



fore' n aft



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Mike Simic, photo.

What goes around comes around...

BACK IN 1931, WHEN RCAF STN. TRENTON BEGAN OPERATIONS, it was not as an aerodrome, but as a sea plane base flying British Swordfish and other amphibious aircraft. These were moored in the harbour

What remains of the sea-plane anchorage is marked by the fixed red buoy that forms part of our channel. It was a sizeable anchorage, so don't get too close to that marker!

The Marine Section itself was located on the north side beyond the ramp, which in those days was fitted with tracks. When maintenance was due, the planes were towed onto cradles with train-type wheels and winched up the ramp into the hangar.

So, it seems fitting to welcome new members to the Club who are bringing with them not a 25 ft. boat, but a sea plane. It looks pretty comfortable at the visitor's dock.



Brad Power cuts lumber to make winter covers for the compressors. These will keep out rain or snow, and help prevent moisture damage over the cold months.



A blue heron on the Club road, no doubt considering where to find the best fishing spot. Julie Hinton, photo.

Wednesday afternoon COFFEE CLUB starting up soon

WINTER MAY BE JUST AROUND THE CORNER, but the yacht club doesn't stop just because the weather turns cold. Indoor events continue year round.

One of these is the COFFEE CLUB. Members get together every Wednesday afternoon at 1300 hrs over the winter for coffee and a chat. Folks show up with cups of Tim Horton's, some also bring a few pastries and cookies. For those who prefer to brew a fresh cup, the Club has a coffee machine.

Bob Forgues says after a few emails, the group decided on Wednesday November 18th for the first gathering. Apart from a break over the Christmas/New Year period, the coffee club will continue until March.

This is a good informal opportunity to socialize, check on our boats and tell innumerable tall tales! So mark your calendar for November 18 at 1300 hours (1.00 pm for you civvies) at the Clubhouse.

Perfect day for haul out

After a blustery afternoon for the crane set up, the conditions for the October 6 lift-out could not have been more perfect. Boats were already lined up on dock as the sun rose, allowing for a speedy start to the day. Lunch featured a delicious beef-steak stew. The process continued to go smoothly and the whole operation finished earlier than expected. 51 boats were lifted out of the water by end of day. As always, thanks to everyone who helped.



Waiting for customers in the lunch tent are Karen Mathias and Rebecca Reyenga. CF photo.



Julie Hinton photo.





With idyllic weather this September, many members waited until the final week before stepping their mast. Above, a team helps remove the mast on Scotch 'n Water. They are Dave Flett, Dwight Koshman, Eric Lawlor, Mike Simic, Pete Franklyn and Mike Collins.



This multi-hull sailboat features a horizontal folding system that allows it to fold for easy trailering. See it opposite E dock. Very cool!!



Maneuvering the mast of Silverado onto the trolley are Dwight Koshman, Brian Coughlan, Mark Bowering, Pete Franklyn and Jeremy Waller.

Efforts to restart the iconic Wolfe Island-Cape Vincent ferry

BY CHRISTINE FLETT

Two years after the only international ferry across the St. Lawrence river ceased operations, residents on both sides of the border are hopeful the service can be reinstated.

Since 1802, residents of Wolfe Island have operated a seasonal ferry across the stretch of water that separates that community from Cape Vincent NY.

In 1861, the ferry was bought by the Horne family who have operated the service continuously for five generations.

Separated by one mile of water, the two communities have always felt close, even maintaining a winter ice road across the frozen river. Residents joke that if one throws a party, the other will phone up to complain about the noise!

The connection was abruptly severed in September 2024, when Captain and ferry owner George Horne suddenly died. With brother Bruce already retired, there was no one to take over the business. The family decided it was time to sell.

The COVID-19 pandemic, which closed the border for extended periods in 2020-21 seasons, placing a financial strain on all tourist-related businesses may have contributed to the family's decision.

For Cape Vincent, a community of 700, the ferry is important. In June 2025, nine months after Horne's death, Mayor Jerry Golden admitted the closure was having a financial impact on the village. "Tourism and the amount of people we see in our community is down quite a bit."

