



PUBLISHER & EDITOR:

Christine Flett

CONTRIBUTORS:

James Wilson

Gerard O'Brien

Joerg Glaus

John Brewster

Dave Flett

Dennis (Fletch) Fletcher

Eric Lawlor

Dorothy Fletcher

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The Commodore's Sailpast is always well attended and this year's event was no exception. With light southerly winds, it was a perfect afternoon to be out on the water. The event kicked off with the traditional Blessing of the Fleet, given by Club Chaplain Stephen Brown, and attended by over forty members. A fleet consisting of five power boats and twelve sailing vessels then headed onto the Bay, lining up in formation to pay their respects to Commodore James Wilson. Topping off the event was a cold buffet, organized by Fleet Captain, Sail, Carol Bailey, which featured a mouth watering selection of meats, cheese, salads and deserts.



Best Wishes to former Commodore Donna Forster, pictured here with husband René shortly after enduring seven hours of surgery to remove a tumour. We wish her a speedy recovery and look forward to seeing both Donna and René on the water very soon. Editor.



From the Commodore...

James Wilson



Fellow Boaters! The Spring Work parties went better than expected, congrats to all who attended!

The Executive has voted to enact a 'Summer mast storage option.' For those needing to store a mast over the summer months, please contact the club General Manager for details and restrictions. We ask that members not store their mast on their boat while at the dock as this presents a safety hazard to everyone who uses the docks. All boaters should refrain from allowing their bow to overhang the docks for the same reason.

The Environmental officer and the Past Commodore are working to attain an environmental assessment from the Wing to install an aeration system. As many of you know we will not have a licence to control Chara with algaecide in 2018. Later this summer, we are planning to install a prototype bubbler system with a full scale plan for the next 3-5 years. This system has had proven results in weed

control at other marinas and is the most environmentally friendly solution available.

The executive has several open positions at this time. René Forster has stepped forward as the Vice-Commodore. Currently, the following positions are open to those interested:

- Treasurer (must be Military)
- Membership Director
- Trophy Officer
- Reciprocal Officer
- Entertainment Officer*

* (This position is vacant, Carol Bailey has picked up the slack on her own accord, my hat is off to her!) This is a highly valuable position within the club, we need it filled ASAP. if you have any interest at all please let me know.

If you have an interest in shaping the future of the club, any of these positions are a great way to get involved!

May the wind be at your back!

Late Winter Wind Storm Wrecks Havoc at Club

Who can forget April 4, 2018 when gusts of almost 100 kilometres an hour caused extensive damage to three Club boats. Wind also toppled the accessible toilet at the SailAbility dock. Fortunately, it was not in use at the time...

Photos by Gerard O'Brien and Joerg Glaus.



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The 36th Annual Sailing Derby
Belleville to Trenton Race

By John Brewster.



The 36th annual running of this race occurred May 19th on an overcast day with east winds of approx. 7-8 knots. The rain held off and the day provided for a great race event.

The little committee boat struggled, but never succeeded, to catch up to with the lead boat, a Soling, sailed by Gord Devries of Belleville. At numerous times it was keeping pace with *Time 1* and *Phantasia* and *Eiledon*.

24 boats were registered but only 16 participated, eight from Bay of Quinte Yacht Club and eight from CFB Trenton Yacht Club. Presqu'ile Yacht Club sent no boats as they were still suffering from the recent big windstorm during which a lot of masts were damaged by falling trees.

It was a great race for all, complete with a BBQ on the deck. The course was set as "B" around QT 16. Looking back, perhaps we should have set the longest course around Indian Island as that would have given the committee boat more time to get settled at

the finish line before the Soling crossed. 10 minutes elapsed between the first three boats and 22 minutes between the first and last boat. A good exercise for the race committee!

The race committee were John Brewster, Dale Harron, Dave Deremo and Simon Arcand.

CFB Trenton Yacht Club members finished as follows:

- 3rd Marty Matthias, *Time 1*,
- 7th Bruce Milliken, *Phantasia*,
- 8th Kevin Alstrup, *Eiledon*,
- 10th Bill Phillips, *Momma Bear*,
- 11th Brian Bonter, *Heelin' Groovy*,
- 12th Dwight Koshman, *Interlude*,
- 15th Bent Rasmussen, *Zest 4 Life*,
- 16th Eric Lawlor, *Layalee*.



