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## Readying the Club for the 2020 season



Photo: Dave Flett

These pictures were taken during the final work party on June 6. With all dock work now complete, the Club is ready for lift in.



Photo: Dave Flett



Photo: Gary Lambert



Photo: Gary Lambert



Photo: Gary Lambert



Photo: Dave Flett



Life comes full circle for club supervisor

## PAUL GAUTHIER

MY CHILDHOOD WAS SPENT IN BAYSIDE UNTIL AGE 13. OUR FAMILY THEN MOVED TO BRIGHTON where I lived until heading off to York University. After university in 1983, I returned to work in the family business. My wife Sue and I were married in 1987 after meeting while on vacation in the Bahamas. We have two boys who we raised in Rochester, New York until 2003. Our family then moved back to Brighton. Sue and I have been married for 32 wonderful years, and became grandparents last year. All our family resides in the immediate area which allows us quality family time both here and in the Thousand Islands at our family cottage.

My introduction to boating was at CFB Trenton Yacht Club where my father was a military member. I spent many a day fishing and hanging out at the club. My first solo boating experience was at the Yacht Club. It was then and there that I became hooked on boating.

My first career was in the nursing home industry, my family and I owned and managed a number of homes in the area. We moved out of the health care industry, invested in a Fibreglass Fabrication Company and purchased the Brighton Marina in 1984. This is where my love for the Marina Industry began. Between 2001 and 2003, I worked remotely developing what is now known as Presqu'île Landing waterfront housing development. I managed a team of talented individuals who turned the property into a unique waterfront housing development and marina.

I keep finding myself gravitating to the marina industry. 2009 to 2012 were spent as Duty Manager at the 638-slip Outer Harbour Marina in Toronto before Joining the Town of Cobourg as Manager of Waterfront Operations in 2012. Here, I had the opportunity to manage the 218-slip municipal marina, along with their popular campground, public pier, suction dredge and harbour operations. Along the way, I became one of only seven or eight internationally recognized "Certified Marina Managers" in Canada.

Upon retiring from Cobourg in early 2020, I decided to look for seasonal employment preferably in the marina industry. As fate would have it, the Yacht Club Supervisor's position became available, and here I am – back where my boating career started.



Mike Hope and Scott Creamer work to repair the main E-dock section that was damaged by ice during the winter. The section is now back in place and the dock as good as new.

Photo: Dennis Dove

### TRENT SEVERN WATERWAY NATIONAL HISTORIC SITE

Physical distancing will be part of the new reality this summer. So check out the following link if you are planning to visit the Trent-Severn Waterway. It has all the information you need to know for safe summer boating on the Trent and Rideau canal systems.

Go to: <https://www.pc.gc.ca/en/lhn-nhs/on/trentsevern/visit/covid-19-info>.

# JOHN FEAR

SEPTEMBER 27, 1938 - JUNE 3, 2020

BY ELISE FEAR

JOHN FEAR PASSED AWAY PEACEFULLY EARLY IN THE MORNING ON JUNE 3. HE WAS AT HOME WITH his wife of almost 53 years, Anne, and his two daughters, Elise and Nicole. John grew up in England with his twin brother. He came to Canada in 1965 to work as an engineer at GE in Peterborough. His first boating love in Canada was canoeing, and he and his friends canoe-camped extensively in the Peterborough area and Algonquin Park.

John's first sailboat on Lake Ontario was a Laser that he acquired in the 1980s. The family had moved to Grimsby for John to take a position with Dofasco, and he became a fierce competitor in Grimsby Yacht Club Dingy Fleet. Many friends and family shared memories of very exciting times sailing with John in his Laser, as he seemed to have an uncanny sense of when the wind would blow up suddenly, giving newly initiated sailors hair-raising experiences. John upgraded to a Shark and joined the Fifty Point Yacht Club, racing twice a week and in many regattas. He also studied boating extensively, gaining his senior navigator designation and becoming a celestial navigator.

