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## Raising the sunken break wall for repair.



Photos: Gerard O'Brien

Raising the break wall was a co-operative effort involving personnel from CFB Trenton ATESS section working with members of the Recovery and Salvage Support (RASS) section, and a team from the Experimental Diving and Undersea Group (EDUG), based in Downsview, Toronto. The EDUG works in collaboration with the Canadian Forces Environmental Medicine Establishment (CFEME.) It is part of Defence Research and Development Canada (DRDC.)

Many people helped arrange the September 3 exercise, including: Sgt. Petey Danger of RASS who co-ordinated with the EDUG dive team; Master seaman Brett McColl, who was the dive team point of contact during the exercise; and Rear Commodore Dennis Dove who was the yacht club OPI for the operation. Also on hand to assist in the recovery and removal to shore were Mike Simic, Rick Jones and Gerard O'Brien.

The break wall is currently on shore at the transport building for assessment and repairs. It will be ready in the spring. To date, Ed Brake has spent many hours and has the hole welded and sealed. The Club is working to put a long term break wall solution in place.



Dennis Dove briefs the combined team prior to the exercise.



The dive team plus Dennis debrief following the exercise.



The Fore'n Aft is now  
available on Facebook.

Ask to join the CFB Trenton  
Yacht Club Group.

## Protocol for the sale of member boats

Commodore Scott Creamer would like to remind Members of the Club protocol to be followed when selling a boat. This protocol is laid out in the CFB Trenton Yacht Club By-laws, Article 26: Member boats for Sale, and reads as follows:

*"Members who have boats for sale that are not used regularly have one boating season to complete a sale. After that time, alternate arrangements for docking and storage need to be made. Once a sale has been completed the member has seven days to remove the boat from the yacht club before incurring visitors' fees. If the new owner becomes a club member, all fees must be paid within seven days or visitors fees will be levied. If a boat changes hands during the winter, the club member has seven days from the first lift-in to remove the boat from the club. Exceptions must be approved in advance by the Flag."*

Annex C to the CFBTYC By-laws contains the Sale of Vessel Notification Sheet. This information can be downloaded from the Club website. A pdf file of the CFBTYC by-laws is also available for download. This protocol MUST be followed.



## Clubhouse gets a smart new look

Just in time for 60th anniversary next year.

New flooring has completely transformed the upper level of the Clubhouse, instantly taking it out of the '80s into the 21st Century.

A team from House and Grounds spent two and a half days in early November laying new vinyl plank flooring over the old composite tiles. The new floor covers the whole of the upper level including behind the bar. The work was originally scheduled to be done in April but had to be postponed due to the Base lockdown. Plans are in the works to upgrade floors on the lower level this winter.

Many thanks to Marty, Gerard, Kevin, Dennis, Brian, Mike, Rick and Bob for their help with this project. Here's to enjoying some really great events in the Clubhouse next summer!



## Repairing dock sections while socially distancing

BY GERARD O'BRIEN, DOCKS & MOORINGS.



Carol and Mary are working with Gerard to repair a damaged dock section in July. It seems we were able to complete the repairs and still practice social distancing.

Many thanks to all who helped with the maintenance this year. While the club was in use by only half the members, we still had to keep the building and facility up to at least a minimum standard. This was a great way to try out the Daily Duty Officer program. The schedule for the month of August and September filled in quickly, proving its value twice over – by saving the club money usually spent on dock stewards, and assisting club members with their 25 volunteer hours per year.



Photo: Dorothy Fletcher

The Club's aeration systems seem to be a hit with the local waterfowl. Here, a trio of swans is feeding directly over one of the bubblers – though exactly what's on the buffet menu at this time of year is anyone's guess.



# November, 2020 — 45 years since the Edmund Fitzgerald sank

BY CHRISTINE FLETT

IMMORTALIZED BY GORDON LIGHTFOOT, THE SS EDMUND FITZGERALD WAS AN AMERICAN IRON ORE freighter that sank with all hands in Lake Superior, on November 10, 1975.

Launched June 7 1958, she was 730 ft. long, 75 ft. wide, 39 ft. high and weighed 13,602 tons. She was the largest ship on the Great Lakes at the time and remains the largest to have sunk on those waters. For 17 years, *Edmund Fitzgerald* carried iron ore from mines near Duluth MI, to iron works in Detroit, Toledo and other ports. She set six haul records often breaking her own. Her size and record-breaking performance endeared the ship to spectators at the Soo Locks where she was known affectionately as "*The Mighty Fitz*."

On the afternoon of November 9, 1975, with Capt. Ernest M. McSorley in command, the *Edmund Fitzgerald* set off from Superior WI carrying 26,000 tons of iron ore pellets, en route to a steel mill near Detroit. Shortly after, the *SS Arthur M. Anderson* under Capt. Bernie Cooper left from a nearby port. The two ships were in radio contact but the *Fitzgerald*, being faster, took the lead with the distance between the vessels ranging from 10 to 15 miles.

