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Seen from the deck of Polaris, the race fleet heads for the south shore to round the next mark. Held on September 8, the event was one of four races sailed as part of this year's Club Regatta.

Photo by Scott Brown.

See Page 3 for story and results.



Member 1967-2018
Commodore 1975.



A final salute to the Club's longest serving member

John Douglas Graeme Gower

August 17, 1934 - October 16, 2018

It is with great sadness that we bid farewell to long time Club member John Gower, 84, who passed away peacefully at Belleville General Hospital on October 16, 2018 in the presence of his family.

John was born in Toronto on August 17th, 1934. He joined the Canadian Armed Forces in 1955. He served in the Middle East, Winnipeg and Calgary before being posted to Trenton in 1966. He retired from the Military in 1979. While stationed in Calgary he was placed in charge of transport for a 1959 visit by the Queen and Prince Philip.

John joined the CFB Trenton Yacht Club in 1967 just five years after it was formed. He held many executive positions over the years including Docks and Moorings, Harbourmaster, House and Grounds and Fleet Captain Sail. He served as Commodore in 1975 and was Rear Commodore for more years than anyone can recall. He was instrumental in developing a plan to electrify the docks.

He received five silver shackles for outstanding service, and in 2007 was awarded a lifetime membership. At the time of his death he was the Club's longest serving member.

John's acknowledged skills in carpentry and construction were put to good use when the original Club

house was extended to the size it is now. His wife Mary doubts there is one wall of the building that does not have John's hammer mark on it.

John was a co-founder of the Quinte SailAbility program, which began in 2001 as a means of offering sail training to children and adults with a physical or developmental disability. He was very proud of the success of this program which will celebrate its 20th anniversary in 2021, and continued to take a keen interest in its progress.

And in case you didn't know, it was John who was responsible for bringing to Trenton the large anchor that sits in front of the Club house. This was retrieved in the fall of 1972 from the north side of Nicholson Island in Lake Ontario by the Flying Frogmen Scuba Club. John provided the boat to tow it through the Murray Canal to the club, a challenging operation that took two days to complete.

John is survived by Mary, his wife of 61 years, his daughter Patricia, son Gordon and grandchildren Tara, Sean and Lenny.

A reception to celebrate John's exceptional life will be held at the Trent Port Marina on Tuesday, Oct 23rd from 2-5 P. M. It was John's wish that in lieu of flowers, donations be made to Quinte SailAbility.

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Regatta 2018

By John Brewster
Race and Regatta

The 2018 Club Regatta on September 8 saw six entries: Dale Harron, Kevin Alstrup, Carol Bailey, Bent Rasmussen, Marty Mathias and Brian Bonter. This year, we added a new race format into the mix.

The first race was an Olympic course using ASFA as the triangle format with a start and finish gate. The race committee was John Brewster, Mike Hope and new member Scott Brown. Mike and Scott used the club Mason to move the tetrahedron into position for the gates and rafted alongside Polaris during the start and finish. They then joined John on Polaris for the other three races. Races 2 and 3 were courses 17 and 18 respectively and the last race, a pursuit race, used course 4. Only five boats competed in the last three races as at the end of the first race, Dale's traveller decided to lose its end-cap and shoot ball bearings into the Bay. A barbecue after the race was well attended and enjoyed by all.

Placements based on CSP were (first to last) Kevin Alstrup, Brian Bonter, Bent Rasmussen, Marty Mathias, Carol Bailey and Dale Harron. Based on ASP, placements were (first to last) Bent Rasmussen, Brian Bonter, Carol Bailey, Marty Mathias, Kevin Alstrup and Dale Harron.



On September 5, the sail race marks were lifted and power washed ready for storage under the veranda. It was amazing the degree of zebra mussels on the marks, making it very difficult to get them cleaned. Marks 'A,' 'B' and 'C' were not as bad as the others, and the 'NO Wake' marker in the harbour had very little growth in comparison. Dale Harron, Eric Lawlor, Kevin Alstrup, Bent Rasmussen and John Brewster were the work party doing this chore.

Cannabis usage at the Yacht club

by James Wilson
Commodore

On the 17th of October, the use of Cannabis was legalized in Canada. The CAF is doing its best to quickly establish orders on the topic. At this time there is no formal direction as to limits for the use of Cannabis by non-military and non civil servant members at the yacht club on the Base.

