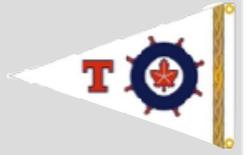




# forenaft



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This picture, taken from the causeway, shows the height of the crane used to haul out the Club boats on October 1. 54 boats were lifted from the water without incident during the lengthy 12 hour operation. For more pictures, see page 3.

Dave Flett, photo.

# Schnitzel, spätzle, sauerkraut, sausage, strudel...



Some traditions never die. Here, members celebrate Oktoberfest 2024 with another "Wunderbar" German meal.  
Colin Crozier, photo.

**A**lways a great event, this year's Oktoberfest did not disappoint. Following the SAGM on Oct. 24, around 30 people lined up to get their fix of traditional German food.

On the menu was Pork Schnitzel with spätzle, sauerkraut, sausage, red cabbage, gravy and fries. This was followed by pumpkin spice roll with cream cheese icing and, of course, Bavarian Black Forest Cake.

In charge of the food was Marina Kennedy, who had some very big shoes to fill this year, and who truly outdid herself. The meal was great and the cakes were delicious.

A small army of helpers was on hand to assist, including Robin Emond, who fried the schnitzel, Tara Crozier, Lois Irwin, Nancy Diedenhofen, Rick Tinga and Carol Bailey. Gord Stoute made the sausage rolls. Julie Hinton carried up the food helped by 5 year-old Cammie Emond.

Virginia Creamer led the clean up brigade along with Alex Novikov. At the bar were Colin Crozier and Mary Game. Thanks to everyone who helped make the event a success.



Carol Bailey praises Marina Kennedy for her exceptional culinary skills and a job well done!

# The 2024 boating season is a wrap!!

The October day could not have been more perfect for the annual end of season haul out. Light winds posed no threat to crane operations and, equally important, the water level stayed high enough to ensure no boats had to be dragged into shore.

At 12 hours from start to finish, lift out took about 90 minutes longer than last year. In all, 54 boats were lifted from the water and placed on blocks, cradles or trailers for the winter.

New this year, all fees were made by direct deposit rather than cash, bringing the Club into the 21st century. Many thanks to Marty Mathias, Scott Brown, Rick Jones, to Carol Bailey and her team for a great lunch, and everyone else who helped make the day a success.



Dave Flett, photo



Here, Simon Geller's 'Heartbeat' is shown flying between the boats. Photo by Rick Jones.



Close-up of Simon's prop by Chris Foster shows how close he came to losing it in the water.



The crane crew guides 'Express Passage' safely down onto its winter cradle.



Shown flying overhead, the final boat to be lifted was Avalon. Elegant in the water it was described by Mary Game as 'looking like a great big whale when viewed from below.' Christine Flett, photo.



# Highlights from the Fall SAGM

Commodore Mark Bowering opened the Fall SACM by thanking everyone who helped keep the Club running smoothly while he was overseas. Special thanks went to Marty Mathias for his "tremendous effort" as Rear Commodore.

Treasurer Dave Flett presented a financial overview showing the Club to be in a healthy position with expenses in line with expectations. Bar sales during the air show helped boost revenues during that quarter. Looking to year-end in March, the Club expects to break-even or better.

Mary Game reported the Club has 86 members, comprising 61 Regular, five Ordinary and 20 Associates. We currently have 13 honorary members.

Scott Brown thanked Dave and Tammy Schneider for assuming the duties of Race/Regatta for the past season. Thanks were also extended to Ken Murray for his assistance. As Dave and Tammy are not available next year the position is now vacant.

Entertainment Co-ordinator Carol Bailey said the Club had a good season with well-attended Wednesday night barbecues. Carol is resigning from the position at the end of December.

Reciprocal Officer Simon Geller reported while reciprocal and general visitors to the Club were normal most of the year, we had a full house for during the Air Show. After a decade on the Executive Simon is stepping down.

Email Coordinator Brad Power requested that members inform him if they are not receiving emails.

