



PUBLISHER & EDITOR:

Christine Flett

CONTRIBUTORS:

Bruce Milliken

Eric Lawlor

Dave Flett

Bob Forgues

Fletch Fletcher

Mary Game

Dorothy Fletcher

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FREE STUFF!! Pete Franklin
has paper charts from the
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to give away to a good home.
Phone 613-965-1329.

Good turnout for Club's first social event of the season.

IT WAS A LONG TIME COMING, BUT IT CERTAINLY DID NOT DISAPPOINT. Over 20 people attended the Club, August 29, for an afternoon of Penny Puck Pool – the first social event since the Covid-19 lockdown in March.

Four tables were set up using both the deck and upstairs club room to allow for distancing. Members brought their own refreshments.

Conditions were perfect – apart from a nasty wasp nest in the stacking chairs which Gerard O'Brien dealt with (painfully). Gerard was the day's big winner which may have helped take the sting out of that experience.

Thanks to Carol Bailey and Bent Rasmussen for arranging the event, and to Marty Mathias for some much appreciated music.



BY BRUCE MILLIKEN
HARBOURMASTER

Lift-out protocol for 26 September, 2020

Social distancing **MUST** be maintained or PPE worn if this is not possible.

Please review the following carefully:

Work crews will be divided into the following groups:

1. BOAT OWNERS:

Boat Owners are responsible for setting their cradles, blocks, stands, attaching tag lines, safety lines, fenders, strap-pulling lines prior to lift out.

Boat Owner (and assistant) will move boat to appointed lift location as directed. If a tow is required, advise Crane Captain in advance.

Boat Owner will communicate strap positions and any special requirements for the lift to the Hoist Crew members.

Boat Owner will check to ensure straps are located correctly as the crane takes the weight.

2. HOIST CREW (1 crane captain and 4 strap attendants):

Hoisting Crew will place and hold straps on the hull, and attach safety lines provided as instructed by the owner.

Hoisting Crew will attach crane boom hooks to straps, guide them into the lift position until the straps take the weight of the hull.

Crew weight should be evenly distributed to keep the hull from listing. Once the Crane Captain has given the OK to lift, the crew may disembark.

3. TAG LINE CREW (2):

Tag line crew will accompany and control the orientation of the boat from the dock to the cradle position and hold in place until the cradle crew has control of the hull. They may join the Cradle Crew to set pads, stands, or other activities as required. Once dismissed by the Crane Captain, return to the next lift.

4. STRAP CREW (1 plus dock cart):

Strap Crew will load released straps into a dock cart and deliver to next hoist position.

5. CRADLE CREW (1 crane captain 4 pad and stand attendants, supplemented by tag line crew as required):

The Cradle Crew will hold and set pads and stands, as the boat is set, as directed by the crane captain.

The Cradle Crew will lift and set the pads and any required blocking for each crane move.

The Cradle Crew will detach straps from the crane hooks and guide the hooks clear.

The Cradle Crew will detach straps from the crane hooks and guide the hooks clear.

6. TOW BOAT CREW (2):

Be available to relocate boats to new positions.

7. WORK BARGE AND PORTABLE DOCK (2):

Locate barge and portable dock as directed.

Dave's Mobile Wash will be attending to clean hulls below the water line.

All crew members shall wear hard-hats and masks.

CREW MANPOWER: See crew and lift schedule below.

Lifts will commence approximately 0800 from the west and move east.

We will require a total of 16 people to run the crews. Not all members can participate. If you are in the first group of lifts on the schedule, please attend by 0730. Second group should be available by 1000 at the club.

All vessels lifting out should be prepared and ready to lift by Friday the 25th of September.

If a crew member needs to be relieved, hold your hard hat in the air. If you see someone looking for relief and you are able, please offer to relieve them. Please confirm your duties and any vital information to the reliever, from a safe distance.

We will need manpower for the crews, but do not want anyone not mentioned above in the area of the crane. Please watch from the hill, and maintain social distancing.

PLEASE BRING FOOD AND BEVERAGE FOR YOURSELF, as the clubhouse restrictions will not permit food service or coffee. Access is restricted for use of washrooms and payment of fees only, by a limited number of people. Please observe instructions and floor markings.

CONTACT WITH OFFICE, work vessels and shore party by VHF channel 71.

