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MEMBER PORTHOLE

VICE COMMODORE

CAPT JASON LEUSCHEN

JASON DESCRIBES HIMSELF AS A FARM BOY FROM Saskatchewan but he has been in Ontario since 2000. His current occupation is C17 pilot at 429 squadron. "Please don't blame me for the noise, midnight is sometimes the only time they'll let us have a plane for a trainer."

Jason learned to sail in Ottawa with the Nepean, and then Georgian Bay sailing clubs. He has also done a few bareboat charters in the BVI's. He is a new member of the CFB Trenton Yacht Club which he joined in 2019.

"The Club attracted me to the military as much as the military attracted me to the club. All potential pilots in Canada come to Trenton to do the video game test that determines your fate. While I was here, I went for an early morning run around base and discovered the club. From that point on, a Trenton posting was my goal. The convenience and low fees made the club a no-brainer when I finally arrived."

His boat is the Hunter 34, Sapphire. His crew is his wife Rebecca, and the "swabbies" are his daughters Rose and Violet. "I'm new to ownership, so I have no problem with people pointing out when I'm doing something really stupid, I can certainly use the advice."

During his time on the Flag, Jason would like to increase club access to new and casual sailors. "A constant influx of new members is required to keep a club vital, and sailing can be technically and financially intimidating to people without experience or more good sense than me! The Georgian Bay Sailing Club (in Gatineau) offered a great opportunity to use a club boat and volunteer skippers to provide a safe and low-cost introduction to new sailors. Talking to friends on base, this will overcome a lot of the impediments to people who are outsiders looking in at the sport. It seems we have more than enough experience, and there are always members looking for crew, we just need to create 'tinder' for sailors to play match-maker for these two groups and get some enthusiastic new members."

Jason serves on the Flag committee as Vice Commodore. He will take over as Commodore in October.



WELCOME YACHT CLUB MEMBERS!

We are at the beginning of a very challenging time for our Club in light of the COVID 19 Crisis. One thing we share at the Club is a love for sailing and boating, it is very important to us all. However our real priority is the health and safety of friends and families. To that end, we must be prepared to do, or not do, everything necessary to keep everyone safe –even if that means foregoing this year's season altogether.

CWO SCOTT
CREAMER,
COMMODORE

We are not there yet, and I will ensure that everything is done that can be done to prepare for this season. However, for the majority of us, that means doing nothing for at least the next two weeks. Stay home and maintain social distancing—this is the best thing you can do for yourself, your family, and the club. Those of us who can access the club will do what we can, but our priority is to keep them safe as well.

COVID 19 aside, here are the things I intend to do this year as your Commodore:

First, create a unified focus for the Club by presenting a Strategic Plan to the Wing. This plan will lay out the priorities of the club over the next one to three, five and 10 years down the road. A select group of members will solicit the rest of the Club to determine the vision and priorities of the majority. This will be presented to the Club as a very high-level broad-stroke plan for majority vote. Once voted in by the Club, a planning committee will be assigned to one or more of the priorities to determine if the Club has the resources, and how to use or get these resources. Once the resources have been established, a plan to do the work will be put in place and executed. This may seem like more planning than doing, but when you consider how the Flag unusually changes every year, it becomes more important to have an established priority in place so the Club continues to move forward without getting stagnant or going backwards.

Second, I would like to establish an Officer of the Day or Duty Officer (OD) program. The reason for this is multifold. It will take some of the burden off the Club Manager, which we all know is not a high paying job for the responsibility put on that person. This will allow him/her the ability to have set hours during the day with the OD available in the evenings. The OD program will also leave the Club in a better position to conduct business at times when we do not have a Club Manager, such as we find ourselves in today.

Third, as you are most likely aware from the application this year, a Volunteer Coordinator position has been created to monitor and coordinate the use of our volunteer hours. As a member of the Club, you are required to contribute a minimum of 25 volunteer hours. In the past, most of these hours have gone to the general work parties leaving very few volunteers for the other activities.

