aside to cool for a few minutes.

Repeat with second piece of dough.