LIFT FEE IS SET AT \$80. It will be paid at the office to the attendant prior to lift-out by a sealed envelope with the name of member and amount. No change will be available and the envelope will be quantized for the required period.

September 26 crew schedule – 0800 Lift.

Crew A – 0730-0800 (Pay fee at Clubhouse)

Scott Brown (70)	Marina Kennedy (54)
Kevin Alstrup (64)	Danial Chicoyne (51)
Ken Mugford (63)	Simon Arcand (47)
Marty Mathias (61)	Arden Wannamaker (43)
Mary Game (60)	Raul Zaharia (40)
Jason Leuschen (59)	Dave Flett (39)
Robert Marshall (58)	Richard Creamer (38)
Dwight Koshman (57)	Jim Stanley (36)
Chris Foster (55)	Colin Baillie (33)

Crew B – 1000 (Pay fee at Clubhouse)

Eric Rasmusen (29)	Dave Allester (16)
Eric Lawlor (26)	Nathalie Page (15)
Richard Jones (25)	Ian Harper (12)
Brad Power (24)	Paul Martin (3)
Gerard Obrien (23)	Jack MacDonald (80)
Mike Simic (22)	
Michael Martin (19)	
Carl Hisey (17)	

The order of boats to be lifted may be altered due to crane placement. Lifts to trailers will be accommodated as required.

The dangers of carbon monoxide poisoning, and boating

BY ERIC LAWLOR

CO-CHAIR, SAFETY & ENVIRONMENT

I was sitting in the cabin of my boat eating breakfast on a recent cruise when I noticed something that stimulated me to write this article. I have a carbon monoxide (CO) detector on my boat and I noticed it was indicating climbing levels of CO. I had never noticed this before so it piqued my interest. I had no idea of the danger levels in parts per million (ppm). My research showed I was quite safe but there was potential for danger.

Dangerous exposure is a function of CO concentration, ppm, and time exposed. My CO detector alarm goes off at 400 ppm for 4 minutes. My companionway was wide open so the levels decreased to zero once I stopped using the propane stove for making my coffee and heating water to wash up.

CO, a colourless, odourless, deadly gas, is the product of incomplete combustion. It can kill before you know it's there. In my case it came from the propane stove. It can also come from alcohol stoves, gas and diesel engines, generators, grills, any fuel-burning apparatus, and these can be on other boats, so beware.

Many boats have generators. They usually vent towards the rear or are portable and used at the aft end of the boat. This poses a danger to people on a swim deck or water platform. It can build up in air space beneath the stern deck. Traveling slowly or idling can cause CO to build up in the boat's cabin, cockpit, bridge and aft deck. Wind from the aft can increase this buildup. Back-drafting can occur when a boat is operated at a high bow angle.

The most common symptoms of CO poisoning are headache, dizziness, weakness, vomiting, chest pain, and confusion.

HOW TO PREVENT CO POISONING ON BOATS:

- Educate all passengers about the signs and symptoms of CO poisoning.
- Properly install and maintain all fuel-burning appliances and engines.
- If using a stove or oven in the cabin, ensure it is well ventilated and use a fan to blow air out the companionway.
- Swim and play away from areas where engines vent their exhaust.
- Check and ensure exhaust outlets are not blocked.
- Keep 20 feet away from boats that are running generators or engines
- Never use a fuel burning stove or grill to heat the inside of a cabin. Use only properly installed heaters that are vented outboard. If you don't have one of these throw on an extra sweater or an extra blanket.
- Install a CO detector.

If you think a person on your boat has CO poisoning, move him or her to fresh air and contact the nearest emergency services.

For information on toxic levels and exposure times go to:

https://nyad.com/data/uploads/2017/04/carbon_monoxide_danger_levels.pdf

This topic is important enough that the Centres for Disease Control have a designated section for CO poisoning on boats. For more information check the above site and search "carbon monoxide poisoning."



TURTLE RACING, ANYONE?

Dave Flett spotted these seven baby turtles one morning on the newly painted driveway, all lined up in a row and heading east. No idea where they came from or where they were going, but wherever it was, number two was clearly determined to get there first.

Three. Two. One... And they're off – like a herd of turtles!!



Number two edges into an early lead...



It's a break-away! Number two is romping along!



And he wins by over six lengths!!

Foresters' Island Park & Orphanage — Dr. Oronhyatekha's ambitious dream.