While you are still encouraged to attend as many weekend general work parties as possible, half your hours this year are to be dedicated to one of the following: CLUB SOCIAL ACTIVITIES, CLUB MAINTENANCE ACTIVITIES (Outside of weekend work parties) and CLUB ORGANIZATIONAL ACTIVITIES.

It is our hope to balance the volunteer hours spent at the Club, thereby balancing the workload and making club activities more enjoyable for all. Our Volunteer Coordinator will monitor the volunteer hours and activities with the Activity OPIs (Official Person in Charge) and report to the Flag in order to ensure all our efforts are directed to where they are needed most. This policy is not meant to be restrictive and we acknowledge that for some, the work can be arduous or the dates problematic. If you feel you will be unable to contribute your hours in the activities listed, please contact the Volunteer Coordinator who, I am sure, can find a mutually agreeable solution. With this in mind, we hope everyone will use their skill-set to contribute to the well-being of the Club.

I totally get that the new volunteer plan may be a moot point this year in light of COVID-19, however we still need to place ourselves in a position to succeed in the coming months and years.

Note: for information about the Flag and Executive committees, go to: [cfbtrentonyc.com/membership/2019-2020 Executive](http://cfbtrentonyc.com/membership/2019-2020%20Executive).



100 YEARS OF PUBLIC HEALTH:

How an earlier pandemic changed Canada

BY CHRISTINE FLETT

AS WE STOCKPILE OUR GROCERIES, CANCEL PUBLIC EVENTS AND PREPARE TO SELF-ISOLATE FOR 14 DAYS, IT seems prudent to reflect on an earlier pandemic, the 1919 Spanish Flu which hit Canada one hundred years ago with devastating consequences.

The so-called 'Spanish' Flu pandemic is believed to be the deadliest in human history. It struck in two waves beginning as a mild infection in 1918, before evolving into a more virulent form that lingered into 1920. Worldwide, the disease infected over 500 million—one third of the population at the time—and killed at least 50 million, possibly twice that number. In this country, it claimed 55,000 people mostly young adults aged 20 to 40, compounding the 60,000 death toll incurred over the four-year duration of World War I which ended in the Armistice of November 11, 1918.



The disease spread quickly in Canada due to inadequate quarantine measures (then the purview of Dept. of Immigration), limited treatment facilities, and a lack of co-ordinated health efforts by all levels of government. It didn't help that the Army, in its efforts to help fight the Bolsheviks in Siberia, commandeered trains to move troops, spreading the disease as they travelled westward. Temporary hospitals were set up across the country staffed mostly by volunteers who risked their lives to care for the sick. What emerged from this chaos was the creation in 1919 of the federal Department of Health. This established a partnership between the various levels of government and made public health a joint responsibility of all.



Fast forward to 2020. The deadly 1919 pandemic no longer figures in our collective memory. This may explain our complacency towards the Flu which to this day remains a highly contagious disease – one that is responsible for 3,500 deaths every year in Canada, and for which a vaccine is freely available. Yet less than half of us bother to get it. At this point, your chance of getting COVID-19 is still lower than catching the Flu, but it's a fairly safe bet that most Canadians would eagerly roll up their sleeves for a corona-virus shot were one available now. Perhaps we need to reconsider our priorities.

Promising advances in treatment, prevention of COVID-19

A VANCOUVER LAB HAS MADE SIGNIFICANT PROGRESS TOWARDS THE treatment and prevention of COVID-19 by isolating a series of immune system antibodies.

For two years, a team at AbCellera Biologies, has been working on pandemic prevention under DARPA by conducting research into immune cells produced in response to a viral attack.

With the onset of COVID-19, a disease caused by the SARS-CoV-2 novel coronavirus, the team was able to acquire a blood sample from a US patient who had recovered.