After a move to Kentucky to create the IT systems at Gallatin Steel, John returned to Ontario and was delighted to join CFB Trenton Yacht Club with his Grampian Skye. He enjoyed the racing program, cruises to different parts of Lake Ontario and the friendship of club members. John was an active member of Professional Engineers of Ontario and Canadian Power & Sail Squadrons (CPS) instructing in many of the courses CPS offered at the club. One of his many other passions was motorcycling, you may remember him roaring up at the club on his bike.

John and Anne spent many holidays cruising in different locations. They towed the Shark north to cruise the North Channel, joined by Nicole. They enjoyed this beautiful part of the world returning several times to the area to cruise with family and friends. John organized several cruises in the Gulf Islands with Elise and her husband Rob, applying advanced navigation skills to keep out of trouble in the tides and currents. He also sailed with friends Paul Murphy and Geoff Milburn from Lake Ontario to Bermuda in 2000; in the Barbados on Paul Murphy's boat; helped Greg Tanner on the journey from CFB Trenton to Halifax, and joined Simon Geller on the last leg of his boat journey home from Florida.

John loved to share his joy of sailing with family and friends. His granddaughter Katie was a regular visitor to the boat from a few months of age, and was always fascinated by the engine spider her Grandpops carefully cultivated. His guests enjoyed sailing from CFB Trenton due to the fantastic sailing and interesting activities to observe, from para-jumping to Hercules flying overhead. We would like to thank the club members for their many years of friendship and support. Happy sailing, John!



Cape Fear, N.C. Photo: Simon Geller



Photo: Simon Geller

## BRAVO ZULU — well done John!

BY JOHN BREWSTER,  
RCAF TRENTON SQDN CPS.

WHAT CAN I SAY? WE HAVE LOST A good person and a real asset to Canadian Power & Sail Squadrons (CPS). Perhaps I can paraphrase here to indicate my personal feelings for John:

"We knew him, we'll remember him, and he will not be forgotten." This is from a Naval mess dinner toast for fallen comrades and, I think, it is very appropriate to include here for our fallen comrade – John Fear.

Vaughn Crofford, Quinte District Commander offered the following words, "...a wonderful, friendly, and dedicated man."

John was a staunch supporter of CPS, and a mentor of mine.



He served with CPS for 21 years as District Financial Officer and Squadron Financial Officer for RCAF Trenton Sqdn, as well as past Squadron Commander.

John was proud to have the initials SN—Senior Navigator—after his name. He could always be counted on to teach courses from the PCOC up to Boating 3 and 4, including the Maritime Radio Cours, and he loved doing it. He could also be relied on to prepare the navigation exercise that we conducted to provide practical on water experience to our boating course graduates.

John was also actively involved with our "Toonie Tuesday" events. Many will recall his trip with Anne through the Panama Canal. John was recently recognized with two awards from both District and Squadron for his many years of dedication to CPS.

We will miss you John. BRAVO ZULU for a job well done. Rest in peace dear friend!

BY BRUCE MILLIKEN  
HARBOURMASTER

# Lift-in Protocol

This year will be DIFFERENT from previous lifts. Social distancing must be maintained or Personal Protective Equipment (masks) worn if this is not possible. This is NOT an option, folks. Please review the following carefully:

## 1. For Boat Owners:

- Boat owners are responsible for attaching tag lines, safety lines, fenders, and strap position indicators.
- Boat owner will communicate strap positions and any special requirements for the lift to Crane Captain.
- Boat owner will check for leaks once the boat lands.
- Boat owner will be responsible to release straps from one side of the boom hooks; the crane operator will return them to shore.
- Boat owner will secure the lines to the dock. Once the tag line crew is dismissed by the owner and has left the dock, an assistant may join the owner to move your boat to the assigned space or a temporary position, as required by the lift schedule. If a tow is required, advise crane captain in advance.

## 2. For Tag Line Crew (2)

Tag line crew will accompany and control the orientation of the boat from the cradle to the water and hold in place until the leak check is complete. Once dismissed by the owner, return to the next lift.