Aware of a storm moving over the Great Lakes from the Plains bringing gusty North winds and potentially treacherous seas to the regular route along the southern shore, the two captains agreed to take a longer northerly course across Lake Superior to stay in the lee of the forecasted north winds. But the storm centre tracked farther east than expected taking it over James Bay, resulting in severe 50 knot (57 mph) NW winds and an increasing west-to-east fetch along the Lake's 350 mile length. Gale warnings on the 9th were upgraded to storm warnings early on the 10th. By late afternoon, wind and wave conditions were horrendous. The *Anderson* reported hurricane-force gusts of 74 knots (86 mph) and waves as high as 35 ft. (11m.) on the starboard quarter.

Heading southeast to Whitefish Point near Sault Ste. Marie, Capt. Cooper observed the *Fitzgerald* on his radar passing dangerously close to a known shoal. Contacted by radio, Capt. McSorley reported his ship was in difficulty: "I have a bad list, have lost both radars and taking heavy seas over the deck. One of the worst seas I've ever been in." He had reduced speed and requested that the *Anderson* stay nearby to help with guidance until they reached the shelter of Whitefish Bay. McSorley's last message at 7:10 P.M. was: "We're holding our own."

The *Edmund Fitzgerald* sank suddenly in Canadian waters about 15 nautical miles from Whitefish Bay, a distance she could have covered in just over an hour at top speed. No distress signals were sent before she sank. At the request of the US coastguard, Capt. Cooper turned his ship around and led a search for the *Fitzgerald*. They found two lifeboats and some debris, but no survivors. Her crew of 29 perished. No bodies were ever recovered.

There is no consensus on why the ship sank. In 1978, the US National Transportation Safety Board determined the probable cause was "loss of buoyancy and stability resulting from massive flooding of the cargo hold...(which) took place through ineffective hatch closures as boarding seas rolled along the spar deck."

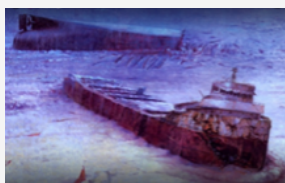
Not everyone buys this, as divers found the hatch covers undamaged. Other theories include rogue waves, grounding on Six Fathom Shoal northwest of Caribou Island, overloading, and structural failure—at some point the ship broke in two—but whether this caused or was a result of the sinking is open to conjecture.

One thing is sure, wind direction, speed and the very high quartering waves were key factors. A 2006 computer re-creation by the National Oceanic & Atmospheric Administration found that by taking the northern route across Lake Superior to avoid what they thought would be treacherous waves along the more direct southern route, the *Fitzgerald* and the *Anderson*, inadvertently and fatefully steamed right into the heart of the storm.

The sinking and resulting enquiry led to important changes in Great Lakes shipping regulations and practices, including mandatory survival suits, depth finders, positioning systems, increased freeboard, and more frequent inspection of vessels.

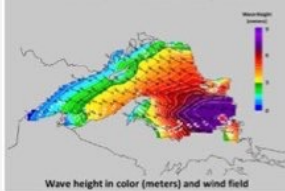


SS Edmund Fitzgerald in 1971



The SS Edmund Fitzgerald rests in Lake Superior at a depth of 530 feet (160 m).

7 PM EST, November 10, 1975



Colour-coded computer modelling shows the effect of the long west-east fetch on waves. The most severe area is shown in purple. This is where the Edmund Fitzgerald sank.

## FLETT'S NAUTICAL QUOTES

At the battle of Copenhagen (1801) Admiral Horatio Nelson ignored Admiral Parker's signal to retreat, claiming he could not see it. He then proceeded to victory against the Danish fleet.

Parker, who had a poor view of the battle due to gun smoke, ordered the signal for Nelson's sake, saying "If he is in condition to continue action, he will disregard it. If he is not, it will be an excuse for his retreat, and no blame can be imputed to him."

When informed of the signal, Nelson was indignant. "To leave off action? Well, damn me if I do!" Turning to his Flag Captain, he said "You know, Foley, I have only one eye, I have a right to be blind sometimes." Then, raising his telescope to his blind eye, he said, "I really do not see the signal!"

BY CHRISTINE FLETT  
SAFETY & ENVIRONMENT

## First peek at sonar shots: results look encouraging.

The Club's contract with Weeds Begone includes the monitoring of sediment reduction through twice-yearly sonar soundings of the harbour bottom. These are taken using a fish finder/chart plotter with broadband and GPS. Data collected is uploaded to a cloud-based mapping service which analyses sediment depth and composition to generate a colour-coded contour map.