He confirmed ongoing talks with the Horne family to acquire the Cape Vincent dock, but said the village could not take on the operation of the ferry itself.



The MV William Darrell, a 10 car ferryboat crosses a one mile stretch of the St. Lawrence river between Wolfe Island, ON and Cape Vincent, NY.



File picture of the Canadian customs facility at Alexandria Point on Wolfe Island.

Enter 98 year-old multimillionaire and philanthropist Dick MacSherry. Rescued from the river in 1928 when he was nine by a young man who died in the process, he has spent his life trying to repay his good fortune.

"I have fond memories of crossing on the ferry...I wanted to do what I could to support issues that I believe in, including this one."

His first step was to donate the \$250K US needed to buy the Cape Vincent dock from the Horne family. He would have bought the Wolfe Island dock, but the Township of Frontenac Islands beat him to it, purchasing the property for \$325K CAD in December of last year.

After several trips to Wolfe Island for discussions with Bruce Horne, MacSherry announced on October 6, 2026 that the two would partner in a Canadian-registered non-profit – the Wolfe Vincent Holding Company.

MacSherry also bought 10-car MV William Darrell from the Horne Family for \$300K CAD. The boat will retain Canadian registration.

While a name for the new service has not been announced, he insists it will not be known as MacSherry's Ferries. "This is not an investment, this is a gift," he says.

One obstacle remains before the ferry can resume operations. The customs facility at the crossing on Wolfe Island needs updates in excess of \$1 million to meet modern border requirements. Officials are looking into whether a temporary station can be used to avoid delays.

As to the business case, a 2026 study commissioned by Jefferson County NY estimates that reopening the cross-border ferry could generate \$29 million for Cape Vincent and area in visitor spending over the next decade.

Kingston's historic Cedar Island

PHOTOS BY MIKE SIMIC

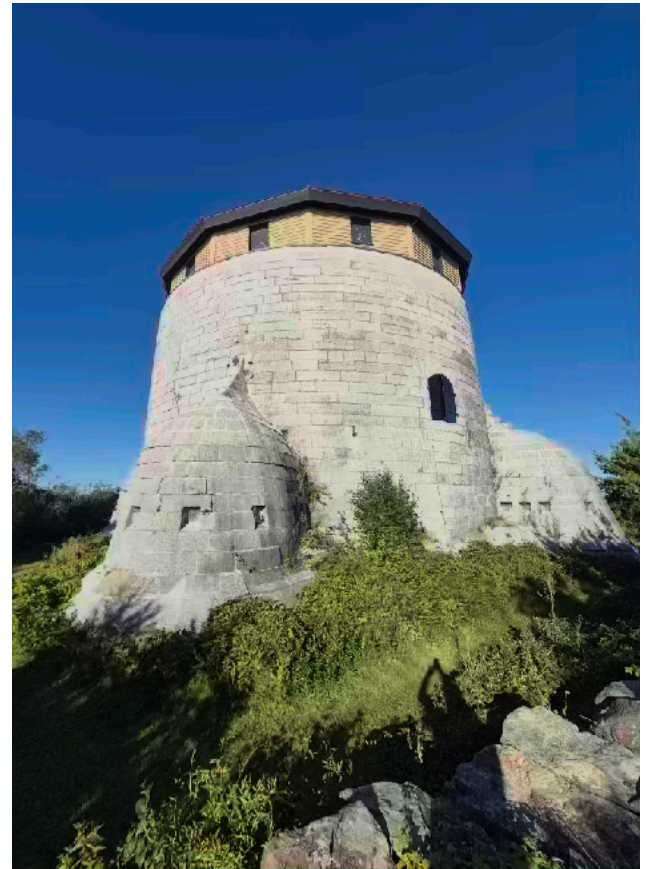
Part of the Thousand Islands National Park, Cedar Island is located 250 metres off-shore from Kingston, south east of the Old Fort Henry National Historic Site. Just 300-400 metres long, the tiny island's strategic location made it vital to Kingston's defence, especially during the war of 1812.

