



fore'n aft

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COMMODORE'S BALL



Mark Bowering with his wife, Charlene Piper and Judy Martin.



Scott Brown and Mary Beth with John Stewart.



Hey Dona, you're having WAY too much fun!!

For more pics, see back page.

Member's vision saved an historic hops barn



To most people, it was just an old hops barn on a run down site by the CN tracks in Brighton. But to Club member Dennis "Fletch" Fletcher, it represented an important piece of the town's agricultural past which was in danger of being lost.

Built back in 1880, the barn was the last remaining part of the Memory Junction Museum where it was used to house railway and agricultural artifacts. The museum closed in 2017 following the death of proprietor Ralph Bangay. With the imminent sale of the property, the historic but dilapidated 144 year old barn seemed doomed.

But Fletch had an idea – why not move the barn? It could be dismantled, moved to a new location, then re-assembled. The idea grew legs so Fletch set to work securing a new location in nearby Codrington. Sadly, the 2020 pandemic and his own deteriorating health prevented Fletch from completing the project. He died in 2023.

One year later, in the summer of 2024, work to dismantle the barn got underway. At the same time, a new site was prepared on the playing fields in Codrington where the barn would be re-assembled. The project was completed in May 2025 with keys to the structure formally handed over to the municipality on June 4th.

The barn is to be used for public events and activities such as farmers' markets, educational programs, and arts and recreation, but the project would never have been possible without the vision and work of Fletch.

Attention YC Members!

Spring is just around the corner — and that means dock building in readiness for the new season.

The first spring work party is scheduled for Saturday March 14.

It's unlikely the ice will be gone by then, but with any luck the snow will have melted enough to allow some work to proceed.

See you on the 14th!

Authorities hedge their bets on spring flooding

Last Fall, drought was a major concern throughout Quinte. But this spring could see the opposite problem – too much water in the rivers and streams, as five months of accumulated snowpack and ice starts to melt.

Conservation Authorities throughout Eastern Ontario are keeping a weather eye on current and projected precipitation forecasts for spring, since this has a direct bearing on thaw conditions. Two things are raising concerns – the higher than normal amount of water in this year's snowpack, and high levels of ice-cover across the watershed – both of which could increase flood risks once a thaw begins.

Flood risk is predicted using rainfall, temperature, snow cover and ground conditions. River and stream flows are also factored into the calculation. According to Authorities, spring is expected to be wetter than normal, which could lead to flooding. But it's also likely the snowmelt will be late and if so it will be fast, causing ice jams on rivers and even more flooding.

On the other hand, should daytime highs remain above zero with freezing temperatures overnight and little rain, Authorities believe major flooding this spring would be unlikely.

So, fingers crossed for dry weather with mild days and cool nights! 🙏

Pre internet chat room using
An old version of windows...



Thanks to Ann Baillie for sending this great historical picture!

How does winter 2026 stack up against those of past years?

BY CHRISTINE FLETT

Spring is officially still a few weeks away but if you're like me, it can't come soon enough.

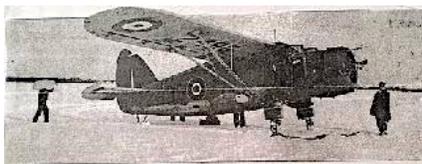
This winter has been a doozie! It began way too soon, Nov. 9 to be precise, when an early storm dumped 9.8 cm of snow on Quinte's still unfrozen ground, breaking the previous Nov. 9 1976 record of 1.8 cm. The heavy snow caused dangerous driving conditions and resulted in multiple pile-ups on the 401.

But that was only the start. Since then, winter storms have continued with irritating regularity. On Jan. 25-26, a so-called "Polar Vortex" storm dumped a record 56 cm on Belleville, the most for that date since 1973.

Looking back at past winter storms, that of Christmas 2022 is particularly memorable. Beginning Dec. 23 and lasting three days, this massive "Bomb Cyclone" brought freezing rain, heavy snow, 109 km winds and whiteout conditions to the entire Quinte area. Snow on top of ice quickly rendered roads unusable, forcing folks to stay put from noon on the day before Christmas Eve to late Boxing Day, ruining the holidays for many. Amazingly, Santa was still able to make all *his* deliveries.