The first report, received Nov. 9, compares sonar shots taken April 2019 with those of Oct. 2020. Apart from D-dock, the 2019 series refers to the pre-aeration situation, so provides a useful base-line for comparison. As expected, colours in these pictures are on the light end of the scale, indicating the bottom is soft and comprises highly organic material.

Comparison with the Oct. 2020 picture (right) shows areas where the colour has changed to dark tan and even some red (hard bottom) especially towards the west around G-dock.

Aeration was installed Nov.2018 on D-dock and July 2019 for docks B,E,F,G so the report covers only 15 months of actual aeration data. Nevertheless, these results are an encouraging sign that we are on the right track.



BY CAROL BAILEY  
FLEET CAPTAIN, SAIL.

## Sail racing in 2020: late launch leads to a short season

In a year that saw a late launch date and half the fleet left on the hard, the Club was still able to run a limited racing season for the keenest of our sailors. Before the racing began, John Brewster and I met to discuss what precautions were needed for both racers and race committee. As a result, Covid 19 protocols were added to the usual race instructions.

Due to the shortened season, it was decided that only two club racing marks would be placed in the Bay. Ten race courses were identified using the available club and navigational marks.

Racing got underway on Wednesday, July 15 with four boats in the fleet. Dwight Koshman in *Interlude* took the first race, followed by *Fana-Sea*, *Time 1* and *ZigZag*. The second race of the season also had a fleet of four boats with *Interlude* once again winning.

*Interlude* beat out Carl Hisey's *Storm Boy* and Marty Mathias' *Time 1* to take the third race, which marked the start of the Harvest series. Five boats turned out for the second race of the series. Dwight Koshman in *Interlude* was the winner.

To change things up, Harvest 3 was run as a pursuit style race with *Storm Boy* crossing the finish line first. Harvest 4 and 5 were run back to back on the final evening of racing to ensure that we ran the minimum number of races for the series. *Storm Boy* and *Interlude* each won a race.

We also ran a modified version of the Once Around the Bay race, the annual pursuit race that circles around the outside of the marks. This year's race had to be adjusted because not all marks had been set. Three boats turned out for the event which saw *Fana-Sea* passing both *Time 1* and *Storm Boy* to make it around the course first.

At the start of racing, we aimed to run five Greenleaf and six Harvest Series races over the course of 11 weeks. Unfortunately, races were not held on four of the weeks either because the minimum number of participants was not met and/or too much wind. As a result, the minimum races required for the Greenleaf series was not met.

I would like to thank the six racers who participated in racing this season. Here are the race results for the season:

Race	1st	2nd	3rd	4th	5th
Tune-up 1	Interlude	Fana-Sea	Time 1	ZlgZag	
Tune-up 2	Interlude	Fana-Sea	Time 1	Layalee	
Harvest 1	Interlude	Storm Boy	Time 1		
Harvest 2	Interlude	Time 1	Layalee	Storm Boy	Fana-Sea
Harvest 3	Storm Boy	Time 1	Layalee		
Harvest 4	Storm Boy	Interlude	Time 1	Fana-Sea	
Harvest 5	Interlude	Storm Boy	Time 1	Fana-Sea	
Once around the Bay	Fana-Sea	Storm Boy	Time 1		

### Was it something we said?

Maybe he was too hot so decided to go for a quick dip in the water, or maybe he just takes social distancing VERY SERIOUSLY!

Whatever the reason, John Brewster's grandson, Nathan — who was supposed to be helping out on the race committee boat — was clearly shirking his duties.

Photo: John Brewster



## TRENTON TO GEORGIAN BAY AND BACK IN 12 DAYS.

### "Okay, you can be in my bubble too!"

BY GERARD O'BRIEN

In June, Mike Simic, on board his 32 ft. Vision Hunter, *Stacey A Lee*, and Gerard O'Brien set out to quietly visit the Trent-Severn Waterway.

The plan originally started in Oct 2019 as the boats were being lifted out. The O'Briens hosted a dinner party with a proposed fleet of five boats. With a couple of wines under our belts, we planned an extraordinary trip for Spring 2020 to have two to three boats, and change out crew along the way.

That all changed in March when Covid-19 shut down the club, and we had to work on plan B. Gerard and Mike were given a two-week pass from their beautiful wives to become each other's Bubble. So, on June 23 we set out on *Stacey A Lee*.



Mike Simic in SV *Stacey A Lee*.

A picture is worth a thousand words and I have a thousand pictures. So this is a quick summary of how we navigated the Trent through Covid-19. Social distancing was easy as there were very few boats leaving at that time. The first lock was to pick up a season's pass, so off we went.