The Wing is expected to present a formal order in the coming weeks which will clarify general usage on the base. My direction to the club is to be respectful of others. This will be a learning curve in Canadian societal norms, and we all need to take a moment and consider those near us if we choose to use this product. More to follow in the coming weeks.

Remembering Zoey and D-Dock



It is with great sadness that our beloved Zoey crossed over the rainbow bridge. We were lucky enough to have her unconditional love for 14 years, for 10 of which the club was her second home. She loved playing with all the dogs on D dock, and there were not too many boats she hadn't been on. She loved the boat, the club and all the people. She will be forever in our hearts.

Margret and Greg Tanner,

FLAREX gives boaters a rare chance to fire off their outdated Flares

By Christine Flett

For most types of boat, pyrotechnical flares are mandatory if you plan to venture more than one kilometre from shore.

However, marine flares expire after four years and must be replaced, but disposing of those outdated flares is a serious problem. Being explosives, they can't be mailed anywhere and can't go in the garbage. Nor can you legally fire them off, not even as fireworks, except in an emergency.



Retired OPP Officer Chris Foster demonstrates how to safely load and fire a flare gun by aiming over the water at a 45 degree angle.

Locally, the Canadian Power and Sail (CPS) Squadrons came up with a solution in the form of a flare demonstration, or FLAREX, giving area boaters a rare opportunity to legally dispose of their expired flares while also learning how to fire them off safely.

The event, held Sept. 15 on the land-spit adjacent to the Club, was a collaboration between CPS

Squadrons based at Trenton, Belleville and Picton, the Yacht Club, and 8 Wing Trenton, and was attended by about 50 people from across the Quinte region.

Eric Lawlor, who brought his expired flares for safe disposal, thought it a valuable experience, one he would liked to have had some years ago before his rudder broke in heavy seas during a race on the Lake leaving him with no way to steer.



Example of Type B Double-star Distress Flare.
Photo by Dennis Fletcher.

"We called in the emergency, and the Auxiliary Coastguard came out to help. But while we could see them, they could not see us due to the swell. I had to fire off a flare so they could pinpoint our position, something I knew how to do but had never done."

Event organizer John Brewster says this gap between theory and practice was the primary impetus for the flare demonstration.

"As a teacher of boating courses, I found training course slides and handouts are all very nice, but no one gets to see and hear what a flare looks and sounds like when it is fired. Nor do they have a chance to see what is involved in firing a flare gun, and the inherent dangers involved to both person and vessel. The flare demo was set up to be an actual training exercise to fill that gap."

500 outdated flares were available for training purposes of which 353 were fired off during the afternoon event, all from just one small corner of south eastern Ontario. A good example, says Brewster, of just how serious the disposal problem of pyrotechnical flares has become.

LED flares are a potential alternative. Recently approved for marine use by the United States Coast Guard, they are currently being evaluated by Transport Canada for use in this country.

Visiting **SUNNY** Newfoundland — What some folks will do for a party!



Above, St. John's harbour in *Sunlight* which was almost the only way we saw it.

Below, some of our group on the Foredeck of *MV Friday Night*. They are Peggy O'Brien, Dave Flett, Bent Rasmussen, Libby Buckle and Colin Baillie. The rest of the ladies (bar the photographer) were sipping wine in the cabin while the guys did some jig fishing on the Aft deck.

The occasion was the Golden Wedding Anniversary of long time Club members Jim and Libby Buckle which took place on September 28 in their home town of St. John's, Newfoundland. Ten folks made the trip from Trenton for what was (not surprisingly) one heck of a good party!! An unexpected highlight was a cruise on Conception Bay in a 53 ft. Motor Cruiser followed by a traditional Jigs dinner at the Royal Newfoundland Yacht Club (RNYC). Now that's a reciprocal worth having!!



Above, the Folks who Came from Away including ten members of CFBTYC.



View of Bell Island in Conception Bay as seen from the *MV Friday Night*.



Left, *RNYC* member Dave Mitchell, our Captain and most gallant host.



It doesn't takes much for a pair of Newfoundlanders to break into song. Here, Gerard O'Brien and his brother Ken perform a brand new piece entitled "*The Friday Night*," (written on demand by CFBTYC itinerant minstrels) in



honour of Captain Dave Mitchell and his oh-so-comfortable-boat! In case you're curious, this song will be performed (without prior notice) at a Club event in the near future. So be warned!