The Club house is looking bright and summery with a brand new awning in a smart shade of red. A team from House and Grounds spent a great many hours measuring, cutting and sewing the awning sections. And the amount of step climbing involved to fit the various in place was a work-out in itself. Shown here are Marty and Karen Mathias, Colin Baillie and Rob Cole. Missing from the picture are Lois Irwin, Ann Baillie and Ted Wood who was behind the camera.



Immediately after first lift, race marks were set in readiness for the 2018 season. This followed modifications made to repair the rings securing the anchor chains. Over winter, Dale Harron designed a new stainless steel securing device which Rick Tinga had fabricated. During spring work parties Dale, together with Eric Lawlor and John Brewster worked on the repair. The marks should now last many years with no replacement required. Thanks to everyone who helped.

Drowning doesn't look like DROWNING

By Christine Flett



Would you know if someone was drowning? According to Maritime Risk Consultant Mario Vittone, unless you've received specialized training, the odds are you wouldn't.

Vittone says drowning is not the violent, splashing call for help that most people expect; it is almost entirely a silent process, but one that can take a life in as little as 30 seconds.

Vittone is a retired US Coast Guard helicopter rescue swimmer, and an expert in immersion hypothermia, sea survival and safety at sea. He has spent years trying to shift public misconceptions about drowning, something he calls a deceptively undramatic event.

Yet, drowning is the number two cause of accidental death in children under 16, just below vehicle accidents. Even worse, about half the children who drown do so within 25 yards of a parent or other adult, and in 10 percent of those drownings, the adult will watch them do it without having any idea they are drowning.

So what does drowning actually look like?

Vittone says while distress and panic may take place beforehand, a person on the point of drowning rarely calls for help, nor do they thrash around in the water to alert onlookers of their plight. Rather, they drown quietly, their body upright with minimal movement, eyes glassy and unfocused, head tilted back in an attempt to keep their mouth above water.

This is known as the instinctive drowning response, and it's how body reacts to avoid suffocation in water.

Vittone says a drowning person is unable to keep their mouth above water long enough to breathe properly, so they can't shout or call for help.

Nor can they wave, kick their feet, swim to a rescuer, reach for a life belt, rope or other rescue equipment. Instead, they extend their arms to the side, pressing down on the surface in an attempt to raise their head above water to breathe.

He puts it this way. "A drowning person is physiologically unable to call for help. The respiratory system was designed for breathing. Speech is a secondary function. Breathing must be fulfilled before speech can occur."

Other signs of the drowning response include gasping or hyperventilating; arms flapping as if trying to swim but making no headway; trying to roll over onto the back, or appearing to climb an invisible ladder.

To onlookers, this may appear as if the person is swimming, treading water, or even playing, which is why help can so often come too late. And with drowning, time is critical — a person can only struggle in the water for 20 to 60 seconds before sinking below the surface.

This doesn't mean someone who is thrashing and yelling isn't in real trouble. But he can still assist in his own rescue, he can grab lifelines or reach for throw rings. He needs help, but is not in immediate danger of drowning.

Vittone says, "Sometimes the most common indication someone is drowning is that they don't look like they're drowning. They may just look like they are treading water and looking up at the deck. One way to be sure? Ask them, 'Are you alright?' If they can answer at all, they probably are. If they return a blank stare, you may have less than 30 seconds to get to them."

And for parents and grandparents, he has this warning. "Children playing in the water make noise. When they become quiet, you need to get to them fast and find out why."

Channel Markers...

Cutting a PATH Through the WEEDS

By Dave Flett

As part of our weed control efforts, the Club has purchased a series of red and green marker buoys to define the preferred main channel route. One red and one green buoy has been placed north of each dock.

Upon leaving your berth, please enter the channel with the green marker on the starboard side, then proceed through the channel. On returning to your berth, simply reverse the process by keeping the green marker to port.

The idea is to have all boats follow the same path in and out of the Club so that the constant traffic will help discourage weeds.