A proposal by Safety & Environment Officer Christine Flett to expand aeration into the main channel was debated with questions about electrical needs, compressor location, installation and on-going maintenance. A motion by Mike Simic to assess available power, obtain three comparable quotes and complete a capital expense request not to exceed \$70K, was approved.

Harbourmaster Rick Jones noted that Air Show attendance was adversely affected by rain. Only 18 of 25 expected visiting boats came, but the Club could have accommodated all 25.

Docks and Moorings Officer Scott Brown reported that D-Dock was completely overhauled. Most of B-Dock has also been refurbished. One mooring ball was put out in the Spring and a second one is planned. With regard to lift out, four quotes were obtained for crane services, the supplier used was the least expensive. This year's lift took 90 minutes longer, but the contractor did not charge for the additional time.

Keen to get the dingy fleet operational again, Dan Emond has completed a boat inventory and list of needed repairs. The aim is

to have six boats ready by next season. Dan is also offering to hold sewing clinics at the Club over winter so that members can learn to do their own sail and canvas repairs. Up to \$1,000 was approved to purchase thread and other supplies.

In Old Business, the break-wall has been realigned and the barge crane refurbished. Dale Harron reported that the crane winch swage cable is unsafe and requires modification before spring. He recommended safety training for the barge crane crew.

Scott Brown reminded all that the Club only has one work boat, so bringing the Mason on board is a priority. The vessel requires a transom repair and a suitable motor which was approved last spring. Rick Tinga and Scott Brown will work on this with help from Simon Geller and David Flett.

Elections saw the following new appointees to the executive: Paul Martin (Rear Commodore), Jeremy Waller (Harbour Master), Ken Murray (Grounds), Tara Crozier (Entertainment) and Julie Hinton (Historian.) Mark Bowering will continue as Commodore for the 2024-25 season.

Since the meeting, Carol Bailey has agreed to be Fleet Captain Sail. However several important positions remain vacant: Vice Commodore, which requires a serving military member, Race & Regatta, Reciprocal Officer, House Officer, and Small Engine/Compressor Maintenance. This last position has been vacant for over a year, so filling it is urgent. Scott Brown has completed a fall service on the barge and pontoon boat motors, both of which were sorely in need of an oil change and maintenance.

Efforts will be made to find a person or team capable of undertaking this important work, otherwise it will have to be contracted out, which could impact membership fees.



**SMALL ENGINE MECHANICS ARE IN SHORT SUPPLY –  
EVEN AT THE NORTH POLE!!**

# The Commodore's Ball

## Presentation of Trophies and Awards

PHOTOS BY DONA NEVES

It's the biggest social event of the season, and this year's Commodore's Ball on November 16 certainly lived up to expectations with great food and a really good band.

Over 60 members and guests attended the event which was once again held at the Officer's Mess upper lounge.

Following the buffet meal, Commodore Mark Bowering presented the Racing Trophies and Club Awards. Neither of this year's big winners – Marty Mathias and Brian Keizer – could be present, but their racing achievements were recognized.

Marty came first in Diehard, white sail, second in Greenleaf, white sail, and second in Harvest, spinnaker series. He won the Vice Commodore trophy for Regatta, white sail. He was awarded the Sailor's Bowl trophy which is given to the skipper who competes in the most races. Marty was also the recipient of this year's Silver Shackle awarded for his "tremendous efforts over the summer in keeping the club running as Rear Commodore."

Brian, sailing in Spinnaker fleet, took first place in all three race series, namely the Daffodil, Ye old Seal and Allegro trophies. A complete list of trophies and awards is on next page.

Following the presentation, there was dancing to the excellent music of the Marion Drexler Band. Many thanks to Carol Bailey and her crew for a truly marvellous event.



Sneak a peek at this impressive array of Club hardware.



Mark Bowering congratulates Brian Coughlan, winner of the Greenleaf series and the Single-handed Race.



Dwight Koshman, shown right, was the winner in the Once Around the Bay Race.



Scott Brown (right) was awarded the S.A.I.L Trophy, given for Distinctive Service, Sportsman-ship and Dedication to the Racing Program.



Dan Emond (right) received the Rookie Award which recognizes significant participation and contributions to the Club by a new member.