Left, boats in the harbour near Manuels, home of the Royal Newfoundland Yacht Club.



Right, Cape Spear Lighthouse, the most easterly point in North America.

Summer in the Rear View Mirror...

A recap of the Season's Challenges and Achievements.

By Christine Flett
Safety & Environment Officer

There's no denying it, 2018 was one of the hottest and driest summers on record. But according to Environment Canada's Dave Phillips, this year's extreme heat is just a "dress rehearsal" for the years to come.

"This kind of global heatwave and extreme temperatures ... is really going to be summer in the future," he told CTV News in August. "We won't be talking about it in 30 years because by then it will be the norm."

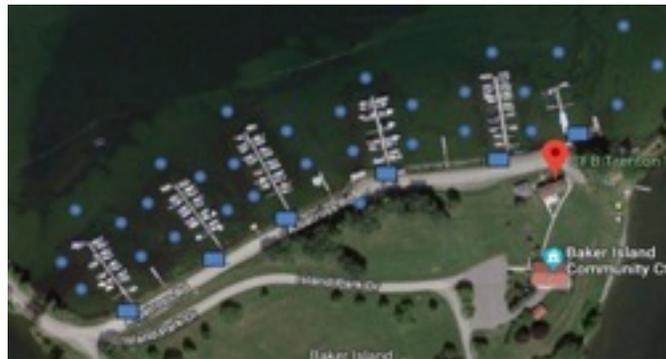
Sun lovers may relish hot dry summers, but the trickle-down effect of less rain and rising temperatures will be a lower water table and more evaporation from lakes and rivers. That's bad news for boaters.

Add to the decreasing water levels two or more feet of silt – the average sediment depth in the CFB Trenton marina – as well as several feet of aquatic vegetation, and the navigable space becomes severely restricted.

That's pretty much what happened this summer. With two applications of Reward we were able to control Curly Pondweed and Milfoil to prevent seeding. But July's explosive growth of Chara algae brought the harbour to a standstill, at least until harvesting could be arranged.

Permission to cut and remove weeds was part of the Club's application to install a harbour-wide aeration system.

However, by early August when Chara was at its most troublesome, that application was still under review by the Department of Fisheries & Oceans (DFO). Wing Officials were at first reluctant to pre-empt their decision.



Plan for aeration showing compressor siting and placement of diffusers around each dock. In all, there will be six aeration systems beginning this Fall with the pilot project at D-dock.

An interim arrangement on the grounds of safety allowed us to do some limited but much needed weed cutting, and undoubtedly saved the season.

Which brings me to aeration. After five months of review by various authorities, the project received DFO approval on September 28. We are, however still awaiting permission for the capital expenditure.

Once approved, the plan is to get going with a pilot project

before ice up. D-dock has been chosen for this as it is most vulnerable to ice damage. The Club will then be able to turn on the bubblers as needed during late winter, thereby avoiding the costly repairs we incurred last spring.

Five similar systems will be installed around remaining docks during 2019, injecting much needed oxygen into the sediment layer to increase water movement. Adding beneficial bacteria and enzymes will help digest partially decomposed weeds, and reduce silt levels.

Improvement won't be instant, but aeration will ensure that the harbour at CFB Trenton Yacht Club remains navigable for the long term, regardless of climate change.

Trophy Night and Oktoberfest!!



Marty Mathias and Bent Rasmussen pose with the Sailor's Bowl during the recent Trophy Night and Oktoberfest. The cup is awarded to the skipper competing in the greatest number of races.

About 60 people attended the Oct. 20 event at the Baker Island Community Centre in which 44 plaques were given out to winning participants of the various Club sail racing events.

Commodore James Wilson also handed out Citations to Steve Graham (Club Supervisor) Carol Bailey (Fleet Captain Sail) Bruce Miliken (Harbourmaster) and Dennis Dove, (Rear Commodore) in recognition of their contributions to the Club.



The 2018 Silver Shackle recipient was Christine Flett (Safety & Environment/Fore'n Aft Publisher). Jim Buckle, shown right with the Commodore, was honoured for his more than 35 years of service with a Lifetime membership.

