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**MEMBER PORT HOLE**

*Meet Vice Commodore*

## *René Forster*

I would like to say how privileged I am to serve as your Vice Commodore. As I am quite new to the club, and actually to power boating, I am hoping to draw on everyone's knowledge to ensure I make informed decisions to better serve the Club.

I was born in Berlin, Germany, and came to Canada in 1975. My parents were immigrants, so no, there is no military history that led me to Canada. I joined the CAF in 1981 and took my first posting to Moose Jaw, Sask. It was the only place I could afford car insurance.

As it worked out, this was an excellent choice as I met Donna there. We were married in Dec 1986 and she was the only one who got a honeymoon—she went to Cornwallis NS in January for boot camp, having enlisted that month. We loved it so much we asked to have Donna posted back to "the Jaw." We bought our first home there, and started our family there as well.

Having served 33 ½ years in the regular Forces, I took my retirement in Dec 2015 and joined the primary reserves as an A class member. This gives me the sense of family I have had since 1981, but also gives me more freedom to pursue my passion, power boating.

We bought our current boat, a 3200 Martinique Wellcraft, in 2017 and have set to give her an update in the form of a larger swim platform, new canvas (Wow, that was not cheap!) and we teaked the boat throughout. (Wow! Was that ever expensive!) As we all like to joke about what the acronym B.O.A.T. stands for, I wish it was only \$1,000! But heck, what else are you going to spend your money on?

During my tenure, I hope to bring a sense of family back to our wonderful Club. We are all so busy with our own lives, we sometimes forget that it is the time shared with others that leaves the most lasting impression on our minds. The social structure has been steadily eroding, and hopefully we can get that sense of belonging that comes with a self-help club like ours.

As far as infrastructure goes, if during my seat on the Flag we can get the aeration system up and running, I will feel I have left the club in better shape than when I arrived. Of course, none of this is a one-person under-taking. It will only be possible with the help of the club members, and I look forward to engaging with you all on the many committees and projects throughout the year.



René and Donna on board their newly  
Christened boat "Prairie Girl."



## CFB Trenton Yacht Club — it's a True Boating Community. Not just a Cheap Place to Keep a Boat.

By Mary Game

We joined the Yacht Club in 1987, well actually a friend paid for our membership to make sure we did join. That was a decision we have never regretted. We have worked hard for the club, but have received so much more—a large group of friends who work together fixing docks, enjoying their boats, talking about boats, and the occasional party.

During the spring, when we are grumbling about the cold and hard work, we remember the money we are saving by doing the work for ourselves. At a marina we would pay four to five thousand dollars. That's a lot of hours we can contribute to the club for the enjoyment of our boat!

The club founders wanted a place where boat lovers could exchange their labour for a dock (military pay being really low at that time). It still works today as we retire, and are on fixed pay.

Anytime we walk down the road there is always someone working or just sitting on their boat. A quick 'Hi' or wave gives us the sense of community we enjoy. We also know we can count on these people to give us a hand docking or repairing things, just as we would return the help to them or others. There is nothing better than to know your dock neighbour is your friend and looks after your boat as he does his own. Or, when we have an emergency trip and Jim Buckle looks after our boat for two weeks.

We were in a marina in Venezuela and the "go fast" boat docked beside us was sinking. Everyone just walked by, noticing something wasn't right but not their job. We finally got our pump out and started working to save this boat, then someone else helped us. That showed us just how lucky we are at our club where no one would have walked by without helping.

We all have our repair problems, something just doesn't make sense to us. We need more expertise, ask anyone on the dock and chances are they have had the same problem or know of someone who has the answers. That not only saves us money and time, but does not become another job Rick didn't have time for. Way back when, if asked how the party went, we would respond with "Them that was there had a great time." That still holds today.

It all comes to how much you participate equates with how much enjoyment you get out.