On the first day we discovered a swing bring on the lower lock in Campbellford – who knew? Tie-ups at the various locks were uneventful as we were two expert boaters: "Get outta our way!" We only scraped the side a couple of times, and lost one

navigation light to Davie's Locker after hitting the wall. Oops!

With no traffic, the lock masters were ready for a quick set-up and goodbye and set us up for the next lock. These timings got us through each day very quickly. The locks were open on entrance. Mike believed we won first prize for the quickest return trip. Letting the lock attendant know we were from Trenton and not Toronto made the conversations during the rise and fall of the lock levels most enjoyable. At the lower level it's surprising how well your voice will echo with a little howl or yodel.

Because we had lost the alternator in Hastings, we had trouble with the battery power leading to a night stop in Peterborough to assess the problem. At 3.00 in the afternoon we taxied to a shop, ordered a new one and had it shipped to the marina for 8:00 the next morning. Once installed, we thought we were safe and headed to the lift lock.

We wanted a view, so we stayed as close to the back of the lock as was allowed. With the stern at the edge, we flew at what seemed 100 feet above water – about the height of a C-17 at Trenton during practice over the Bay – and we didn't need a pilot's licence.

Okay, we have no power to run the GPS – again!

While the waterway promises six feet depth, our five ft. keel grounded three times during the trip. With a little bob and roll we were able to dislodge from the mud. Many facilities were not open and docking at a marina was almost impossible. As expert boaters, we docked at the closest place at dusk, hooked up power and charged the batteries.

By the way, we lost the alternator again and couldn't determine the problem. We had enough power to start the engine and, with the tablet and phone, we had navigation. Yes, we were going to continue the journey for the rest of our furlough.

As we approached the next lock and informed them we couldn't turn off the engine, the lock master surveyed other boaters and determined the small diesel engine could run.

The next two days we were mast-less, powerless expert boaters who were allowed to leave the motor on. OK, we were working on the problem and concluded that with two days of boating, two new batteries and an eight-hour charge at a marina of choice – if they answered – the plan would work.

Little problems is what boating is all about. There was no point in heading back. The railway lock was just around the corner – or maybe the next corner? The weather was great, the scenery fantastic, the lack of boat traffic phenomenal. The waterway was all ours!

We were the second sailboat with no mast to head to Georgian Bay this year. There was a puzzled look from most people when we said we were not picking up the mast in Midland. We simply said, "See you next week."



Two views of Lock 21, Peterborough Lift Lock.



Showing our colours.



Big Chute marine railway at Lock 44 carries boats in individual cradles over 60 ft. height change.



Continued next page.



At the railway lock, once again we were ready to feel what it was like to fly a sailboat. With the bow extended over the rail, we took off, and for 10 seconds we were one hundred feet above water on the lower side.

Hey Mike, you should have done the bottom paint! (I think they should offer a power washer at this point).

Wow! Let's go out into Georgian Bay, go for a swim and circle one of the Islands and make plans to return. Included in the plan was beer, fuel and charging the batteries.



View from Big Chute Marine Railway.

I will say the closest we came to hitting another boat was in the narrow channel with pole handy to push off this 34 ft. monster...

It's a small world. Dennis Dove and Ian Harper were bringing Ian's new boat back to Trenton. Kind words and salutations were exchanged, and we were off again.

Will it be dinner with the wives at Glen Ross?

The lock master said "You can't make the lower end of Glen Ross today." With a grin and whip of the lines we headed out. At one minute to five we heard the bells of the lock opening. The attendant said "By %&\$@, they're coming with a full head of steam, and going to make it by 10 seconds."

Well it was steam, alright. The engine was starting to overheat. From shore there was a shout, "Keep the wake down!" We were still grinning from ear to ear when the wives came with our favourite Foodland chicken and fixings. It was a great evening with a large group at the quiet picnic area enjoying the evening sun and 28 degrees.

That evening after the girls left, we had the notion that we could make Frankford before dark. The tall trees and meandering river were calming. Then it got dark and quiet, and the shroud of the trees made for an interesting last night experience. With no electrical power we navigated the six miles in the dark with two small flashlights, looking for anything that would tell us we were still in the channel.

Every sound of wind through the trees became a hazard, every ripple in the water an "Are we too close? We're not moving. We're stuck in weeds. Oh No! We have to back up. OK, where's the lock? I see a light straight ahead. Hope it's a boat in the water, not on land. It's a boat at the lock!"

It's 11.30, everyone's asleep, and there's no room to dock. OK, we'll nudge in here next to the power block. Can't believe no one's up. Mike, I can't believe we made it! At least we will be first to leave in the morning.

We woke up to the lock master asking if we had passed a boat just like ours that was going up to Georgian Bay. As we said "No," he recognized the registration number. We had navigated the Trent-Severn to Georgian Bay both ways in twelve days.

As Mike Simic, our faithful captain, would say, "What's next? There are places to go and people to complement."