## 3. Strap Crew (1 plus dock cart)

Strap crew will remove straps from boom hooks once the crane operator has returned them to shore. Take straps to next lift.

## 4. Hoisting Crew (1 crane captain & 4 strap attendants)

- Hoisting crew will prepare the next boat to be lifted, under the direction of the crane captain. Place and connect straps, attach safety lines, hold straps in place until crane takes weight.
- Hoisting crew will lift and set the pads and any required blocking for each crane move.
- For boats that are to be re-positioned for land-tug pickup, the hoisting crew will hold and set pads as the boat is set.

## 5. Tow boat crew (2)

Be available to relocate boats to new positions. Weeds are very bad, so even operational boats may need assistance.

## 6. Work Barge and Portable Dock (2)

- Locate barge and portable dock as directed.
- All crew members shall wear hard-hats.

## Crew Manpower:

- A lift schedule for each day will be published to participants in the days leading up to the lift. We will call the direction we go based on the forecast at the time.
  - We will require a total of 12 people to run the crews. Not all members are able to participate. If you are in the first 15 lifts on the schedule, please attend by 730 am. If you are closer to the bottom of the list, please be prepared to stay until the end of the day, so everyone gets in. The lift list will publish guidelines for when to be there, however it is the owner's responsibility to be on site when your turn comes.
  - 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. Please confirm your duties and any ideas learned 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 only, by a limited number of people. Please observe instructions and floor markings.
- Contact with office, work vessels and shore party will be by VHF channel 71.
- Lift-in fee is set at \$80. It will be paid at the office to the Club supervisor prior to lift by a sealed envelope with name of member and amount. No change will be available and the envelope will be quantized for the required period.

### Crew A – 0730-0800

- Carl Hisey
- Scott Brown
- Kevin Alstrup (64)
- Ken Mugford (63)
- Marty Mathias (61)
- Mary Game (60)
- Brian Bonter (59)
- Bob Marshall (58)
- Dwight Koshman (57)
- Chris Foster (55)
- Gina Conner (54)
- Simon Arcand (47)
- Danial Chicoyne (51)
- Arden Wannamaker(43)
- Dave Flett (39)
- Richard Creamer (38)
- Jim Stanley (36)
- Colin Baillie (33)
- Rasmussen Bent/Erik (29)

### Crew B – 1000-1030

- Bob Forgues (28)
- Eric Lawlor (26)
- Richard Jones (25)
- Brad Power (24)
- Gerard O'Brien (23)
- Mike Simic (22)
- Rene Forester (17)
- Dave Allester (16)
- Ian Harper (15)
- Jason Leuschen (12)
- Simon Geller (10)
- James Wilson (8)
- Anne Fear (3)
- John Brewster (1)
- Paul Martin (0)
- Jack Macdonald (80)

Boat order may be altered due to crane placement.

BY CAROL BAILEY  
FLEET CAPTAIN SAIL  
ENTERTAINMENT CO-ORDINATOR

## Racing possible, social events still up in the air.

### 2020 SAILING SEASON:

We are constrained by the Ontario Framework for reopening. As of June 12, Ontario is entering the Stage 2 phase, however it is not yet clear how this will affect club events. We continue to monitor guideline and restrictions as they relate to boating.

Under Stage 1 guidelines, Ontario is "allowing sport activity for individual/single competitors, including training and competitions conducted by a recognized Provincial Sport Organization, National Sport Organization or recognized national provincial training centres. This includes indoor and outdoor non-team sport competitions that can be played while maintaining physical distancing and without spectators: such as water sports on lakes and outdoor bodies of water (no swimming pool sports) such as rowing and sailing..."

Ontario Sailing has also provided guidelines on what is currently permitted and what is not yet allowed in relation to sailing activities at a provincial level. In the guidelines, Ontario Sailing has indicated that no activity can take place if there is any likelihood of individuals coming within two metres of each other, but that boat clubs can resume recreational services – meaning launching and accessing boats to go for independent recreational sails with only people from your own household.