A Yacht Club is not a Marina, it asks that you participate, it doesn't just want your money. At a Marina you pay for the dock and walk away, staff does all the work for you. If that description fits your needs, maybe you should not be here. For us, we are very happy to pay our small fees and work hard to keep what we love — a true sense of a boating community.

*"How much you participate equates with how much enjoyment you get out."*

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# No racing for the Stink Pots & Riggers

By Christine Flett

Sadly, this race could not be run as scheduled on July 14 due to poor turnout by the power boaters.

Five sailboats were available for the normally popular event, but Ken and Wendy Mugford were the sole representatives of the 30-boat Power Fleet. After a brief meeting at the flagpole it was decided the race could not proceed.

This was a downer for those who had made the effort to come out, but none was more disheartened than Fleet Captain Power, Joerg Glaus who had prepared a suitable NAVEX competition for the event – as he has every Wednesday for the past three years.

“I am very concerned by the lack of Club spirit shown by the current power fleet. Their participation in on-water events these last few years has been very disappointing.”

The Power Fleet may get a chance to redeem itself next month. Organizers are floating the idea of running the Stinkpot and Rag Race as part of Family Day events on August 11 – provided sufficient interest is shown.



By John Brewster

Five boats entered the Single Hand race on June 20th. They were skippered by Kevin Alstrup (in his J24), Gerard O'Brien, Dale Harron, Marty Matthias and Bent Rasmussen.

As a result of Dale hitting bottom rounding the 'E' mark on course 20, and his work on accurately checking and recording placement of the Canadian Coastguard aids to navigation, all racers have been provided with an updated pin location list, effective June 2018 to replace the former 2010 list.

Results of this race were as follows:

	ASP	CSP
1st	Bent Rasmussen	Kevin Alstrup
2nd	Marty Matthias	Gerard O'Brien
3rd	Gerard O'Brien	Bent Rasmussen
4th	Kevin Alstrup	Marty Matthias
5th	Dale Harron	Dale Harron



## Fletch's Nautical Facts



Batten down the hatches — Prepare for a dangerous situation.

Derivation: in bad weather at sea it was important to secure the ship's deck openings, the hatches, against any sudden ingress of water. This was done by fastening protective canvas over the hatch cover with flat pieces of wood called battens.

## Upcoming Racing Events

Scotch Bonnet Race, PYC 0930 hrs.	July 28
Shirley Homer Race & BBQ, Waupoos Marina	Aug 04
Round The County Race	Aug 18
Once Around the Bay Race	Aug 25

## NEVER swim in a marina—you run the risk of Electric Shock Drowning

By Christine Flett

It's likely no surprise to hear that drowning deaths increase in summer. But increasingly, we are learning that many of these deaths are due to electrocution while swimming in a marina.

Electric shock drowning (ESD) occurs when Alternating Current (AC) from the shore power supply seeps into fresh water due to a ground fault on a nearby dock or boat.

The fault, which is caused by poor wiring or improperly functioning equipment, is often intermittent, leaking current into the water only when a switch is flipped and an electrical device cycles on.

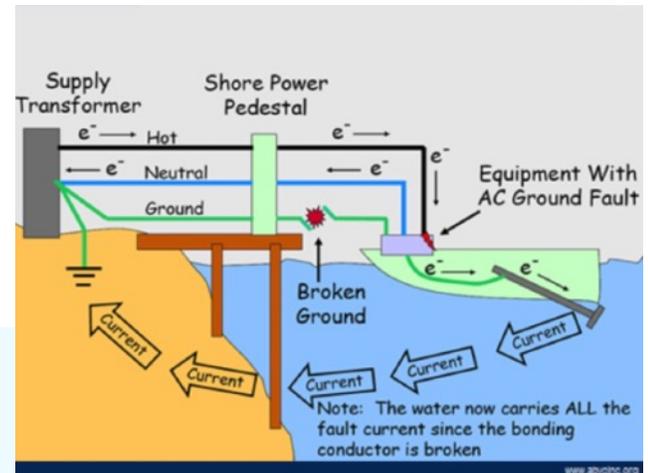
But the risk to swimmers is huge. When current meets a human body, it tries to pass through resulting in electrocution. Just 15 milliamps can cause muscular paralysis while higher levels may lead to cardiac arrest.