The John Gower Memorial for long time dedication to success of the Club including social and infrastructure, went to Christine Flett.

## 2024 racing trophies and Club awards

TROPHY	AWARDED FOR	1ST	2ND	3RD
GREENLEAF	Best overall average, Greenleaf series white sail.	Brian Coughlan	Marty Mathias	Dale Harron
DAFFODIL	Best overall average, Greenleaf series, spinnaker.	Brian Keizer	Carol Bailey	Alex Novikov
BABY SEAL	Best overall average, Diehard series, white sail.	Marty Mathias	Brian Coughlan	Dale Harron
YE OLD SEAL	Best overall average, Diehard series, spinnaker.	Brian Keizer	Perry Petrie	Carol Bailey
BITTERSWEET	Best overall average, Harvest series, white sail.	Dale Harron	Brian Coughlan	Dwight Koshman
ALLEGRO	Best overall average, Harvest series, spinnaker.	Brian Keizer	Marty Mathias	Carol Bailey
FROSTBITE	Best overall average, Frostbite series, white sail.	EVENT CANCELLED.		
SAILORS BOWL	Skipper competing in most regular/regatta races.	Marty Mathias (22 races).		
BELLEVILLE-TRENTON	Warm-up race between BQYC, PYC & CFBTYC. First place: Woodchuck, BQYC	Marty Mathias (2nd) Gerard O'Brien (9th)	Carol Bailey (5th) Brian Coughlan (12th)	Alex Novikov (7th)
SINGLE-HANDED	Awarded to winning skipper.	Brian Coughlan	Dale Harron	Marty Mathias
AROUND THE BAY	Awarded to winning skipper.	Dwight Koshman	Marty Mathias.	Marina Kennedy
HARMONY	Winners of Stink Pot and Rag Race.	DID NOT RUN.		
VICE COMMODORE	Winner skipper of annual regatta – white sail.	Marty Mathias.	Patrick Sheridan	Alex Novikov
KIWI	Wining skipper of annual regatta – spinnaker.	NO SPINNAKER FLEET FOR THIS EVENT.		
S.A.I.L.	Distinctive service, sportsmanship, dedication to the racing program.	SCOTT BROWN		
TAKE FIVE	Most improved male sailor.	NONE		
CHUCKIE POO	Most improved female sailor.	NONE		
ALIBI	Best Club safety record, power or sail.	SIMON GELLER		
BROKEN PINTLE	Most harrowing on-water experience.	N/A		
<b>CLUB AWARDS</b>				
SILVER SHACKLE	Service above and beyond that expected of a member	MARTY MATHIAS		
CORINTHIAN	Outstanding acts of kindness, thoughtfulness and assistance.	NOT AWARDED		
JOHN GOWER MEMORIAL	Member who has shown long time dedication to the success of Club, incl. social & infrastructure.	CHRISTINE FLETT		
ROOKIE	Recognizes contribution from a new member whose participation goes beyond that expected.	DAN EMOND		
COMMODORE CITATIONS	In recognition of outstanding contributions to the well being of the Club.	NONE.		

# Dancing to the music of the Marion Drexler Band



The elegant dance floor at the Officers' Mess upper lounge.  
Dona Neves, photo.



Scott and Virginia Creamer.  
Dona Neves, photo



Brian Coughlan on Saxophone added his unique sound to the band.  
Virginia Creamer, photo.



Some pretty nifty footwork going on there, Dave!!  
Dona Neves, photo.

# Spring Forward, Fall Back

## The debate over Daylight Saving time

BY CHRISTINE FLETT

**D**aylight Savings Time is officially over for this year. It ended at 2.00 a.m. on Nov. 3 when the clocks went back by one hour – allowing one additional, and very welcome, hour of sleep.

The logic behind the practice of daylight savings is that adjusting the clock by one hour twice a year, allows for the best use of natural light in both summer and winter. This is especially true in northern regions where seasonal light differences are more pronounced.