Capping off the event was a delicious German-themed dinner cooked by Wayne Jordison and his team of volunteers. The Oktoberfest meal was accompanied by some appropriate German music played on accordion by special guest, Jacob Mikkelsen. Many thanks go to Trophy Officer Joerg Glaus, and everyone else who helped make this lively evening such a great success.

SERIES	TROPHY	1st PLACE	2nd PLACE	3rd PLACE	RACE COMMITTEE VOLUNTEERS	
Green Leaf	Green Leaf (A)	Bruce Miliken	Bent Rasmussen	Carl Hisey	John Brewster	Eric Lawlor
	Green Leaf (C)	Carl Hisey	Martin Mathias	Gerard O'Brien	Mike Hope	Dale Harron
Diehard	Baby Seal (A)	Bill Phillips	Bent Rasmussen	Martin Mathias	Dave Deremo	Simon Arcand
	Bay Seal (C)	Martin Mathias	Bent Rasmussen	Kevin Alstrup	John Fear	Carol Bailey
Harvest	Bittersweet (A)	Brian Bonter	Martin Mathias	Dale Harron	Kevin Alstrup	Nanine Fournier
	Bittersweet (C)	Brian Bonter	Steve Brown	Gerard O'Brien	Sty Lavigne	Brian Bonter,
Frostbite	Frostbite (A)	Rick Tinga	Martin Mathias	Steve Brown	Peter Kope	Alex Buss,
	Frostbite (C)	Kevin Alstrup	Rick Tinga	Steve Brown	John Bolton	Byorn Jacobsen
	Single Handed (A)	Bent Rasmussen	Martin Mathias	Gerard O'Brien	Colin Baillie	Marty Mathias
	Single Handed (C)	Kevin Alstrup	Gerard O'Brien	Bent Rasmussen	Gerard O'Brien	Shelley Haggard
Club Regatta	Around the Bay	Brian Bonter	Dale Harron	Carl Hisey	Rick Tinga	Mary Hope
	Vice Commodore (A)	Bent Rasmussen	Brian Bonter	Carol Bailey	Scott Brown	Dave Flett
	Vice Commodore (C)	Kevin Alstrup	Brian Bonter	Bent Rasmussen	Bent Rasmussen	
	Sailor's Bowl	Marty Mathias	Dale Harron	Bent Rasmussen		
	SAIL	Mike Hope				
	Take Five	Steve Brown				
Belleville-Trenton		3rd Martin Mathias	7th Bruce Miliken	8th Kevin Alstrup		

Cooking on Board...

Moroccan Chicken

Recipe submitted by Wayne Jordison

Notes by Dorothy Fletcher

I made this chicken and it is delicious! The sauce it makes is fragrant and flavourful and with the vegetables already in, it's practically a meal in one.

Note: the saffron is a nice but pricey addition. Use it if you have it on hand, but if you don't you can omit it without changing the dish too much.

2 lbs chicken pieces (breast halves, thighs, drumsticks) skinned
3 tsp olive oil
2 med. onions cut into wedges
6 large garlic cloves, halved lengthwise
5-6 threads saffron, crushed
1 2-3 lb. butternut squash, seeded, peeled, and cut into 1-inch chunks
1 cup chicken broth or water
1 cup golden raisins
1/4 fresh parsley, snipped.

Moroccan spice mixture:

In a bowl mix together

2 tsp salt

1 tsp each crushed red pepper, ground cardamon, ground cloves, turmeric, ground cinnamon, ground ginger, ground coriander, and

1 half tsp black pepper.

Makes about 3 Tbsp.

Prepare Moroccan spice mixture; rub chicken pieces with 1 Tbsp of spice mixture.

In 4-quart Dutch Oven, heat 2 tbsp oil over medium heat. Add chicken. Cook uncovered for 6-8 minutes turning to brown evenly. Remove chicken. Add remaining tsp. oil to Dutch oven. Add onions, garlic, and saffron. Cook and stir over med. heat for 2 mins. Add squash. Sprinkle with 2 tsp. spice mixture; toss. Add chicken and broth. Bring to boil, reduce heat. Cover and simmer for 1 hour. Add raisins; cover for 10 to 25 mins more until chicken is done and squash is tender. Garnish with parsley and serve with rice.