Seadoo fleet at Fenelon Falls, Lock 34.

Getting beer and fuel was performed with the precision of synchronized swimming – two folding bikes, two yellow diesel cans, poly-line to secure jerry cans to bikes with a case of beer. This task was performed every second day to the amusement of boaters and townspeople alike.

You get the picture.

The alternator was still not working, but we were boaters and would carry on. Four hours later we were back at the railway lock before it closed, and got the last lift. Up she goes! Once again we were the mast-less, powerless boaters – I can't say sailors because we didn't have a mast.

At this point we had been under the roads, over the roads under the train bridge, catapulted over rocky terrain, and were ready to do it all again. The wives said they would meet us for dinner in a few days. They realized we would be in Lakefield on the return voyage.



Muskoka Watch Dawgs are BIGGER

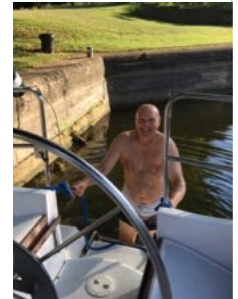


At Lakefield.

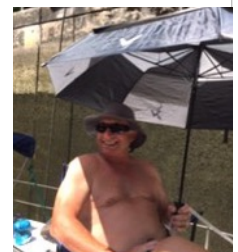
We were at the lower end of the lock, and when the girls left we cruised till dark. This was a common theme each evening after dinner. The lock masters would ask us each morning where we wanted to be, and were surprised by our expectations. We were encouraged by the lock staff's willingness to assist us: *Open the gates! The Stacy A Lee is coming, and can't stop or be turned off!* (No back-up power was our excuse.)

The motto was 'keep moving and keep schmoozing.' Our smiles got us a long way. We did this for 12 days total, start to finish. We, the wind, the waves and the people – all were in tune.

The only notice of covid 19 was in Fenelon Falls on July 1. It was a free day to travel the locks, and every form of water contraption was out to enjoy the 33 degree day. The town was like any July 1st. Thousands of people lined the channel to watch. We stood in line for gas and groceries, then left the lock for open water.



Glen Ross, Mike cleans up for Stacey's visit.



Keeping my cool in the pits.

BY RICK TINGA  
DOCKSIDE MARINE SERVICES

## WINTER MAINTENANCE TIPS



BELIEVE IT OR NOT, WE ARE RAPIDLY APPROACHING WINTER ACCORDING to the calendar, and not what we've been enjoying these past two weeks! You know, minus 20 C, hard water, and looking at charts to see where to cruise this coming spring, when it finally shows up. Now that I've got your attention, you should sit down... Wait a minute, might as well keep standing, march over to the fridge and grab a beverage! That's better, now isn't it?

If your boat was on the Hard this past summer, I assume you've had a look-see every couple of weeks? How about once a month? Maybe a mid summer check? Well it's high time you did!!

**1. BOATS WERE NOT MEANT TO BE ON THE HARD FOR ANY LENGTH OF** time. If not lying in the water where the hull is uniformly supported, then they've gone "aground" so to speak, propped up by all sorts of means.

Ideally, the keel has wood blocks or planks running its full length where it meets the ground. Along with this are various supports – whether wood blocking, adjustable (screw type) pads as part of a cradle, or free stands to steady the boat, as most of the weight should be on the keel, right? Free stands should be chained to their opposite mate underneath the hull to provide the required stability when the wind comes up. If your pride and joy sits on a trailer, make sure the tires are in good condition or the trailer is adequately supported with stands.

So, imagine your vessel lying on this limited number of *supports* for six months, or in many cases over a year. The ground settles, cradles bend (even if properly supported) and Boats Change Shape! If you don't keep an eye on your vessel's hull support while on the Hard, you might be facing damage of some type to your boat. (Your neighbour's boat might also be damaged because yours wasn't kept on a short leash!)

**2. YOUR VESSEL HAS OPENING HATCHES AND PORTS WITH (HOPEFULLY)** watertight seals. If these devices are not activated between periods, the seals can become brittle or permanently deformed. (Ugh! Now you don't have such a watertight seal.) What to do? Crack 'em open for a while, apply some lubricant i.e. silicone or a gasket-friendly product. Be careful about what is applied as it might damage the seal material.

**3. ENGINES DON'T LIKE SITTING AROUND FOR LONG PERIODS OF TIME.** Ideally, it would be nice to fire 'em up and run them for a while, but in most cases that's not practical. But we can do a few things to help them through the drought. If the engine can be manually turned over by hand-crank or starter, that will re position the water impeller, the belt(s) and move some oil over the internal parts.