The Canadian Red Cross estimates 457 drowning deaths nationwide every year. But many of these could be avoided if people had a greater awareness of the risks of electrocution when swimming near boats.

"Summer is definitely our peak season for drownings," Gail Botten, Red Cross water safety program advisor recently told Global News. "And unless there's a sign posted, most people are completely unaware that there could be an electrical charge in the water."

While ESD can occur in salt water, the risk is much higher in fresh water because of differences in conductivity. Salt water has a high conductivity and low resistance, so leaking current tends to go around a human body to stay in the low resistant salt water.

Fresh water has low conductivity but it is nearly seventy times more resistive. Electrical current seeks a path of less resistance, and a human body can provide this path.



So, just how common is Electric Shock Drowning?

The truth is we don't know. This is a new but increasing risk due to the prevalence of electrical gear on and around boats. It's also hard to track since drownings may be attributed to weak swimming, poor supervision or accidental falls.

But it is more common than previously thought, which is why some US authorities are re-examining past marina drownings to determine if ESD might have played a role.

Michael Vollmer, a naval architect and member of the Canadian Safe Boating Council, calls ESD "a silent killer... something people need to know about, particularly if they keep a boat in a marina."

Vollmer warns that death from electrocution can be instantaneous. He puts it this way, "With electric shock drowning, your heart stops, you face cardiac arrhythmia, and you drown. So, if you go into the water and you feel the slightest tingling, you should back up and get out fast!"

### Some ways to mitigate the risk of ESD

- Think twice before going over the side in a marina to check your propellor.
- Never drape extension cords over open water to charge a dinghy battery.
- Never jump in to save someone who has been electrocuted, you will suffer the same fate. Use a wood or plastic-covered pole to retrieve the victim.
- Watch the weather when swimming. Lighting strikes can electrify the water.

# Wednesday Night is **CLUB** Night!

By Christine Flett

The Wednesday night barbecues are some of the most successful events in the Club calendar, drawing an average of 50 people every week between May and September.

Indeed, the barbecues have become so familiar, it might seem to some members that they virtually run themselves.

Nothing could be further from the truth. Each barbecue requires someone to first check kitchen supplies, then buy what is needed. They must also arrange for volunteers to make salads, set out and serve the food, handle the money and clean up afterwards.

It's a big commitment. And, this spring, with no Entertainment Co-ordinator to oversee the process, each barbecue relied on the initiative of a few willing souls. There was even talk of cancellation.

Enter, Jeannie Odell. Determined not to let the tradition die, she has been working with the Club manager to ensure that kitchen supplies do not fall short. Now, she has decided to officially take over the reins as Entertainment Co-ordinator, largely to ensure the barbecues survive.

"The Wednesday night barbecues are important. They are the heart of the Club's social life. The informal setting allows all members – new and old, military or civilian – to spend some time together, and I very much want them to continue."

To this end, she is willing to take them over – provided she has sufficient help from the membership. Such help is essential since Jeannie plans to be away for several weeks during the summer, and won't be able to supervise every event in person.



Jeannie Odell (right) with former Commodore Donna Forster at last Wednesday's BBQ. Also helping were Lisa Cossar and Anne Fear. The team served more than 50 people in 3 hours.

"Every barbecue needs two people to make the salads, set out and serve, take the cash, and do the clean up. I will do the shopping to ensure there are always sufficient kitchen supplies – condiments, napkins, paper plates, etc. – so they don't need to worry about that. It's really not a big commitment."

She plans to have a team of people to help, not just with the Wednesday barbecues, but with entertainment in general to ensure all events run smoothly. For 2018, this will include one steak dinner and continental breakfast, as well as lift-out lunches, Oktoberfest and Commodore's Ball.