This may not seem important, but our own tests have shown that weed growth is slower in heavily trafficked areas.

Unfortunately, the Club cannot treat weeds beyond the red/green entrance markers. However the same rule applies. If, upon leaving the harbour, all boats head for the 'A' race mark before turning east or west, the constant traffic will also help keep down the weeds in that area.

Thank you for your co-operation.

It's 4:17 p.m. and you're driving or cruising home, alone of course, after a hard day on the job or at the helm.

Suddenly, you experience severe pain in your chest that starts to radiate out into your arm and up into your jaw.

You may be only a few minutes away from the hospital nearest your home, but you don't know if you will be able to make it that far.

What can you do?

You've been trained in CPR but the person who taught the course neglected to tell you how to perform it on yourself. Without help, someone whose heart stops beating properly and who begins to feel faint, has only about 10 seconds left before losing consciousness.

How to Survive a Heart Attack When You are Alone

However, victims can help themselves by coughing repeatedly and very vigorously. A deep breath should be taken before each cough, and the cough must be deep and prolonged, as when producing sputum from deep inside the chest.

A breath and a cough must be repeated about every two seconds without let-up until help arrives, or until the heart is felt to be beating normally again.

Deep breaths get oxygen into the lungs, and coughing squeezes the heart and keeps the blood circulating. The squeezing pressure on the heart also helps it regain normal rhythm. In this way, heart attack victims can get to a phone and, between breaths, call for help.

Tell as many people as possible about this — it could save their life.

All we need is AIR...



By Christine Flett
Safety & Environment

Aquatic weeds are not just a nuisance, they are increasingly expensive to deal with. Ten years ago, the Club had never heard of Chara algae, and what weeds we had could be controlled for around \$2,000 a season.

What a difference a decade makes. Last year, we spent over \$11,000 on chemicals to treat weeds and algae. That's a major hit to the annual budget.

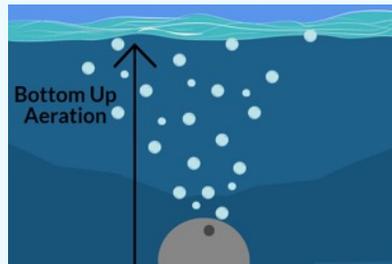
But control is only that, it does not eradicate the weeds. Nor does it address the underlying issue of why there is so much plant growth in the harbour.

The main culprit is poor design of the causeway which blocks the natural water flow, permitting little more than a trickle through the bridge.

Over the years this has allowed silt and sludge to build up in the harbour basin. This silt is high in nutrients but low in oxygen due to poor circulation – ideal conditions for plant growth. Die-back adds another layer to the silt build-up, while decomposition further depletes oxygen levels.

So, what to do? The Club can't alter the causeway, but we can make the harbour less amenable to weed growth by improving flow and increasing oxygen levels in the water.

And the way to do this is through a process called bottom-up aeration.



Aeration uses a compressor to introduce air at sediment level through a series of linked diffusers, similar to a garden sprinkler system. Once introduced, the air immediately bubbles to the surface increasing water circulation while adding much needed oxygen to the water.

With more available oxygen, bacteria can digest organics in the silt, ultimately reducing sludge levels. Less sludge means less weed germination. By installing aeration systems throughout the harbour, we can turn the weed situation around in just a few years.

Sounds simple. But does it work? Last year, two local marinas put in aeration systems. Both saw significant weed reduction in the weeks following installation and both are now planning to expand their systems.

At the April SAGM, the membership approved a pilot installation to determine the effectiveness of aeration in our harbour. The Club is now working through the approval process with the Wing Environment Office.

Once this is complete, we will go ahead with a test system in one basin with a view to future expansion throughout the harbour.

Putting in aeration is a sizeable investment but, if successful, the advantages are huge with significantly less weeds and lower environmental costs.

And that's something we can all cheer about!



Left, before aeration: water is low in oxygen resulting in greenish tinge, excessive plant/algae growth and bottom sludge. Right, after aeration: abundant oxygen means clear water, reduced sludge, minimal plants and algae.



Saturday June 16 is the Club DockSide PARTY!!