You will also (I hope) stick your nose around the engine area with a flashlight to look for leaks of any kind. Gasoline-equipped engines are especially at risk of fuel leaks, so sniff around before you do any thing that could cause a FIRE. Check the fuel tank through-hull vents, as well as any other vents while you're at it.

**4. BATTERIES SHOULD BE IN GOOD CONDITION.** Check the electrolyte is topped off with de-ionized water only. They should be clean and above all, fully charged. Discharged batteries will die an unpleasant death leaving a mess, and a hole in your pocket.

Removing the battery cables will prevent "parasitic" voltage loss as well as help to prevent possible electrical fires. Yes, mice! Juicy plastic-coated wire and a little spark can cause a comfy, cozy fire until it gets too hot. (I've seen this first hand. In my case it involved the AC shore power system. How the boat didn't burn, even with the tripped main breaker, was just plain luck!)

**5. INSPECTION OF WINTER COVERS, TARPS OR SHRINK-WRAP SHOULD BE** done at regular intervals. They are supposed to shed rain and snow to prevent collecting on, or in, your vessel. Make sure your covers are securely tied down. If not, the boat might be going "R'nd the Horn" without you ever knowing it! Tarps also help to reduce UV damage to canvas and woodwork.

**6. VENTILATION: ONE THING A COVER SHOULD NOT DO IS TURN YOUR** boat's interior into a mushroom farm! If your boat leaks water, i.e. it collects inside and there is no ventilation especially during warmer days, you will get mould or fungus. Make sure there is adequate ventilation fore and aft. Leave some ports or hatches slightly open where there is no risk of water entering. The more venting the better. Even if your boat doesn't leak, it sweats. If it does leak, any air movement you can induce will help to dry it out.

Lastly, store cushions etc. (anything that can absorb moisture) outside the boat to help with air circulation. Cupboards, drawer access plates (store on flat surface) left open, also help with ventilation.

By keeping an eye out, or applying any of these simple measures, you can minimize or prevent any issues caused by short- to long-time storage of your investment.

Come on Spring!!

### Somewhere over the rainbow...



Looks like this rainbow starts at Bent & Sonja Rasmussen's home on the Bay. Bent, who recently celebrated his 85th birthday, is one of the most respected and long-standing members of the club. This year, he surrendered command of *Zest for Life* to his son Erik.

Photo: Gerard O'Brian

# 19th century schooner-barge “the David Andrews”

The only ship ever built on Timber Island, and the most unwieldy that ever sailed the Great Lakes.

BY CHRISTINE FLETT

SHIPPING PLAYED A KEY ROLE IN SETTLEMENT OF THE QUINTE AREA. THIS was especially true for Prince Edward County which, being flanked on all sides by water, is virtually an island.

Back in the 19th century, many County men owned their own boats which they used to transport loads of barley or hops across Lake Ontario to the port of Oswego in New York State. In addition the lack of good roads meant even local transportation was difficult, making it easier to get around on the water.

The high demand for boats and a plentiful supply of timber led to a thriving ship-building industry across the region. Wharfs and yards sprang up in every sheltered inlet from Weller’s Bay to Prinyer’s Cove, Picton to Rednersville, but the greatest concentration was along the south-east shore from Long Point and South Bay to Cressy.

Even remote Timber Island got in on the act. But to call this particular operation a ‘yard’ would be a gross exaggeration since only one boat was ever built – a custom made barley schooner named for its owner, David Andrews.

American by birth, Andrews is described as a great big man with a thick curly black moustache, large bulging cigar, and a long heavy gold watch chain worn around his neck like a mayoral chain of office. He was never seen without all three of these accoutrements.

Arriving in Napanee in 1869, he bought the *Saucy Jack* – a schooner built at Long Point on Lake Erie and which, ironically, came to grief near Long Point on Lake Ontario.

We can only surmise how Andrews came to build Timber Island’s only schooner. It may have been his own idea, he was known for thinking out of the box, or the suggestion may have come from the owner of Timber Island, John Welbanks.

Welbanks had a tenant, Michael Fegan, who fished and farmed out of a log cabin in a twelve-acre clearing on Timber island. The island had been surveyed some years before by which time the best timber was already gone, so the surveyor had valued the land at “not worth more than \$2 an acre.” Welbanks may have felt shipbuilding was a more profitable use of what remained than allowing his tenant to burn it as firewood.

Whatever the reason, Master builder John Tait of South Bay was commissioned, and in spring 1872 he duly set to work. Within a few weeks the new schooner was ready to launch.

To celebrate, Andrews organized a lavish Masonic excursion from Napanee to Timber Island in the beautiful new passenger steamboat *Oswego Belle*, owned by Downey Brothers, grain buyers and coal merchants in the Napanee district.

Historian CHJ Snider, managing editor of the Toronto Telegram in the early 20th century, wrote about the age of sail on the Great Lakes in a series of columns entitled “Schooner Days.”