Volunteer sign-up sheets for entertainment events have been posted in the lobby, and on the kitchen door for the remaining barbecues. These sheets will form the basis for a master list which is currently being compiled. But more names are needed.

So, if you have yet to fulfill your minimum participation of twenty five hours, please consider signing up on one, or both, of these lists. Jeannie can be reached by phone or text at 613-827-0114.

# Main Duck Island

## the Lure and the Lore

By Bob Forgues

On June 16, Bob Forgues (Pengwyn) and Rob Byers (King Arthur) set sail to Main Duck Island for a six-day cruise and fish fry. We spent the first night at Hay Bay, then sailed to Prinyers Cove to await Eric Lawlor, (Layalee). Pengwyn anchored deep inside Prinyers Cove while King Arthur hooked up to a mooring ball at the Marina.

The plan was to produce a drone video of our sailing adventure starting with Layalee's arrival in Prinyers Cove. After a ten hour sail, Eric hailed us on the VHF to say he was nearing the cove. Right on cue Rob flew his drone across the Peninsula and greeted Layalee before he 'rounded the horn' for his final approach into the cove.

Layalee initially rafted up to Pengwyn, but since Rob would have had a long row in his dingy to join us, Eric went back and pick him up for our ritual debriefs. For the past six years we have been sailing together all over eastern Lake Ontario, the Thousand Islands and as far as Rochester on the American side. We sail solo, rafting together for hors d'oeuvres and supper before splitting up for the night.



On the dock at Schoolhouse Bay.

Our menu normally includes a few bottles of exquisite wines (chilled to perfection in the bilges of our boats), fine cheeses, salads and a BBQ. We discuss the day's events, lessons learned and anything else that involves sailing, check the weather forecast for that night and the next day.

The prediction for our crossing to Main Duck next morning was 20 knot winds gusting to 30. The plan was to leave early in order to beat squalls and higher winds forecasted for later in the day. We use the free app "Wind Predict" which is very detailed and fairly accurate.

We left Prinyers with partially rolled head-sails and double reefs in the Main. The race was on! Our sail plan worked out beautifully and the boats were in their element cutting through one-meter waves at 6 - 7 knots on a direct course to Schoolhouse Bay at Main Duck. Rob and Eric were skeptical of Pengwyn's navigation which led to a point about a half mile off Schoolhouse Bay, however Pengwyn stayed in the lead and was first to tie up at the dock.

As predicted there were squalls and higher winds from the North East in the afternoon, however we were safely docked by 11:30. We planned to spend next day exploring the Island and to catch enough Bass for a fish fry on dock.

Anyone going to Main Duck should research the history of the Island and also, using Google Earth Pro (free), research its coast and features. A picture is worth a thousand words! There are some good books written on Main Duck. I would recommend reading "Booze, Boats and Billions" (Ed: by local historian and writer C. William Hunt, decd.) Knowing the history and folklore of the Island makes exploring it so much more interesting.

(Contd. Next Page.)

## Main Duck Island (Contd)

Don't let the stories of snakes, snapping turtles, tics, coyotes, poison ivy and hogweed deter you from exploring the Island and walking to the Lighthouse. If you take proper precautions such as wearing long pants, bug spray, a few bottles of water and stick to the trail you will have an enjoyable and interesting four- to five-hour walk.

At various points on the trail you will find paths that lead to the water's edge. If you look at your charts, or Google Earth, you will see a beautiful cove on the north east side of this island, approximately a mile from Schoolhouse Bay. This picturesque cove is only a few meters off the walking trail and a great place to take a swim. There is a large flat rock submerged about 2 ft. under water, measuring approximately 5 meters by 10 meters, which is ideal for sitting on with the water lapping up to your waist. The trail winds its way through open fields full of wild flowers, birds, nesting turtles and eventually leads to the old Light-keepers house.

Eric, a nature lover and expert in agriculture, was able to point out the various kinds of flowers, birds and poisonous weeds to avoid along the way.