Within one week, researchers had isolated over 500 unique antibodies that had helped the patient recover from the disease. Further screening enabled them to zero in on those immune cells most effective in neutralizing the virus.

CEO Carl Hansen calls the speed of the research unprecedented. "In just 11 days we discovered hundreds of antibodies against the SARS-CoV-2 virus responsible for the current outbreak."

AbCellera has now joined with bio-pharmaceutical giant Eli Lilly to develop and manufacture a product capable of treating and preventing COVID-19.

Dr. Daniel Skovronsky, president and chief scientific officer with Lilly, is optimistic about the outcome. "With the number of cases increasing worldwide, doctors and patients are seeking a therapeutic intervention that can speed recovery or prevent the disease."

Skovronsky says Lilly is accelerating its efforts to develop and test a therapeutic treatment.

"We are moving at top speed to create a potential treatment...While typically, a new therapeutic antibody program might take years to get in the clinic, our goal with AbCellera is to be testing potential new therapies in patients within the next four months."

Both companies will share initial development costs, after which Lilly will take over responsibility to develop a final product. If successful, the company says it's ready to work with global regulators to bring a treatment to patients.

"...our goal...is to be testing potential new therapies in patients within the next four months."

OIL & WATER DON'T MIX: PROCEDURE TO DEAL WITH A POL SPILL

1. CALL 911:

Ask the operator to connect you to the CFB TRENTON FIRE DEPARTMENT. It is important to be specific especially when calling from a cell phone as the emergency service may not be local.

2. ONLY PROCEED to deal with the spill if it is SAFE to do so.

3. YELLOW POL SPILL KIT BARRELS are located at shore-end of each dock. They contain absorbent pads, booms, gloves, protective eye ware, etc.

4. If the Spill is on LAND, try to prevent it from entering the water. If the spill is on WATER, try to contain it from spreading with the booms.

5. DO NOT use detergent. The fire department will determine how to deal with the spill. Your responsibility is to CONTAIN it with the absorbent materials in the kit.

6. NOTIFY the Club Supervisor of the spill.

7. PREVENT spills by inspecting your bilge regularly.

Please refer to SOP 15 on the club website at www.cfbtrentonyc.com for more information.



Wing Environment has provided the club with three mobile POL spill kit barrels and 300 ft. of spill containment boom, bringing the number of spill kits on site to six. One will be placed at the shore-end of each dock.

High water: who's to blame – IJC, climate change, or both?

WITH LAKE ONTARIO NEAR AN ALL-TIME SEASONAL HIGH, THE prospect of spring flooding is once again on the cards.

The International Lake Ontario-St. Lawrence River Board, which controls outflows from the Lake, is warning that 2020 water levels could peak even higher than in 2019.

For several months the Board, which is regulated by the International Joint Commission (IJC), has been releasing record amounts of water, yet the impact on Lake Ontario has been negligible, with water levels remaining abnormally high.

Since the implementation of Plan 2014 three years ago, Lake Ontario has seen two catastrophic floods which many attribute to poor management by the IJC. The authority denies this, claiming increased precipitation as the main cause of the high water.

Dr. Blair Feltmate, head of the Intact Centre for Climate Adaptation who studies the phenomenon from the insurance perspective, agrees with the IJC. He believes Lake Ontario's unusually high level is due to the unusual volume of water flowing in, mostly over Niagara Falls.

"The IJC can only control outflows from Lake Ontario, it has no control over water coming into the Lake. Right now all the Great Lakes are at record high levels. This has nothing to do with IJC mismanagement."

He calls it "coincidence" that Plan 2014 came into effect at the same time the catastrophic flood of 2017 occurred.

"The real culprit is increased precipitation caused by climate change. Canada is seeing 25 percent more rain than a decade ago and heavy rain events have increased by 70 percent."

He adds, compounding the problem is the loss to development of natural infrastructure. "Fields, forests and meadows would once have absorbed the excess water that now has nowhere to go, hence the widespread flooding seen in recent years."