Keeping these restrictions in mind, we are looking at offering a reduced sail racing program this year, if there is sufficient interest. Racers will either single-hand the races, or crews will consist of members of a single household. Ways to ensure proper social distancing is maintained by members of the race committees are being considered.

### ENTERTAINMENT:

I wish I could offer a glimmer of hope regarding the future of social activities at the club this season.

Under the current Ontario emergency orders:

- Any food service is limited to take-out only and should not be consumed on property;
- Social events and organized gatherings at clubs are not permitted.
- Stage 2 allows for social gatherings of no more than 10 people, all distanced at least 2m from each other.
- In addition, use of our clubhouse is currently restricted to access to the washrooms.

Unfortunately, under these constraints, no entertainment activities can be planned or undertaken at the club. Please note this means that we will not be able to provide lunches for the lift-ins on June 13 and 20 as we have done in the past.

Until we can determine how any changes under Stage 2 will be applied at the yacht club, there will continue to be no food or social events.

Looking forward to when we can once again enjoy the social aspects of the club.

### WEBMASTER:

Just a reminder that you can find up-to-date club information including this edition of the Fore 'n Aft. on the website at [cftrentonyc.com](http://cftrentonyc.com).

## Heading up-river this summer? Check for pipeline-crossing signs before you drop anchor.

Trans Northern Pipelines In. (TNPI) is reminding boaters in the Trent-Severn waterway to be careful where they anchor. The company operates a pipeline which crosses the Trent river at Glen Miller, south of Lock 3.

The pipeline location is Lat. 44.1453, Long. -77.5821.

Nearby large signage warns that anchoring and dredging activities are prohibited and could impair safe operation of the pipeline.

TNPI operates federally-regulated pipelines delivering refined petroleum products from southwestern Ontario to Montreal. These include gasoline, diesel, aviation and heating fuels. The company has been in business for over 70 years.

TNPI should be notified of any unavoidable activity through provincial one-call systems (Ontario OneCall and InfoEx in Quebec). All activities will be supervised and inspected according to TNPI guidelines.



# Lyme Disease: The Quinte area is a hot-spot for the tick-borne infection, yet public awareness of the risk remains astonishingly low.

BY CHRISTINE FLETT

KNOWN AS THE GREAT IMITATOR, SYMPTOMS OF LYME DISEASE can mimic a wide range of illnesses including fibromyalgia, ALS, Alzheimer's, even malaria, as well as autoimmune disorders like rheumatoid arthritis and multiple sclerosis.

Lyme disease is a bacterial infection spread by the black-legged or deer tick. It generally causes flu-like symptoms, but if left untreated it can become chronic, often with debilitating results.

While Lyme-carrying ticks can be found all across Canada, the highest rates of infection are in Ontario, Quebec and Nova Scotia. This is due to the large populations of White-Tailed Deer, the tick's main host.

An expanding bull's-eye rash (right) is the tell-tale sign of a Lyme infection. Early medical treatment at this stage is essential to avoid possible complications.



Until about 1990, the chances of contracting Lyme disease in Canada were thought to be low. Even once the risk was identified, doctors did not always recognize the symptoms. The new century saw a growing awareness of Lyme and its complications. leading in 2009 to the case reporting and tracking by Public Health authorities.

In Ontario, most incidents of Lyme disease occur in eastern parts of the province, including the Quinte area. In 2017 and 2018, the most recent years for which data is available, Hastings and Prince Edward Counties together rated third and fourth respectively for new infections. One quarter of the 96 ticks submitted to the health unit in 2018 tested positive for Lyme.

Lyme disease is actually an inflammatory response to the progress through the bloodstream of a group of spiral-shaped bacteria known as a spirochete. If this spirochete lands in a joint it can cause arthritis. If it lands in the heart or brain it can cause cardiac arrhythmias, or meningitis, encephalitis and other serious conditions.