The worst blizzard in living memory to hit Quinte occurred in Dec. 1947 and lasted over four days. The storm roared in without warning and dumped massive amounts of snow over the area. Prince Edward County was cut off for five days. Deep snowdrifts buried homes, cars, even telephone poles. Folks had to carve tunnels through drifts just to get to the outhouse!

With local services overwhelmed, army units had to be called in to help reopen the roads. Remote communities like Waupoos, were cut off for weeks. Food parcels, fuel and animal feed and other essential supplies had to be dropped by planes from RCAF Trenton.



Loading aircraft on skies to supply Waupoos following epic 1947 blizzard



Massive snow drifts engulfed telephone poles in the County.



Blizzard of '77 buried Buffalo NY under 30-40 ft. of snow. Toronto sent its snow-melting plows to help.



Crumpled hydro pylons in Quebec after the catastrophic 1998 Ice storm.

Almost 80 years later, County old timers still talk about the "Great Blizzard of '47."

In January 1977 a powerful high pressure system drove Arctic winds south over Lakes Erie and Ontario, unleashing vast amounts of snow on S. Ontario and N. New York State. Overnight snow on Jan. 28 was cleared early so many people, thinking the storm was over, went about their business as usual.

The real blizzard hit mid afternoon. Blinding snow, whipped by fierce 100 kph winds rendered roads impassable in minutes. People were trapped in their cars or marooned at work. Students were stranded at school, many overnight, until help could get through.

Even in urban areas, digging out took up to three weeks. But in the County, plows proved useless against the tightly-packed drifts. Once again vital supplies had to be air-dropped into remote areas. It took the powerful snowblowers from CFB Trenton to carve out the paths needed to open the roads and resupply the stores.

One year later, on Jan. 26, 1978, the Quinte area was hit by another powerful blizzard, this time the result of Arctic air merging with a moisture-laden low pressure system from the Gulf of Mexico. The storm began as rain, but quickly changed to snow. Fierce winds led to white-out conditions which lasted all night. This storm produced some of the lowest pressure readings ever recorded, other than during a hurricane.

We can't leave this topic without mentioning the epic ice storm of January 1998. Quinte saw mostly rain so was less impacted than areas to the east including Ottawa and Kingston. In Quebec, ice

accretion collapsed 3,000 km of transmission lines and 900 steel towers, cutting off power to 3.5 million, half the population. To this day, the '98 Ice Storm remains one of the largest natural disasters in Canadian history.



"To live in hearts we leave behind is not to die"

Hallowed Ground by Thomas Campbell.

LYNDA ANN (née HARVEY) DOVE

JUNE 8, 1954 – DECEMBER 10, 2025

Club members were sad to learn that a former member, Lynda Dove had died. Lynda passed away on December 10, 2025 following a courageous battle with dementia and cancer.

Born to an RCAF family, Lynda described herself as a "Military Brat" who grew up all over the place. Her last childhood home was in Owen Sound Ontario, which is where she met and married Dennis, her husband of 52 years.

A member since 2004, Lynda served several years as Bar Officer. She was a lively and enthusiastic participant in all Club events, whether it be a Wednesday night barbecue, dockside party or the annual Commodore's Ball. In 2011, during Dennis's term as Commodore, the Club marked its 50th anniversary with a series of special celebrations. Lynda, who always loved a party, worked hard to help make the festivities a success.

Dennis and Lynda kept their boat at D dock, one of the busiest in those days especially at weekends. Lynda revelled in the social life of that time and treasured the many friendships she made. Later, in her illness, she would reminisce about those years, vividly recounting conversations and events, bravely defying the dementia that wished to erase her memory of them.

Lynda loved life and she lived it well. She had a quick humour, and a million dollar smile. Fun was her default, she was always ready to share a laugh – and a glass of wine – with her dock mates. But she was also tough, she knew her own mind, so it's no surprise to learn that she faced her illness with characteristic courage and resilience.

The family have requested that, in her memory, you should skip the flowers in favour of three things that Lynda loved — add a shot of Baileys to your coffee, indulge in dessert, and take a moment to watch the sunset.

Fair winds, Lynda. You will be missed by everyone who knew you.



Dennis and Lynda dressed as Hawkeye and Hot Lips of 4077 MASH.