According to Government data, water levels in all the Great Lakes have been trending upwards since winter 2014, the advent of an Arctic airflow dubbed the polar vortex. Subsequent flooding in 2017 followed an extremely wet spring, while 2019 floods were preceded by one of the wettest winters in history. All this suggests some correlation between the rising water and shifting weather patterns.

As to lowering Lake levels, the Board plans to continue releasing as much water as possible until the Seaway reopens in April, but warns that precipitation, snowmelt and ice build-up in the St Lawrence will have an impact on spring levels.

None of this is good news for shore-front communities who once again face the unwelcome prospect of property damage due to overland flooding.

For up-to-date information on water levels, go to: <https://ijc.org/en/loslrb/watershed/2017-and-2019-high-water-events>.

REMEMBERING GEORGE ALAN GAME WO (RET'D)

SEPTEMBER 23, 1948 - DECEMBER 23, 2019.

By CHRISTINE FLETT

HE WAS COMPASSIONATE, HARD WORKING, AN INVETERATE PRANKSTER, AND THE BEST EVER AT DEFLATING THE pompous and self-entitled. These are some of the phrases used to describe long time Club member George Game during a recent Celebration of his Life.

George hailed from Lillooet on the Fraser River in BC. He served 30 years with the RCAF where he worked as an Aero-Engine Tech and Flight Engineer, retiring as a WO. He joined the Yacht Club in 1987 and held several positions on the Flag and Executive Committees including Rear Commodore, DA Holder and Harbour Master. He was awarded the Silver Shackle in 2011. Following retirement from the military, he and Mary spent ten years cruising the Caribbean in their CS 36 Avalon V.

George was known for his dry humour and incorrigible love of practical jokes. Stories abound of pranks perpetrated on family and friends, from putting sardines on the engine block of his newly-married daughter's car, to simulating an oil leak under a colleague's brand new motorbike.

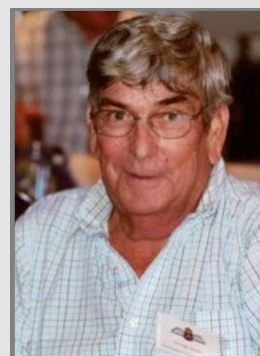
The counterpoint to this impish humour was his generosity and single minded work ethic. A strong Club supporter, he firmly believed that the very low cost of membership justified every volunteer hour required, of which he did more than his fair share. He will be remembered for spending one entire summer weed-whacking the bank above the roadway, an endless task since, as all gardeners know, weeds grow faster than any other plant. So, by the time he reached the end he had to start again at the beginning.

George, who never liked to be idle, drove a school bus for a few years. In this capacity he volunteered his services two years running to drive a bus full of Club members on a late fall wine-tasting tour in the County.

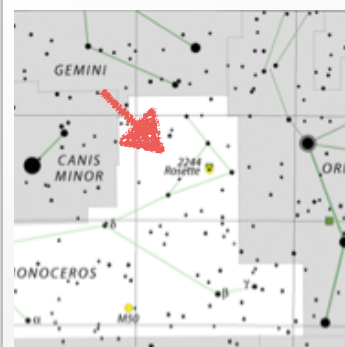
George and Mary were married for 50 years and celebrated their golden wedding last October. He leaves behind three daughters, Maureen, Dawn and Susan, and seven grandchildren.



Avalon V in the Bay of Quinte.



This picture was taken last fall at the Flight Engineers' reunion. George had just completed his last radiation treatment.



The arrow points to the Rosette Nebula, near the Constellation of Orion, which is the location of George's star "Avalon."

George's legacy in the Heavens A star named Avalon

George did not believe in an after-life, so as a memorial his family decided to name a star in his honour. George's star, "Avalon" shares the same part of Milky Way Galaxy as the Rosette Nebula which is located left of Orion in the Constellation Monoceros or Unicorn. At about 5,000 light years from earth and a magnitude of 12.8, the star itself is too faint to be seen without a powerful telescope, but its existence is a comforting reminder of George for all who knew him.