By Christine Flett

Above, a historical view of Foresters' Island super-imposed over a recent photograph of the same location gives the image a mirage-like quality.

VIEWED FROM THE WATERFRONT AT DESERONTO IN THE FIRST DECADE OF THE TWENTIETH CENTURY, THE SKYLINE OF FORESTERS' ISLAND would have looked very different. Between 1895 and 1910, instead of shrubs and trees, every inch of its tiny footprint would have been covered with buildings including a hotel, meeting rooms, dance pavilion, guest cottages, a private residence, wharf for boats and an orphan home – all built by the Independent Order of Foresters. Not a brick remains as evidence of this history. So what happened?

Originally owned by the Mississauga people, the island was part of a land parcel deeded to Mohawk leader Captain John Deserontyon following the American Revolution. In 1894 his grandson, John Culbertson, sold the island to the remarkable Mohawk physician and philanthropist, Dr. Oronhyatekha (pronounced O-ron-ya-day-ga).

Considered the first aboriginal scholar to earn an MD, Oronhyatekha was also a successful CEO of a multinational institution, a native statesman, an athlete of international standing, and outspoken champion of the rights of women, children, and minorities. Proud of his aboriginal heritage, he navigated a unique course between Colonial and Native cultures to become a respected public figure, and he did so at a time when racism and assimilation were the norm.

Born August 10, 1841 at Six Nations on the Grand River, he was baptized Peter Martin but preferred his indigenous name of Oronhyatekha (Burning Cloud). In 1860 at age 19, the six foot-tall youth was chosen to present the Mohawk address to the visiting Prince of Wales who was travelling with Sir Henry Acland, Professor of Medicine at Oxford University. Acland was so impressed he invited the young man to study at Oxford. They remained lifelong friends.

Returning to Canada, Oronhyatekha found a teaching job at Tyendinaga Mohawk Territory where in 1863, he met and married Ellen Hill, great grand-daughter of the revolutionary-era Mohawk Chief, Joseph Brant. He enrolled at University of Toronto medical school graduating with an MD in 1867. While at university, he joined the militia, and the 2nd Battalion, Queen's Own Rifles with whom he fought during the Fenian Raids of 1865. A skilled marksman, he later competed with Canada's first rifle team at Wimbledon earning nine medals. After graduation, he practiced medicine in Frankford, close enough to Tyendinaga to do business with the Mohawks. Upon recommendation of Sir John A. Macdonald, he was appointed consulting physician to the Band and briefly moved his family to Napanee, but finding the annual salary of \$500 insufficient he relocated to London ON where he opened a medical practice.

Oronhyatekha, often referred to as Dr. O, is best known for his work as head of the Independent Order of Foresters (IOF) a fraternal life insurance firm he joined in 1878 while in London. The constitution stipulated only "white males or Orangemen" were eligible, but as a member of the Masonic and Orange Orders, he was accepted and was soon appointed high chief ranger. The Order faced many challenges including falling membership and unsustainable debt due to losses incurred in the US. Oronhyatekha worked to restructure the constitution to make it financially solvent, which he achieved in under two years. With the IOF in profit, he was appointed Supreme Chief Ranger in 1881, a position he held for 27 years. Under his tenure, Foresters' became one of the wealthiest in the Victorian world with over a quarter million members worldwide and \$11 million in liquid assets. A firm believer in philanthropy, following the San Francisco earthquake, he led the charge to compensate members who had suffered losses – a detail the IOF uses in its publicity to this day.

To acknowledge the Order's prosperity, a new headquarters was built at the corner of Bay and Richmond in Toronto, and a sculpture of Dr. Oronhyatekha as leader commissioned from Walter Seymour Allward (of Vimy Memorial fame) to commemorate the 1896 opening. The Foresters' Temple had the distinction of being Toronto's first skyscraper, and was for many years the tallest office building in the British empire – sufficient grounds to qualify it today for historical status. Sadly, it was demolished without protest in the '70s to make room for the Queen-Bay centre.



Above top, Dr. Oronhyatekha aged 19 dressed for his 1860 speech to the Prince of Wales. Middle, as Supreme Chief Ranger, IOF. The last picture was taken around. 1900.



The Foresters Temple Toronto, circa 1902.



Foresters' Island c. 1908, showing (from left) the Isle Hotel, Island Park Pavilion, Dr. Oronhyatekha's summer residence, "the Castle," and Foresters' Orphan Home (derelict).