Charley's Angels, Lynda is on the right.



Presentation of 2025 Racing Trophies



Trophies for the 2025 sail races were presented by Mark Bowering at the Commodore's Ball. The remaining awards will be given out at a later time. Here are the results of last year's races, and some pictures from the presentation.



Marty Mathias won both the Greenleaf (above) and the Diehard (below) racing series.

		1st	2nd	3rd
Greenleaf	Best overall average in series			
White Sail	Greenleaf	Marty Mathias	Dale Harron	Mark Bowering
Flying sail	Daffodil	Brian Keizer	Carol Bailey	
Diehard	Best overall average in series			
White Sail	Baby Seal	Marty Mathias	Brian Coughlan	Dale Harron
Flying sail	Ye Olde Seal	Brian Keizer	Carol Bailey	Perry Petrie
Harvest	Best overall average in series			
White Sail	Bittersweet	Mark Bowering	Dale Harron	Brian Coughlan
Flying sail	Allegro	Brian Keizer	Carol Bailey	Perry Petrie
Frostbite	Frostbite	Erik Rasmussen	Dale Harron	Marina Kennedy
Club Regatta	Winning Skipper			
White Sail	Vice Commodore	Not run		
Flying sail	KIWI	Not run		
Once Around the Bay	Stagger start race			
White Sail	Once Around the Bay	Erik Rasmussen	Marty Mathias	Dale Harron
Single-Handed	Single-Hand	Not run		
Most improved gentleman sailor	Take Five	Jeremy Water		
Sail	Dedication to club racing			
	S.A.I.L.	Dale Harron		
Sailors Bowl	Skipper most regular or regatta club races.			
	Sailors Bowl	Dale Harron	Brian Keizer	Marty Mathias



Mark Bowering came first overall in the Harvest Series, which meant that, as the Commodore, he had to present the Bittersweet Trophy to himself, hence the laughter. Fortunately, Dwight Koshman, who crewed for Mark in the series and greatly improved his performance, stepped in to do the honours. Dwight also identified that the wrong handicap was being used to calculate the results.





Simon Arcand was the proud owner of Zigzag (left) until a move to Montreal forced him to sell. (He still weeps every night for that boat.) In need of an on-water fix, last December Simon flew to the Caribbean for a week of sailing on, of all things, a CATAMARAN!! Simon, your friends with *real* sailboats send you their sympathies!

Sailing in Martinique

BY SIMON ARCAND

Of the many sailboat charter companies I've dealt with, this was by far the best. Our 40-foot catamaran was in excellent condition, and the company staff was very professional.

We chartered the boat in Martinique for one week for four—my wife Ann, her brother Bob, his girlfriend, and myself. We'd sailed together many times but this was our first experience on a catamaran—Bob wanted to try one.

Our flight from Montreal was direct. We landed around 1 p.m. which allowed us to check in, board the boat, and do provisioning at a nearby supermarket, all on the same day.

Next morning, we motored out around 10 a.m. As soon as we hoisted the sails outside Le Marin marina, we couldn't miss the sight of Le Diamant rock. Although it lies about 10 miles away, it's hard to resist getting closer to admire this impressive 200-meter-high rock.

Resisting the temptation, we sailed south toward Saint Lucia. I wanted to get a feel for the breeze and the Atlantic swell funnelling through the gap between the two islands. I was surprised that, with the wind on the beam, the waves made the catamaran roll—but not nearly as much as I had expected. After that, we turned back toward Martinique.

Over the next few days, we sailed past Le Diamant and crossed the shipping channel linking Fort-de-France to the open ocean. We then continued north toward Saint-Pierre. Today it's a small town, much reduced from the thriving city it was before being destroyed in 1902 by the eruption of Mountagne Pelée. This was the furthest north we traveled, so we spent the remaining days of our charter sailing back toward the marina. We spent the final night in a busy bay and motored back to the marina on our last day.

Overall, we experienced very pleasant weather throughout the trip. This part of the Windward Islands enjoys steady 15–20 kn. winds from west-northwest. Some days brought frequent rain showers, but they usually lasted only two to five minutes. This gave us some magnificent rainbows all week long.