While Lyme disease is not to be underestimated, Health Officials say fear of contracting the infection should not

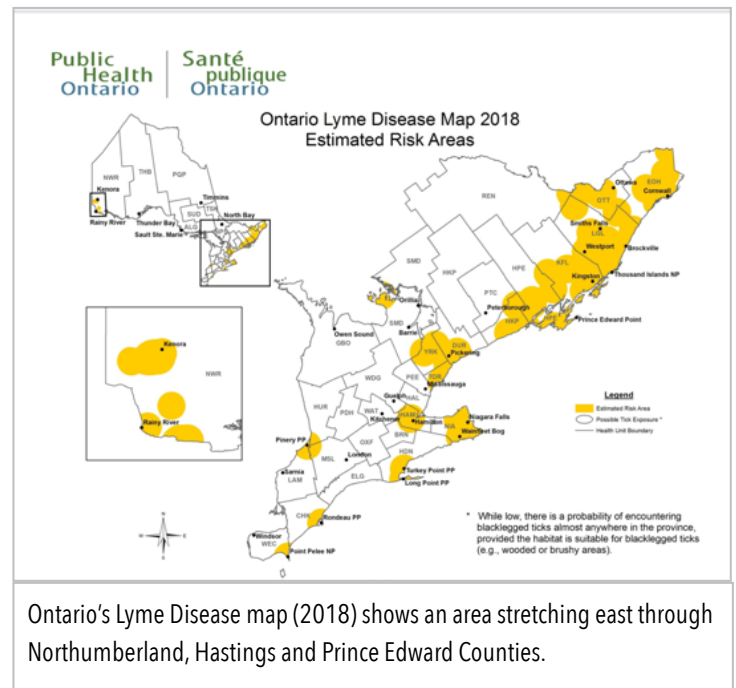
keep you stuck at home this summer. There are ways to stay safe while still enjoying the great outdoors.

The best prevention is to avoid tick bites altogether by using an insect repellent containing DEET. Other measures include keeping the lawn short at home, avoid tall ground-covers, and fence off fields or forested areas.

When out walking, wear light-coloured clothing, cover exposed skin, and tuck in your pant legs. Stick to wide paths or roadways, walk mid-trail and avoid high grass and brush areas at the edge of the trails, since this is where ticks tend to hang out. Keep the dog out of high grass too, as ticks will hitch a ride home on your pet.

After the walk, check yourself over carefully, or take a shower to ensure no ticks are present. If you find a tick, grasp where it is attached to the skin and pull gently. Keep the tick so health officials can test for Lyme.

For more information, go to: <https://hpepublichealth.ca/ticks-and-lyme-disease/>



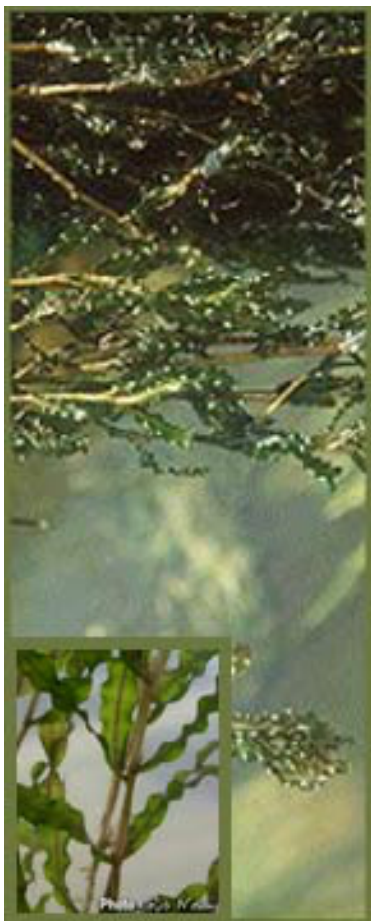
# Curly Leaf Pond Weed — the scourge of spring boating

By Christine Flett  
Safety & Environment

IF YOU SPENT ANY TIME WORKING ON YOUR BOAT SINCE THE CLUB BEGAN TO OPEN UP, YOU will have seen the appalling amounts of Curly Pondweed that are covering every inch of the harbour basin.