From there, the path takes you to the Lighthouse and the old harbour which is now filled in with sand and billions of crushed shells. Someone left an old picture of the Lighthouse and surrounding grounds, pinned on the wall of the 2-storey out-house in Schoolhouse Bay. Check it out before leaving on your walk and compare how nature has reclaimed that end of the Island.



On our way back from the Lighthouse, Rob saw a coyote crossing the trail. How had they got there? You can hear them howling at night. (Ed: There are very few mammals on Main Duck. Coyotes are likely winter visitors who became stranded when the ice melted.)

On Day Two, we started fishing, although it looked at first like we might be having beans and wieners for supper, instead of Bass. However, our luck changed later in the afternoon and we caught enough fish to have a delicious fish fry.



Eric caught the biggest one, fishing in the weeds at the back of Schoolhouse Bay. As luck would have it Rob's Drone was hovering over the inflatable just as Eric was landing the big one. He couldn't have planned the drone shoot better.

We departed Main Duck with fair winds at 4 - 5 knots and were able to sail on a straight course to the Upper Gap. Our plan was to go as far as Picton and meet up with our Fleet's Upper Echelon, the Admirals (aka the Wives) for supper, and also to celebrate the Writer's 69<sup>th</sup> birthday. The wind kept shifting directly on our nose all the way from the Upper Gap to Picton, so that meant 2.5 hours of motoring. The next day was fairly long with a mix of sailing, motor-sailing and motoring back to Trenton. All in all, another great sailing adventure – and no one lost an eye!

Rob spent 10 hours editing all the drone footage and pictures taken, and compiled a spectacular video of the entire trip. Drop by my boat anytime if you want to see it. Bring a memory stick with you if you want a copy.

We are planning a "Main Duck" presentation, sometime over the winter, on a Tooney Tuesday. We will share a 2-hour Power Point and Video Presentation on the history of Main Duck, and how to approach Schoolhouse Bay. This presentation will include pictures and videos covering the route we followed from Trenton to Hay Bay to Prinyers Cove and Main Duck Island. We will offer tips on mooring, anchoring, rafting-up, as well as lessons learned. Those who have been there before can spice up the evening with their own "Main Duck" experiences.

# Cooking on Board

By Dorothy Fletcher

You'll be popular if you bring either of these appetizers to a barbecue or Club event this summer. The Shrimp Mould is a recipe from Sonja Rasmussen whose friends are still raving about it. The Layer Dip is a must-serve whenever Quinte SailAbility holds an event. Those with long memories may recall it from the Club's 50th Anniversary party.

## Shrimp Mould

- 1/2 cup canned tomato soup (undiluted)
- 1 pkg. (250 g) cream cheese
- 1 pkg. gelatine
- 1/2 cup mayonnaise
- 3/4 cup finely chopped vegetables (celery, green onion, peppers, etc.)
- 1 can small shrimp

Heat soup and cheese over low heat until smooth; dissolve gelatine in hot water and add to cheese mixture. Allow to cool. Mix in remaining ingredients and pour into greased 3-cup mould, or two smaller moulds. Chill and serve with crackers or melba toast.

Recipe can be made on board if you have a fridge, or it can be prepared at home.



## Layer Dip

- 250 g cream cheese
- 1/2 cup sour cream
- 2 Tablespoons mayonnaise

Blend in a food processor (or in a bowl by hand). Spread in a dish and refrigerate for a few hours or overnight.

- Top with: Bottled salsa
- Chopped tomatoes
- Chopped bell peppers
- Sliced black olives
- Chopped green onions
- Grated orange cheddar cheese

Keep refrigerated until ready to serve. Serve with tortilla chips. Double the recipe if teenagers are involved!



Do you have a recipe or two you might like to share? How about a salad you like to make to take to a pot luck or to serve on your boat? Next Fore'n Aft will feature Salads, and we'd love to include yours!