Dr. Oronhyatekha bought Captain John's Island in 1895 on behalf of the Foresters with the intention of developing it as a recreational park and conference centre. His plans were ambitious but he wasted no time in getting things off the ground, commissioning several large buildings including the Isle Hotel, a dance pavilion and bandstand, an IOF meeting hall, a summer residence for his family (known as the Castle) and a wharf for boats to dock. Over the next decade, huge IOF gatherings were held at the Isle Hotel, while local people from Deseronto and Tyendinaga came by boat to picnic on the shore or dance at the Pavilion.

In 1903, Oronhyatekha embarked on his most ambitious project and the one dearest to his heart. Concerned about the plight of homeless children he began construction of Foresters' Orphan Home – a massive three-floor concrete structure with 150 ft. frontage, verandas extending along second and third floors, and five battlemented towers, the centre one over 100 ft. high. Large enough to house 250 children, it incorporated an electrical plant capable of lighting all buildings and walkways on the island.

The orphanage opened in 1906 but its life was destined to be short – fire gutted the building just 18 months later. It was never rebuilt.

Fortunately Dr. Oronhyatekha did not live to see what he considered his crowning achievement reduced to ashes. Suffering from grief at the loss of his wife along with complications of diabetes, he had been advised to winter in the southern US States. He died suddenly on March 3, 1907 while visiting President Theodore Roosevelt in Savannah, Georgia.

His funeral on March 6 was a lavish affair. His body lay in state at Toronto's Massey Hall where, over a four-hour period, more than 10,000 people paid their respects. Dr. Oronhyatekha is buried in the cemetery of Her Majesty's Royal Chapel, Christ Church at Tyendinaga Mohawk Territory.

The IOF sold the island in 1908, and all buildings were dismantled. Ownership of Foresters' Island was eventually transferred to the Mohawks of the Bay of Quinte.

Several commemorations of Dr. Oronhyatekha exist including a 2001 plaque erected at Tyendinaga by Parks Canada designating the legendary Mohawk physician as a national historic person. A street in Cabbagetown where he lived while in Toronto has been named Dr. O Lane in his honour.

Although the Foresters' Temple in downtown Toronto was demolished, the sculpture by Walter Seymour Allward was saved. It now stands at Foresters' House, 789 Don Mills Road.



Group including Dr. Oronhyatekha (seated, wearing a light-coloured suit) outside the Isle Hotel on Foresters' Island, c. 1900.



Above, two views of the Orphans' Home on Foresters' Island taken approx. two years apart. The first is a colour postcard likely for promotional purposes. In the second the building looks derelict which dates the picture to after the fire, most likely winter 1908.



The Castle, Dr. Oronhyatekha's summer home on Foresters' Island.



Summer picnic party at Foresters' Island c. 1906.

Removing chara from the main channel

Some pictures of the weed harvesting done on August 7. Using a special basket-like attachment on his harvester, Nick Demarco of Weeds Begone was able to get under the chara and remove it from the bottom up – a better solution than cutting, which (like mowing a lawn) encourages it to regrow. It took six hours to clear a path through the main channel from the breakwater to just beyond D-dock. The water west of D-dock is deeper, so chara beyond that point was not causing problems.



While the harvesting was underway, two members of the weed team, Eric Lawlor and Dave Flett, placed some channel markers to help define the cleared area. These have now been lifted and stored for winter.



Photos: Christine Flett



1000 Islands – the last trip of the 2020 season

Photos: Bob Forgues and Eric Lawlor

Weather-wise, this was a fantastic summer. Bob Forgues and Eric Lawlor were able to get in a great deal of sailing, despite the late start to the season.

Their most recent trip, in early September, was to the 1000 Islands. The group included Rick Carnahan of Trent Port Marina, in his boat *Gasundheit*. All three were sailing solo.

"Our claim to fame for this season was being under sail 75 percent of our time on the water," Bob says. "Some days at a snail's pace, but that's OK. We use a 2-knot rule!"

Their route for the 8-day trip consisted of Whitlow Point in Hay Bay, Collins Bay, Aubrey Island, Wonderers Chanel, Gananoque, Cedar Island near Fort Henry, Prinyers Cove and Sandy Cove.



Pengwyn, Layalee and *Gasundheit* on the new docks at Aubrey Island. Below and opposite, two views of the boats docked at Cedar Island.