Cedar Island is famous for its Marcello tower – the Cathcart Tower, a round two-storey limestone structure built 1846-48 by the Royal Engineers to protect Kingston harbour and entrance to the Rideau Canal during the Oregon Crises. This was a period of boundary disputes with the United States. Sound familiar?

During the tower's construction in 1846, a work crew's boat capsized while returning from the island, drowning 17 men. The event led to the nearby area being named Deadman's Bay (formerly Hamilton Cove). Alexander Mackenzie, a Scottish stonemason and future Canadian prime minister, was a foreman on the construction.

Cedar Island's Cathcart Tower has been designated a federal heritage building due to its historical, architectural and environmental value. It is also part of the Rideau Canal and Kingston Fortifications UNESCO World Heritage Site.

Eleven Marcello towers were built in Canada, four of which are in or near the city of Kingston.



A fine example of a Marcello tower, the Cathcart Tower on Cedar Island is a designated Federal Heritage Building.



Halifax: the Convoy Cup – honouring history on the water

During what's known as the Battle of the Atlantic, Sept. 1939- May 1945, over 300 naval convoys departed Halifax to escort and protect merchant ships across the north Atlantic.

Consisting of around 40 vessels in a grid formation, these convoys risked bombardment from both above and below, providing a vital lifeline to an embattled Europe.

Memories may fade, but the Convoy Cup Foundation is dedicated to preserving this important chapter in the history of Halifax for future generations.

Held in collaboration with Dartmouth Yacht Club, the Convoy Cup features a weekend of sailing and other commemorative events.

Kicking off this year's program, Aug. 29 was a ceremonial sailpast of HMCS Sackville, the last surviving Flower-class Corvette and a symbolic representation of the many stories of Canada's naval contribution to the Second World War. Now permanently berthed in Halifax, the ship is Canada's Naval Memorial and National Historic Site.

The Sailpast was followed by two coastal races, a 25 NM daylight race, and a longer 50 NM race that finished after dark. A barbecue and social wrapped up the first day's events. August 30 featured the Veterans Cup Regatta, a day of inshore racing held in historic Bedford Basin. The weekend wrapped with an Awards dinner and presentation.

Three members of the CFBTYC sailing fleet of old—Chris Sackew, Greg Tanner and Gerard O'Brien—now living down east, were there for this year's celebrations, and took part in the Sailpast on board Greg's boat *Wind Gypsy*.



Three Sail Fleet members of old Chris Sackew, Greg Tanner and Gerard O'Brien, sailing in Greg's boat *Wind Gypsy*, saluted the honour guard aboard HMCS Sackville in Halifax Harbour during the Convoy Cup Ceremonial Sailpast on August 29. Thanks to Gerard for these pictures.



Fire boat demonstration during Convoy Cup in Halifax harbour. Thankfully, this show of fire extinguishing power was not for *Wind Gypsy*. Gerard says "We did have a problem but didn't need the fire boat. The smoke we had was from a broken exhaust manifold."

Monarch butterflies: their legendary migration and why they may be doomed

BY CHRISTINE FLETT

From mid August to October, Monarch migration gets underway in Ontario. With a wingspan of just 3 to 4 centimetres and weighing less than one gram, the bright orange-and-black butterflies journey over 3,000 miles to their winter homes high in the mountains of central Mexico.

Monarch butterflies normally live about 5 to 7 weeks. Over the summer, three generations hatch, mate, lay eggs and die. The fourth, hatching in August is the "super generation." Instead of dying after a few weeks these butterflies enter a reproductive pause and live for six to eight months.

That generation flies all the way from Canada and the northern U.S. to the Monarch Biosphere Reserve in central Mexico, arriving in late October. There, in the cool thin air between 9,500 and 10,800 feet, they huddle together by the thousands on Oyamel Fir trees, known as the "Sacred Fir" because its narrow, conic tip resembles praying hands.