Given to a colourful turn of phrase, Snider describes Timber Island as “looking on the chart like a deflated football being kicked off from Prince Edward County, with Point Traverse as the toe of the boot.”

As to the excursion, Snider puts it this way:

“Loaded to the gunnels with bandsmen, townsmen, sailors, excursionists and refreshments, the *Oswego Belle* steamed down the Long Reach past the stone mills at Glenora, down Adolphus Reach till she came to Indian Point and the Upper Gap. Here she began to toss in the blue water coming from Lake Ontario to mingle with Quinte’s brown, and the musicians started for the third time on their limited repertoire with diminished enthusiasm.

“Timber Island was not yet in sight...but they got there in time and anchored in the lee. Some people made a sort of Robinson Crusoe landing in the *Oswego Belle*’s boats, others stayed on board. The new vessel had been built close to shore so the launch was as readily viewed from the steamer as from the tree-covered island.”

After weeks of speculation as to which lady would be honoured with the boat’s name, Andrews surprised all by christening her the *David Andrews*, after himself. “Bang went the bottle and splash went the ship, and the *Oswego Belle*’s whistle blew the gulls off the adjoining False Ducks.”

At this point in the Great Lakes shipping, steam power was both inefficient and expensive, so cargo was still transported across the Lake by sail in schooner-barges. Consequently, the *David Andrews* was built with a broad gunnel and round stern, an unfortunate design that made her extremely unwieldy, hard to steer and difficult to handle in bad weather.

According to Snider, “She got into trouble early and often. At the end of her first season she ran ashore in Soup Harbour in a snowstorm so thick her decks filled with snow faster than the roiling seas could wash it off.”



Location of Timber Island is located in Lake Ontario off Point Traverse, Prince Edward County.



The *David Andrews* contd.

Back then, the folks of Soup Harbour had a reputation as wreckers, but in this case they were discouraged from boarding by the ship's skipper Capt. Nate McCrimmon, who Snider says "Jumped on the rail and fired two revolvers into the air, shouting, "This is *The David Andrews*! Put one foot aboard and I'll drill you."

The men retired, grumbling that the captain "must be touched, as no man in his senses would fire a gun off to save the life of such a hard steerer as she be."

Re-floated, the *David Andrews* promptly ran aground again at Poplar Bay. In fact, over the years, Snider says "she grounded on every corner of the Bay of Quinte, because no matter how steady the wind, she was always taking sudden fancies for the opposite bank."

The only person who could make the *David Andrews* keep to it's course was Minerva McCrimmon. A legend in the County even today, Minerva Ann was Capt. McCrimmon's daughter, who sailed all her days with her father and served as the ship's cook. She was also a skilled navigator and often called on in bad weather to steer the unwieldy vessel. She gained renown in 1878 for bringing the boat under sail safely into the difficult harbour at Oswego in conditions so bad, even the steam tugs could not be launched.

Although not at the helm, Nerva was aboard the *David Andrews* on April 13 1880 when, in a blinding blizzard, the ship drove into a reef at Four Mile Point, near Oswego. The lifeboat crew was in the area responding to other vessels deemed to be in more urgent distress, but they managed to shoot a line across to the *David Andrews* aground on the rocks. The only way ashore was by riding this line in a bosun's chair.

The crew was reluctant, but 19 year-old Nerva went first to show it could be done. She then returned to the ship and one by one escorted all 20 crew plus her father, safely to shore. This event has earned Minerva McCrimmon permanent recognition in the Mariner's Museum at South Bay in the County.

Sadly, she died on April 3, 1882, just two years after this famed event, and is buried in South Bay Cemetery. Her story is commemorated in a 1990 folk opera "Minerva" by County musician Suzanne Pasternak.



The schooner *David Andrews* aground at Mill Point, near Kingston, with two tugs trying to get her off. (Nov. 4 1875, Toronto Daily Globe.)

The 1880 grounding of his ship was the last straw for David Andrews. She was so slow and awkward to handle, no one could make good time with her, and bills for accidents ate up any profit her freight might have brought in. She was sold, renamed the *Delaware*, given a fresh coat of paint – black with a red bottom – and re-registered in Port Hope.

A series of captains followed but Will Wakeley was the only one who ever made her pay. He sailed her for a full season with coal as cargo, famously bringing her into Deseronto in a December gale with her sails full of snow and \$400 profit in the strongbox. The owner, who said it was the first money he'd seen since

he parted with her purchase price, wanted Capt. Wakeley to take her over permanently but he refused. He'd had enough of the obstinate schooner. He was so worn out fighting her, that if he continued the battle his life wouldn't run to another season.

The *Delaware* lumbered on through the 1880's and 90's carrying cargos of coal, crib-stone or grain between various points in Lake Ontario, Quinte area and Toronto. But by the turn of the century, with the rise of steam-powered vessels, the end was in sight.