By Eric Lawlor

The Dockside Party is one of the social highlights of the summer. Boat owners open their boats — and their galleys — to members. It's a great opportunity to sample a variety of snacks and beverages and, most importantly, to meet, visit, and get to know other members better.

This year we want to have the best participation ever! What is required of you?

- Open your boat for people to take a look. (We all love looking at boats.)
- Provide some type of refreshment. (More on this later.)
- Decorate your boat — optional, but encouraged.
- Decorate yourselves. Costumes are encouraged, but again are optional.

This year's theme is "International." One suggestion is food, drinks, decorations and costumes to reflect your

ethnic origin. Another is to pick a country and provide food, drink, decorations and costumes of that country. (I once won a prize for my Mexican theme. Perhaps it was the tequila shots that swung the votes my way.)

Prizes will be awarded for:

- The best overall boat – food, beverages and decorations;
- Best food and beverages;
- Dock with the most participants, so encourage your dock mates.
- The party begins at 15:00 hrs. We will start at one end and move from boat to boat, and dock to dock. Everyone gets to vote for the winners. Prizes will be given at 2200 hrs.

Notes: Please provide non-alcoholic beverages for those who do not drink alcohol, and please drink responsibly.

If you have questions. call or text me at 905-269-8555.

Watercraft Marine Store Reopens

By Dennis Fletcher



Well-known marine mechanic, Dave Gartshore has reopened his retail store in a most imaginative way. The store is floating at Trent Port Marina.

This unique store was designed and built by Gartshore himself. This eliminates the need for many of us to have to go either to Kingston or Pickering for supplies.

He is open seven days a week from 9 - 5. While small, the store has a good variety of marine products including Salus jackets, props, flares, paints, finishes, VC17, plus rope and mooring lines from Trenton's Rope Store with prices the same as online at the Rope Store.

If you need anything not in stock, he can order and have most products, including rigging materials, in two business days.

Dave Gartshore can be reached at 613 921 - 7269



Fletch's Nautical Facts



In the Doldrums — In a state of depression.

Derivation: The Doldrums is a belt of winds between the trade winds of the northern and southern hemispheres. As ships passed through these latitudes there was often no breeze to fill the sails or cool the living spaces and they were becalmed in sweltering conditions, drifting aimlessly.

Breakfast on Board...

By Dorothy Fletcher

No matter what lies ahead for your boating day, a good breakfast will start you off on the right foot. The key to success is a little bit of on-shore prep.

French Toast:

2 eggs
1/2 cup milk
1/8 teaspoon vanilla
4 slices bread
2 teaspoons butter or oil

Advance: In a sealable container, combine the eggs, milk and vanilla.

To prepare: Pour the egg mixture into a pie plate or flat dish. Dip the bread slices one at a time and turn them over to coat both sides.

Melt butter in a frying pan over medium heat and cook both sides of the bread until just starting to brown. Serve immediately.

Pancakes:

1 cup flour
2 teaspoons baking powder
1/4 teaspoon salt
2 tablespoons sugar
1 cup milk
1 egg
2 tablespoons oil

Advance: Mix together dry ingredients; place in ziplock bag. In a sealable container, combine milk, egg and oil.



Cooking Bacon in Advance:

At home, heat oven to 375F. Line a rimmed sheet pan with foil or parchment. Place the bacon on pan slice by slice, overlapping as little as possible. Once the bacon has begun to cook, turn and mix it once or twice so slices don't stick together.

Continue to cook until bacon is sizzling and done to your liking. Timing depends on how you like your bacon and whether you use the convection feature of your oven.

Remove the bacon and freeze it in individual strips. Wrap in foil and place in a zip lock bag.

To prepare: Place as many strips of this bacon in a pan at medium high heat. It will heat through and begin sizzling in moments.



To prepare: Place dry ingredients in a bowl. Add wet ingredients stirring just until dry ingredients are moistened. The batter will be lumpy.

Drop by tablespoons on a heated frying pan using a little oil. Flip over when bubbles appear on the tops of the pancakes, and finish cooking. Serve immediately.

Fruit Pancakes: Bananas, strawberries, blueberries or peaches. Slice fruit on top of the pancakes as soon as you put them in the pan. When you flip them over, the fruit will cook into the pancake.