They remain dormant, packed together on branches for warmth through December and January, becoming active in February and flying north in March. Three months and three generations later, they reach their summer homes in the northern U.S. and Canada.

Once, a billion butterflies fluttered down from northern climes to overwinter in the firs, but several factors – from deforestation of Mexico's Oyamel trees to the loss of milkweeds up north, the main host for monarch caterpillars – sent numbers plummeting to just 33 million in 2014.

Monarch numbers have ticked up a bit since, but now they face a new and potentially fatal threat – climate change. The Oyamel Fir is suffering from progressively hotter, drier conditions in Mexico. If this deterioration continues, the trees will no longer be able to provide refuge, in which case the iconic migratory butterflies will have nowhere to overwinter.

While north American gardeners are urged to plant milkweeds for the monarch caterpillars, Mexican scientists are pinning their hopes on moving Oyamel Firs higher up the mountainsides. In 2015, a few hundred seedlings were planted at 11,286 feet, which is expected to provide ideal habitat by 2030.

But even this may not be enough. Research suggests that by the end of the century, habitat suitable for the Oyamel Fir may not exist anywhere in the reserve. If the species is to survive, it may have to be planted at higher elevations, on peaks that are more than 100 miles from the current biosphere reserve.

Whether the migratory Monarch butterfly will be able to adapt to such an extensive and potentially drastic relocation is anyone's guess.



Monarch butterflies collecting pollen at Niagara's Butterfly Conservatory.



Monarch butterflies overwintering in the Sacred Oyamel Fir of Central Mexico.

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Easy Cream Cheese Appetizers

CURRIED CREAM CHEESE DIP WITH DRIED CRANBERRIES, PINE NUTS AND CHOPPED GREEN ONIONS

8 Oz Cream Cheese, softened
 2 teaspoons curry powder
 2 teaspoons ground cumin
 1/2 cup red chilli, or red pepper jelly, divided
 1/4 cup dried cranberries
 1/4 cup pine nuts, toasted
 1/4 cup green onions, chopped

Combine cheese, spices and 3 tbsps of jelly until smooth. Spread mixture into the bottom of a shallow dish, roughly 5"x 7". Spread remaining jelly on top of the cream cheese mixture.

Combine cranberries, pine nuts and green onions in a small bowl then spread evenly on top of the dip. Chill until served. Tastes great with rice crackers, but any cracker will do.

You can adjust the amount of curry powder and cumin up or down depending on taste.

Variations: Instead of Red Pepper Jelly, use store bought Mango or Peach Chutney or even Apricot Jam. Other ingredients for the topping include toasted pecans or walnuts, currants, raisins (sultanas, Thompson and/or golden raisins) or coconut. Just don't skip the green onion – it adds a nice fresh flavour to the cheese spread.

Thanks to Ann Baillie for submitting this recipe.



Curried cream cheese dip

CARAMELIZED BACON AND ONION DIP

6 slices bacon
 3 onions halved and thinly sliced
 1 tsp Worcestershire sauce
 1 tsp salt
 1/2 tsp ground black pepper
 18 oz package Cream cheese, room temperature
 1/2 cup mayonnaise
 2 scallions, chopped
 1 1/2 cups (4 oz) Monterey Jack cheese, grated

Preheat oven to 425°. Cook the bacon in a large nonstick skillet over medium heat, turning, until crisp, about 8 minutes. Remove to paper towels to drain, then crumble.

Add the onions to the skillet with the bacon fat, stir to coat. Reduce heat to medium-low, cook, stirring occasionally, until deep brown and very soft, 35 to 40 minutes. If onions are getting too dark add water, 1 tbsp at a time.

Stir in the Worcestershire sauce, salt and pepper. Remove from the heat.

In a bowl, mix together the cream cheese, mayonnaise, scallions and half of the shredded cheese until well combined.

Add the caramelized onions and bacon and mix well.

Spread the dip in a 1-quart ovenproof dish and sprinkle with the remaining shredded cheese. Bake until hot, bubbly and lightly browned, about 15 minutes.

Top with parsley and serve with baguette slices and/or vegetable slices.