NASA photo of the Rosette Nebula.

There are a number of websites for naming a star. Prices vary depending on package. Just Google "Name a Star" for more information.

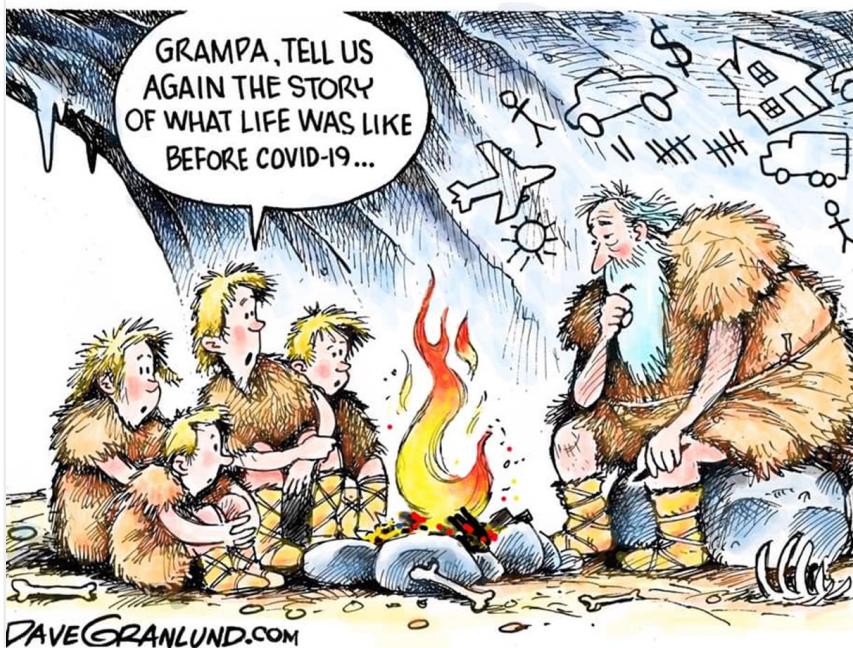
BY BRUCE MILIKEN
HARBOURMASTER

Lift-in: stay safe during crane ops.

With Lift-in on the horizon, it's time to review the Club's safety procedure. A copy of the current lift-in safety briefing has been posted in the Clubhouse lobby. Members will be required to acknowledge in writing that they have read the briefing prior to their boat being lifted in. Be at the club by 0730 hrs on the Lift day.

The safety briefing is as follows:

1. All crew within 30 yards of the crane will wear a hard hat.
2. No club members who are not part of crane crew should be moving through the crane operational area.
3. Crane guide will wear a high visibility vest and will be the only person who directs the crane operator. Please ensure you do not block the vision of crane operator from seeing the directions of the crane guide.
4. Crane crew composition will be ten (10) personnel as follows:
 - One Crane guide;
 - Two personnel to handle fore and aft tag lines. Must be on the same side of the vessel and take direction from the crane guide;
 - Four personnel to secure lift straps to lifting hooks, and monitor placement of straps. Straps should be placed by lifting marks or as indicated by boat owner. Power boats require straps to be tied back to prevent slipping;
 - Two personnel to move straps with dock carts from removal of lifted boat to next vessel being lifted. Please do not drag straps on ground;
 - One person to steady rear of vessel during the lifting process.
5. Rear Commodore or Harbour Master will direct the tow vessel for use with VHF radio, normally channel 71.
6. The cost for lift-in is \$60.00 with \$20.00 returnable when crane has been packed up, provided there are no issues with member involvement. Lift-in fee must be paid by 0730 on the day of the lift.



TWO CLUB MEMBERS, BRIAN BONTER AND GERARD O'BRIEN WERE RECOGNIZED FOR their 2019 racing performance at the PHRF-LO Chapman Season Championship held in January.