My impression of catamarans is that they hardly heel at all. This makes for a much more comfortable ride and eliminates the need to lock drawers and cabinets. Compared to a monohull, the cabins may be only slightly wider, but the real advantage lies in the spacious saloon, kitchen, and dining area. Even better, this space is on the same level as the outdoor dining area—no need to climb up and down a narrow, steep companionway.

However, on a close-hauled or close-reach course, catamarans don't sail as well, and the engine often does much of the work. While the roll and pitch are more limited than on a monohull, they can be quicker and sharper. On one long passage on a broad reach, some aboard became seasick. As the saying goes, a monohull is for the skipper and crew—a catamaran is for the skipper and passengers. This was definitely a great adventure. I would charter a sailboat again, whether it be a monohull or a catamaran would depend on who comes along.



Le Diamant Rock near Le Marin, Martinique.



Le Diamant is shown on the far left.



Maureen and Joerg Glaus.



Maureen enjoys a glass of wine with Margaret Tanner.

*"In the end, it's not the years in your life that count,
But the life in your years." Abraham Lincoln.*

PATRICIA MAUREEN "MOE" GLAUS

JANUARY 31, 1949 - JANUARY 12, 2026

The Club was saddened to learn about the death of a former member, Maureen Glaus, or Moe, as she was known to friends. Moe passed away on January 12, 2026 following a lengthy illness, with Joerg, her husband of nearly 57 years, by her side.

Moe was born and raised in British Columbia. She met her husband Joerg Glaus while working at a hotel in Rogers Pass. Married life to a military officer involved many moves including two postings to Germany. Moe spoke fondly of her travels and treasured the friends she made both overseas and in Canada.

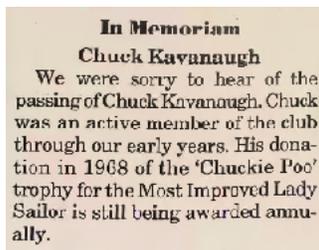
Moe and Joerg retired to Brighton and became members of the Yacht Club for many years. They kept their power boat *Nanalo* at D dock and participated in all Club activities, making many lasting friendships.

Moe kept herself busy with such things as crafting, sewing, making jewellery and home decor. She was especially fond of cats, enjoyed reading, having coffee with friends and social gatherings. Moe will be remembered for the stories she told, her sense of humour, and for her enthusiastic and infectious laugh!

Our thoughts go out to Joerg at this difficult time.

From the archives: recalling two early Club members

Club Historian, Julie Hinton, came across these undated "In Memoriam" clippings while going through files belonging to her late Father, Goldie Hinton. Goldie was one of the Club's founding members back in 1961. He is credited for his help in arranging the initial meeting between two hitherto rival groups on Base – the power boaters and the sail boaters. It was during that meeting, the two groups voted to come together and form the CFB Trenton Yacht Club.

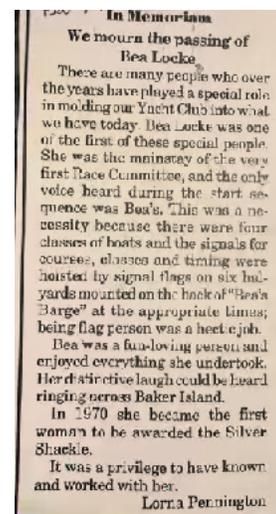


Some of our senior members may recall Chuck Kavanaugh and Bea Locke, both of whom joined the Club in its fledgling years and donated significant time and effort to its long term success.

Bea Locke was the mainstay of the very first Race Committee and the only voice heard during the start sequence. In 1970, she broke a glass ceiling of sorts by becoming the first woman to be awarded the prestigious Silver Shackle.

Chuck Kavanaugh was another active member in the early years. His name lives on in perpetuity thanks to the trophy he donated – the "Chuckie Poo" – an award given annually for the Most Improved Lady Sailor. Some 35 years later, this trophy is still awarded on a regular basis.

Lorna Pennington was herself a valued early member. She and her husband Ron acted as Club Historians from the '70s until the 50th Anniversary in 2011. They always understood the importance of documenting events and stories before they were lost to time, thus ensuring that members like Bea and Chuck who worked hard to make the Club what it is today, would not be forgotten.



Pictures from the Commodore's Ball



DONA NEVES, PHOTOS.