With wind speeds and direction their main criteria, they were able to sail from Collins Bay via the south side of Howe Island to Aubrey Island, one of three islands in close proximity to the east end of the Bateaux Channel, the others being Mermaid and Beau Rivage.

Several of the islands, including Cedar, Aubrey, Mermaid, and Mulcaster, have new Parks Canada docks which are deep enough for sail boats up to a five foot draft.

Every island could accommodate six boats at three docks, although some were reserved for Parks Canada staff.

There are also three new 24 ft. docks in deep water directly across from the Martello Tower at Fort Henry, however Bob recommends the longer docks with picnic tables at the east end of Cedar island behind Whiskey Island.

"The best chance for getting dockage at any of these Islands is before or after tourist season, that is early June or after the September long weekend."

Eric says there are walking paths on most of the islands, "so even if you can't dock at them, you can explore the islands if you have a dingy or kayak to get ashore."

No rafting was permitted this year due to Covid-19.

The group allowed three days sailing time to get to Kingston, and three days to get back.

"After Kingston," Bob says, let the winds dictate whether you sail around Howe Island or through the Bateaux Channel. Nice to do the Bateaux in one direction. Trident Yacht Club is an overnight option in a non-Covid year."

He notes Google Earth can be useful in trip planning but be aware that the pictures may not be up to date. For instance, the new Parks Canada docks were not shown on Google Earth, however some are mentioned in Ports.



Gasundheit under sail



FLETCH'S NAUTICAL QUOTES

"A large and ridiculous gunner told me that I looked like an out-of-work chorus boy. He was very startled when I told him that was exactly what I was, but that I found it easier to get work as a naval officer, a job requiring considerably less talent."

Sub-lieutenant William Donaldson, Royal Navy, circa 1950

"Gentlemen, when the enemy is committed to a mistake we must not interrupt him too soon."

Admiral Horatio Nelson

'Adieu, bon voyage' to George Game

On a blustery day in August, friends and family of George Game met to bid a final farewell to George as his ashes were released to the waters of the Bay.



By Mary Game.

BY DOROTHY FLETCHER
FOOD AND RECIPE EDITOR

Quick & Easy—Spaghetti Pie

Ever find yourself standing in front of an open fridge, surveying the contents and wondering what the heck you are going to make for dinner?

If you have some leftovers and they happen to be cooked spaghetti or pasta and you have some vegetables, you are minutes away from a very tasty meal.

This pie will remind you a little of a quiche, and would be nice served with a salad or some of those delicious fresh tomatoes that are available now. Once cooked, it can be frozen for another even faster meal in the future.

Use whatever you have on hand and almost any cheese will work – cheddar, mozzarella or whatever. You can use frozen vegetables (run under hot water to defrost) if you don't have any left over. Again, use any vegetables you like.

You might just find that in future you will be planning to have pasta leftovers just to make this pie.



Spaghetti Pie

4 eggs
3 cups cooked spaghetti
2 cups cooked vegetables
3/4 cup grated cheese
1/2 teaspoon salt
1/4 teaspoon pepper



In a mixing bowl, beat the eggs then stir in the spaghetti (or any leftover pasta). Add the vegetables, cheese, salt and pepper and stir to blend.

Pour into an oiled 10 inch pie plate or similar baking dish. Bake at 350F for about 20 - 25 minutes, until the centre is set. Cut in wedges and serve with salsa, ketchup or your favourite sauce.

Serves 4 - 6.

Pasta Tips

1. Use lots of water and add salt. How much? Taste the water – it should be salted to the same level you would soup.
2. Don't go by the cooking time on the package. Take a piece of pasta out of the cooking water and taste. You'll know when it is ready.
3. Don't add oil to your cooking water. It doesn't really help and the oil will coat the pasta and prevent a sauce from sticking to it.
4. Add pasta to your sauce and not sauce to your pasta. This last little bit of cooking in the sauce will allow the pasta to absorb the flavours of the sauce, while the sauce thickens a little bit.
5. If you are storing pasta leftovers, mix in a small amount of olive oil to keep it from sticking and becoming one big mass.
6. As soon as the pasta is done, remove it from the heat and drain. Leaving it in the hot water will allow it to continue cooking possibly past the stage of doneness you prefer.
7. Stir the pasta as soon as it goes in the water and for the next minute or two. This is to help prevent sticking to the pot which usually happens early on.