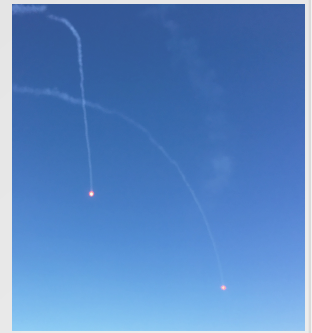
Brian placed third on *Heelin Groovy* in the Eastern Ontario division PHRF-LO Chapman Season Championship. Gerard, on *Fana-Sea*, placed third in the Eastern District 2019 PHRF-LO Chapman New Racer Awards. This award is given to novice racing sailors to encourage them to participate in as many races as possible, and continue their involvement in competitive sailing.

PHRF-LO represents 1,446 sailors for 58 member clubs racing on Lake Ontario, Lake Nipissing, Lake Simcoe, Georgian Bay and Ottawa River. Each club submits their race results at season end to PHRF-LO for computational analysis. The actual performance of every boat compared to handicap is the foundation of the annual handicap review of boat classes undertaken by PHRF-LO Central Council of Handicappers.



BY JOHN BREWSTER
CPS, RCAF TRENTON SQDN.

Changes to small vessel regs for distress signalling



AS THE SEASON DRAWS CLOSER AND FOLKS BEGIN TO REPLACE THEIR FLARES, CPS HAS BEEN FIELDING A LOT of questions about the current addendum for visual signals carried by pleasure craft, so to ensure everyone has the correct information, I have butchered the Government-issued announcement to read as follows:

Amendment to Small Vessel Regulations for Distress Signalling

Equipment Carriage Section 213 of the Regulations is amended by adding the following after subsection (2):

For a pleasure craft more than six metres in length and less than nine metres in length, the number of pyrotechnic distress signals may be reduced to three flares from six previously, if the craft is equipped with any of the following:

- (a) a means of two-way radio communication;
- (b) a 406 MHz personal locator beacon that is subject of a technical acceptance certificate issued under subparagraph 5(1)(a)(iv) of the Radio-communication Act, worn by the pleasure craft operator; or
- (c) a 406 MHz emergency position-indicating radio beacon.

For a pleasure craft more than nine meters in length and less than 12 metres in length, the number of pyrotechnic distress signals may be reduced to six flares from 12 previously, provided the number of smoke signals does not exceed three, if the pleasure craft is equipped with any of the following:

- (a) a means of two-way radio communication;
- (b) a 406 MHz personal locator beacon that is subject of a technical acceptance certificate issued under subparagraph 5(1)(a)(iv) of the Radio-communication Act, worn by the pleasure craft operator; or
- (c) a 406 MHz emergency position-indicating radio beacon.

All other information in the Safe Boating Guide remains the same. The PCOC manual has been updated for future training.

FRAUD ALERT: SIM swap & phone number porting scam

Fraudsters are using SIM swapping and phone number porting to gain access to email, social media and financial accounts.

They may then empty bank accounts, apply for credit in your name, or impersonate you to defraud your entire contact list. Meanwhile, police warn, you lose access to your mobile service and are locked out of your accounts.

Here's how it works: your SIM card connects your phone number and mobile service to your mobile device. You then connect your device to dozens of accounts using Apps. Most log-ins are attached to your email address, phone number or both.

A fraudster will impersonate you to get access to your mobile service account by claiming their phone is lost or stolen. Your phone number will then be linked to a new SIM and device that the fraudster controls.

They then open your Apps and select 'forgot password'. If an account is associated with your phone number or email address, they will receive a verification code which they will then use to confirm ownership, create their own password and take over your accounts.

One victim received a text which stated "Rogers has received a request to transfer your telephone number to another service provider. If you did not authorize, contact Rogers urgently." Believing the message to be spam she deleted it, only to discover later that her phone was inactive.