Circumstances this year have been text-book perfect for pondweed growth – an early spring thaw was followed by a period of those cool water conditions in which this particular weed thrives. On top of that, there was no boat traffic during the critical month of May, allowing the pondweed to grow undisturbed.

The Club has applied for the usual aquatic herbicide permits, including the early permit. This is generally issued around mid June, and will allow us to treat the main channel 10-14 days earlier than would be possible under the regular permit. However, the rest of the harbour, including around the docks, must wait until the regular permit comes into effect, July 1.



Curly Pondweed is an invasive species, meaning it was introduced to North America, probably in the mid 1800s. It can grow in low light, cold conditions, and in water up to five metres deep. It's growth period begins early, even before ice-out, giving it a head start over other aquatic plants. It grows quickly, easily outcompeting native species, then dies back in July and remains dormant the rest of the year. The dead material gathers along shorelines causing algal blooms from the release of phosphorus.

The plant spreads by winter buds called turions which fall to the bottom when the plant dies back and germinate in spring. One plant can produce hundreds of turions leading to the "invasive", classification. It is also easily spread by boat propellers, making its control in a marina all the more challenging.

Curly Pondweed is susceptible to Reward herbicide and will die back within a day or two of treatment. This, of course, requires a Government permit. The Ministry of Natural Resources makes the decision on the early permit. They take into account the impact of herbicide use on the whole ecosystem – from naturally-occurring bacteria and protozoa, to beneficial water plants and fish spawning. This last is especially important.

The date of the early permit depends on the types of fish in the basin and the cessation of the spawning for those species. This year, that date is June 20 for the Bay of Quinte, after which we will arrange to spray the main channel. Other areas will be done early July.

## Greek Fare — ideal for the BBQ



BY DOROTHY FLETCHER

FOOD AND RECIPE EDITOR

The warm weather is here, and it's the perfect time to take advantage of your barbecue. Whether it's one attached to the railing of your boat or at home, Souvlaki is a great treat. And keeping to the theme, an authentic Greek Horiatiki salad is the ideal accompaniment along with some Tzatziki. All are easy to prepare in the cool morning hours, then either transport to the boat or take out to cook at dinnertime.

### Pork Souvlaki – Grilled Kebabs

- 1 lb pork roast, cubed
- 1/4 cup olive oil
- 3 tablespoons red wine
- 2 cloves garlic, crushed
- 1/2 teaspoon salt
- 1/8 teaspoon pepper

Mix marinade together and pour over pork cubes in a bowl or into a ziplock bag. Refrigerate for at least 4 hours and up to overnight. Heat your barbecue until hot and thread pork cubes onto skewers. Discard leftover marinade. If using wooden skewers, soak them for 30 min. in water prior to using. Grill over high heat until pork is fully cooked. Slide off the skewers and serve. Serves 2 - 3.



### Horiatiki Salata – Classic Greek Salad

- Tomatoes
- 3 tablespoons olive oil
- Cucumber
- 1 ½ tablespoons lemon juice
- Green or Red Pepper
- ½ teaspoon dried oregano
- Sweet Onion
- 1/4 teaspoon dijon (or other) mustard
- Kalamata Olives
- Salt & pepper to taste
- Feta Cheese

Clean and chop all the vegetables and place in a bowl. Crumble in cheese and toss in olives. Refrigerate if not serving immediately. Whisk together dressing ingredients and toss with vegetables just before serving.

### Tzatziki

#### Yogurt, Cucumber and Garlic Dip

- 250 ml PLAIN greek-style yogurt
- ½ cucumber
- 2 garlic cloves, crushed

Grate the cucumber and lightly salt.

Let sit 10 or 15 minutes in a sieve and then press and squeeze to remove as much liquid as possible.

Mix the cucumber into the yogurt and garlic.

Taste and add salt and pepper if needed.