It came in 1902 when the *Rapids Queen*, a pleasure steamer, grounded on rocks in the Thousand Islands. With a strong current defying efforts to pull her off, workers decided a coffer dam was needed to the water back up.

But how to do that in a place where the current was so fast?

The old *Delaware*, which for so many years had been nothing but trouble, was suddenly just what was needed. She was towed to the site, holes bored in her oak bottom and plugged with long poles; rock ballast dumped in her hold, and hauled into position upstream of the steamer. Then they pulled out the plugs.

In rushed the river and the *Delaware* sank like a stone. But

her bulk broke the current, raising the water around the grounded vessel. Successfully re-floated, the *Rapids Queen* was towed off for repairs. No one gave a second thought to the sad sunken hulk of oak wood that once had grown on tiny Timber Island.

Thus was the fate of the most notoriously unwieldy ship ever to navigate the Great Lakes. The schooner-barge known first as the *David Andrews* and later as the *Delaware* never floated again.



Sketch of the *Delaware* making port at Oswego Oct. 22 1887 under Capt. Bob Bartley of Napanee. The caption by CHJ Snider reads "She had carried away her fore boom and the jaws of her fore gaff, and the tugs for which she was signalling with her struck fly were unable to venture out of the piers. Capt. Bartley had to emulate Minerva McCrimmon's feat of nine years before and bring her in under sail alone."

# Cookies for the Holidays

BY DOROTHY FLETCHER, FOOD & RECIPE EDITOR.

The holidays are coming. Even though they might be a little different than what we were expecting they would be, family traditions can still be practiced and favourite foods and treats can still be enjoyed.

Everyone loves cookies at Christmas and they can range from simple to spectacular. Here are some of our favourites that lean towards easy to make – and easy to make disappear. All will freeze nicely so you can get a head start on your holiday baking – as long as you don't sample a few too many.

## Overloaded Oatmeal Cookies

Santa will appreciate a few of these with some milk

1 cup flour  
 1/2 teaspoon baking soda  
 1/2 teaspoon salt  
 3/4 cup butter  
 3/4 cup brown sugar  
 1/4 cup white sugar  
 1 egg  
 1 teaspoon vanilla  
 1 1/2 cups oatmeal  
 1 1/2 cups corn flakes  
 3/4 cup raisins

1/2 cup chocolate chips  
 3/4 cup pecans, chopped  
 1/2 cup coconut

In a bowl, combine dry ingredients. In a different bowl cream butter then mix in sugars. Mix in egg and vanilla.

Stir flour mixture into the butter mixture. Add oatmeal, corn flakes, raisins, chocolate chips, pecans and coconut. Drop by spoonfuls onto a baking sheet lined with parchment. Bake at 350F for about 12 minutes. Cool on racks.

Note: the raisins, chocolate chips, pecans and coconut can be changed with other similar ingredients you might prefer.



## Pumpkin Snickerdoodles

Fun to say, fun to eat.

1 1/4 cup flour  
 1 teaspoon cream of tartar  
 1/2 teaspoon baking soda  
 1/4 teaspoon salt  
 1 teaspoon cinnamon  
 1/4 teaspoon ginger  
 1/4 teaspoon nutmeg  
 1/8 teaspoon cloves  
 1/8 teaspoon allspice  
 1/2 cup butter  
 1/2 cup white sugar  
 1/3 cup brown sugar  
 1/4 cup + 1 tablespoon pumpkin puree



Coating  
 1/8 cup white sugar  
 1/2 teaspoon cinnamon

In a bowl, combine dry ingredients. Melt butter and pour into a separate bowl. Whisk in sugars and pumpkin. Add to dry ingredients and mix until combined--dough will be thick and sticky. Chill dough for a minimum of an hour or overnight.

Combine sugar and cinnamon in a small bowl. Scoop and roll dough into small balls. Roll balls in coating mixture and place on a cookie sheet lined with parchment paper. Slightly flatten the balls and bake at 350F for about 10 minutes.

Makes 33 - 35 cookies.

## Peanut Butter Balls

The most requested item (by far) when we did "Bake Sails" at Quinte SailAbility.

1 cup peanut butter, room temperature  
 1/4 cup butter, softened  
 1 cup icing sugar, sifted  
 4 1/2 cups Rice Krispie cereal  
 Finely chopped peanuts



Blend together the peanut butter, butter and sifted icing sugar until smooth. Add the Rice Krispies and mix. Flatten down the mixture slightly and chill completely.

Shape mixture into 1 inch balls. If the mixture warms up while you are working, re-chill it to make it easier to work with. Roll in chopped peanuts. Best if kept refrigerated.

Photos by Fletch.