But many believe the system is outdated, even detrimental to our wellbeing. They cite various studies and accident reports that show the impact of changing time, even by one hour, alters our circadian rhythm, and can have a negative impact on our health, economy and daily lives.

Adding to the confusion, not all countries that use daylight saving make the time change on the same dates. Canada's spring-forward and fall-back dates coincide with those of the United States, but differ by several weeks from those observed in Europe.

So how did it all come about?

In the 19th century, various regions experimented with adjusting the clock forward or back, but it was never official until July 1, 1908. On that day, Port Arthur, now Thunder Bay, moved its clocks forward by one hour, turning them back again on Sept. 1, 1908, thus becoming the first municipality in the world to formally enact daylight saving.

Over the next decade, five more Canadian cities adopted the practice, namely Regina (1914) followed in 1916 by Brandon, Winnipeg, Halifax, Hamilton and St. John's NL.

On April 30 1916, Germany became the first country to introduce daylight saving on a national level. Looking to save fuel for the war effort, the aim was to give people more light during daytime hours so they would use less energy lighting their homes.

Much of Europe and North America followed suit. The Canadian government first enacted daylight saving in 1918. The practice was dropped following Armistice on November 11, 1918 but was revived during World War 2.

*Hello darkness my old friend*

*You'll soon be here at 4 pm...*

Since then, it has waxed and waned in popularity. Many countries have introduced daylight saving at some time, but only about one third, mostly in Europe, still adhere to the practice. Besides Europe, daylight saving is currently observed in most of the United States and Canada as well as Latin America, the Caribbean nations, and Egypt.

Daylight saving may be losing favour, but there is no consensus on what should replace it. Some favour a return to standard time year round, while others support permanently adopting some form of daylight saving.

On March 26, 2019, the European Parliament voted to approve a draft directive in favour of making daylight savings permanent year round, but that directive has yet to be implemented by individual member countries. Major EU economies such as Germany, France, Belgium, Netherlands, Italy and Spain, still change their clocks twice annually in spring and fall.

Following the European directive, in 2020, the Ontario Government under Doug Ford passed a law to make daylight savings permanent year-round – provided Quebec and New York State do the same.

Quebec's position is that the province is currently surveying its population on the question.

As for New York, during the fall 2023 legislative session, lawmakers introduced a pair of bills in the State Assembly and Senate that would make daylight saving permanent. However, neither House has been able to reach consensus on the issue. Both bills remain trapped in committee.

In Canada, an on-line petition posted in March 2019, takes the opposite view, asking the Canadian Government, PM Justin Trudeau, and Premier Doug Ford to abandon daylight savings in favour of returning to permanent standard time.

To date, the petition has garnered a little over 89,000 signatures – hardly enough to convince decision-makers of its overwhelming public support.

# RCAF Trenton SQN, CPS — Commander's Report Sept. 2024

BY JOHN BREWSTER, COMMANDER/EDUCATION OFFICER

First, let me congratulate the Bay of Quinte SQN as they celebrate their 70<sup>th</sup> anniversary in 2024.

After five years of not seeing each other, we are preparing to resume activities through social events – Toonie Tuesdays and Fireside Chats with the Bay Of Quinte and Prince Edward SQNs.

We have a solution for the disposal of flares after Transport Canada indicated non-participation and removed financial support. The OPP Explosive Disposal unit will take flares not deployed during our FLAREX. We WILL have a FLAREX in 2025.

Over the past four years, CPS-ECP has undergone significant changes. The ongoing implementation of a new IT system has provided challenges to members in their ability to renew, as well as volunteers assigned to support them. We are working through these changes and updates

Squadron membership has remained around 30 members. The question is, admittedly, why would you renew when you see no action supporting the organization, or access to the mission of educating boaters? For that, I thank all who continued with their memberships during the growing pains of these last years.

Another change has been rebranding/renaming the organization. The confusing acronym of CPS-ECP to represent English/French version of Canadian Power & Sail SQNs was clumsy and did not identify with those familiar with the "Power Squadron."

The organization is now known as CanBoat/ NautiSavoir, and has a new logo. There is discussion at District level about purchasing new "gear" to provide members. We will look into sourcing this with local suppliers.