Police advise anyone who may have fallen victim to this scam to first contact their service provider to report the fraud. They should also notify their banking institution, change all passwords including social media accounts and online banking. The incident should be reported to police or the Canadian Anti-Fraud Centre at www.antifraud-centre.ca or call 1-888-495-8501.

BY DOROTHY FLETCHER
FOOD AND RECIPE EDITOR

SOUP'S ON!

Spring may officially have arrived but we're still in for some cold weather. Nothing is better on a cold day than a hot bowl of soup. Here's a couple of recipes you can try plus a "cheater" that will give you a delicious soup with hardly any work at all.

Thai Lemongrass Chicken Soup

Zest & juice of 2 limes
1 slice fresh ginger
1 stalk lemongrass
900 ml carton Thai Chicken Broth (ie: Campbell's)
250 g boneless chicken breast or thighs
227 g fresh mushrooms, sliced
398 can coconut milk
1 tablespoon fish sauce
1/2 teaspoon sriracha hot sauce, or to taste (optional)



Cilantro leaves (garnish)

To a soup pot add the lime zest and juice, ginger slice, lemongrass (cut into pieces and smashed with the side of a knife), and Thai chicken broth. Simmer for 10 minutes. Strain the mixture and discard solids. Return broth to the pot.

Cut chicken into small, bite size pieces. Brown in a frying pan if desired--or just add to the broth. Add mushrooms and bring up to a boil then down to a simmer. Cook until chicken and mushrooms fully cooked. Add coconut milk, fish sauce and sriracha sauce (if using).

Continue to heat until hot. Taste and adjust seasonings as required. Serve with chopped cilantro as a garnish.

Makes about 2 litres – 8 - 10 servings.

Beef Barley & Mushroom Soup

(Slow Cooker)

1 tablespoon oil
1 lb beef roast or steak
1 onion, chopped
3 carrots, chopped
2 stalks celery, chopped
250 g mushrooms, sliced
5 cups beef broth (or water)
4 cups diced tomatoes (796 ml can)
1/2 cup pearl barley
1/2 teaspoon thyme
1 bay leaf
2 tablespoons soy sauce



Cut beef into small pieces. Heat oil in a pan and brown the beef. Transfer to slow cooker. In same pan, reducing heat to medium, add the onions. When they begin to soften, add carrots and celery.

Cook, mixing frequently for a few minutes. Add to the slow cooker. Again in the same pan, add mushrooms this time turning up heat. Cook until mushrooms give off all their liquid and it evaporates.

Add mushrooms to slow cooker. Using some of the broth or water, deglaze the pan and pour liquid into the slow cooker. Add balance of the broth, tomatoes, barley, thyme, bay leaf and soy sauce. Turn slow cooker to Low and cook for about 8 to 9 hours or until beef is tender and carrots are cooked. Taste and add salt and pepper as desired.

Makes 10 - 12 servings.

Refrigerate unused portion. The soup will thicken further while refrigerated and you may want to add some water to thin it. You can make this soup on the stovetop but it will require more liquids.

"Homemade" Vegetable Soup

Prepare 40g envelope of Knorr Vegetable Soup Mix according to directions. As it cooks, add 796ml can of diced tomatoes (with juice) and whatever vegetables you have on hand: chopped carrots, celery, diced zucchini, sliced mushrooms, chopped green beans etc. When the vegetables are nearly cooked, stir in a small handful of small pasta and continue simmering. When soup is ready, add 398ml can of beans (any type) drained and rinsed. A nice finishing touch is some chopped fresh basil or parsley.



WHAT IS...

Fish Sauce

This fermented condiment, available in specialty stores and some supermarkets, adds a unique taste to your cooking but you can substitute soy sauce or Worcestershire sauce.



Lemongrass

Fairly easy to find in supermarkets now, lemongrass is a tropical grass with a distinctive lemony flavour. Use the lower part of stalk and the bulb in cooking. A substitute could be grated lemon zest.