On the regional side, we have not been inactive. In partnership with Bay of Quinte and Prince Edward SQNs, we have claimed the website domain name: "[bayofquinteboaters.ca](http://bayofquinteboaters.ca)." As we plan events and offer courses, this site will support that work. We encourage you to visit, let us know your thoughts for improvement and how we can increase our profile with this site.

Over the last years we have completed training with dock stewards from Meyers Pier/Victoria Harbour to Cobourg and beyond. We developed a Dock Steward Seminar in addition to the FLAREX Training Seminar. Both are in CPS National library.

The FLAREX seminar has been provided to our US equivalent – United States Power SQNs, known as America's Boating Club.

We are looking for more ways to support boaters in this region and bring like-minded people together to share experiences and knowledge. Some programming will centre on traditional courses offered through CanBoat. We will also provide seminars, fireside chats and social activities that promote boating safety.

We look to our new web presence to provide this focus, perhaps as a single portal for local Safe Boating Training. Member ideas are welcome. We hope some of you will volunteer to assist with the training, as well as operating the squadron.

CFB Trenton, Bay of Quinte and Prince Edward SQNs have also come together to share Bridge and Squadron resources. Activities planned by each squadron will be shared with all, and while we at CFB Trenton remain an independent squadron, our efforts will merge to support each community in hopes of growing a membership of new, active and enthusiastic boaters.

All suggestions are welcome, and we encourage active participation with ideas for the [bayofquinteboaters.ca](http://bayofquinteboaters.ca) website, how it can support local and transient boaters, and attract new members. There may be someone who can help get our presence known at local marinas and sales outlets.



Did you know that the CPS PCOC card is the ONLY card accepted by the US Coastguard? Boat Smart, Red Cross and other suppliers are NOT accepted in the US. They are not certified by the National Association of State Boating Law Administrators, nor are they recognized by the US Coastguard. Let's tell boaters this and take back the course from the current course providers.

I have requested paperwork for Robert Greenwood, who has assisted us with the FLAREX, and has now volunteered to support our ROC(M) training requirements. We will be looking for more people like this to volunteer with us.

Public Affairs Officer, Phyllis Durnford administers the RVCC program from Cobourg to CFB Trenton Yacht Club, and is always looking for help. She was recently named a Quinte District Officer at Large by our District Commander in recognition of her ability to bring a wealth of knowledge and insights to the District Board. Phyllis has been a backbone of the FLAREX planning process.

# Coconut Christmas tree COOKIES

If you are going to have kids around this Christmas, these easy no-bake cookies are sure to be a hit. But be warned, they are pretty sweet!! So if you don't want them bouncing off the walls by bedtime, substitute half the icing sugar with either almond or oat flour for a less sweet option. This recipe makes about 24 cookies.

## INGREDIENTS

½ cup butter  
2 cups powdered icing sugar  
2 tbsp milk  
3 cups shredded unsweetened coconut  
1 teaspoon mint extract (optional)  
Green food colouring  
¾ cup white chocolate chips, or 100 grams chopped white chocolate. You can also use white chocolate or vanilla melting wafers.  
2 tablespoons cream  
1 teaspoon butter  
Mini M&Ms

## PREPARATION

In a large pot (or in the microwave) melt butter. Remove from heat.

Stir in powdered sugar and milk.

Stir in coconut, vanilla/mint and enough food colouring to make the mixture green.

Shape into small balls (you might have to squeeze it to get it to stick), and using the tips of your fingers gently squeeze one side of the ball until it takes on a cone shape. It might take a few tries to get them how you like them. If the mixture gets too cool to work with you can always heat on low a minute or two. They can be reshaped later at room temperature.

Place cookies uncovered on a baking sheet to set in the freezer for 45 minutes to 1 hour.

In a small pot, melt chocolate, 2 tablespoons cream, and 1 teaspoon butter over low heat, stirring, until smooth. Dip the tops of the cookies in the white chocolate to look like snow. Decorate with mini M&M's (optional).

Place in the fridge or freezer to set. Store in an air tight container.

