



Soundings

2012 June issue

Wharfinger's Update

by Bernadette Cramer

Wow! I think summer might really be here! Great to see all the "Ladies" back waiting in the water again.



Workday 2012 was an amazing success due to all the people who showed up and really worked hard. I think more was accomplished than in the last two years combined. Our Clubhouse looks like new with the siding, window washing, exterior painting and clean lighting! The inside is organized and tidy. The landings are safer and the plumbing is plumbed!

As most are aware, we had 'some' band-aids applied to the steel retaining wall nearer the Clubhouse. These repairs look like they might just get us to the right timing for a whole new wall – keep your fingers crossed!

A special thank you to the crew who attended Workday Part Two, and rebuilt the decking over the wall repairs. Terrific job and amazing stamina! I recall hearing, "Bernadette, we need some younger members!"

THANK YOU FROM THE ENTIRE CLUB TO ALL OF YOU!

A new garbage box was installed on the outside of the fencing nearest the clubhouse to accommodate the weekend overflow of garbage bags, and to allow weekly pick-up. Please do not put loose garbage or junk into this container, just full green garbage bags. Please recycle, and flatten cardboard so the bins do not become prematurely full and overflow. So much of our recycling is returnable containers that we could probably fund the new seawall in a couple of seasons!

Due to the 'meltability' of our new siding, the second BBQ will be moved back to the lower landing when our Pipefitter has time in his schedule to refit our gas line. Remember to turn the gas OFF when you finish cooking!

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Soundings submission deadline for the July 2012 issue is June 25



I would like to remind members to be respectful of others when using Club facilities. Please clean up your dishes etc., no dogs or smoking in the Clubhouse, remove food from the fridge when you leave, and replace garbage bags when necessary. We have already had some theft and attempted vandalism around the Clubhouse and property, so if you see someone you don't know, ask who they are and intervene.

House Rules apply at your Weekend Home!

If you notice repairs needing done, leaky plumbing or other property issues, please contact me. If you are aware of boaters needing transient dockage, please contact me as well. Contact details will be in the Clubhouse.

Let's all have a safe, fun and healthy season!
(Work Day pictures supplied by George Dutka)

2011 Trent-Severn Holiday

By Sylvia K. Gozzard

Map at right, Lake Simcoe Region of the Trent Severn Waterway



Day 1 – depart Cooks Bay, Gilford, ON on Lake Simcoe for Beaverton Yacht Club, approx 30 N. Miles

Picture at left, Beaverton gas docks in front of the little green building where we took our mast down and stored it on the cabin roof.

Day 2—entered the Trent Severn Waterway off Lake Simcoe—travelling upstream toward Kirkfield, a summit, where after leaving the lock, the direction of travel becomes downstream toward Peterborough. Buoys that were formerly left to starboard are now left to port. Because the route is so well marked, it would be very difficult to get mixed up as to which side to leave the buoys.



Trent Severn Waterway Entrance from Lake Simcoe First Lock #41 after the Lake Simcoe Entrance Gamebridge-manual Lock pictured at left.

We stayed overnight at Portage, Lock #39 and received instructions from a fellow boater that lived on Pigeon Lake, on how to use a sail for cooling our boat's interior.

Two government employees work at each lock and operate the manual gates by turning the land-based, waist-high wheels in the direction they need to either let water in or reduce the lock water level.

We purchased a six-day lockage permit, which allows a boater to use as many locks as they want for that time period at \$5.05/foot. Dockage is extra. There are few government moorage spots equipped with hydro and you'll often see boaters travelling with gas-powered generators. Honda makes the quietest. Most commercial marinas supply hydro and have pump-out facilities. The route is often narrow with a guaranteed draft of 5'



Day 3—underway to pic of Balsover Lock Speed Limit speed limit signage.



Balsover Lock pic of Swing Bridge which opens without having to radio the operator. Maximum speed in narrow passages is restricted to a maximum of 10 Km/H

Below, picture of Kirkfield at top where starboard buoys change to port buoys

It's difficult for a camera to capture the height of the boats that are lifted. Pic at right, raised Kirkfield Lock!

Below, pic of boat entering the Kirkfield Lock—often six of seven boats to a lock. Click to watch a Video of the Kirkfield Lift Lock



One of our bumpers came off while in the Kirkfield Lock and an operator had to really stretch himself to retrieve it.

The Trent Severn system is quite remarkable. Lock #35 is favoured by sailboaters, but we chose to push on

to a commercial marina just before Fenelon Falls, Lock #34. We didn't equip Scorpio with a Honda generator and refrigeration meant we should plug into the hydro. The marina where we stayed for two nights was before Lock 34.

There's a restaurant not owned by the marina. However, we preferred making our own meals and the following day called the town taxi and stocked up on groceries, vodka poppers and rum.



That evening, we conversed amicably with an interesting gentleman who made his own canoe. To the right of the restaurant, a family of about four or five couples, all of whom had children; entertained us by watching their parents tow them in tires with their powerboat. Noise was completely absent after 9 pm or shortly thereafter. After staying two nights, and hearing weather reports that didn't sound conducive to having a relaxing return voyage, we elected to slowly retrace our route.

Frosty was quite content to sleep in the forward vee berth and had enough toys to keep himself amused. He's not a water dog and at no time did he indicate a fondness for swimming. He's content as long as he's able to keep close contact with either Haydn or myself—preferably both at the same time! LOL Interestingly enough, we hadn't come across any marinas that sold diesel. We would need our tank topping up for the trip across Lake Simcoe—as well as a pump out.



The Lakefield Lift Lock is just as interesting going downstream as upstream. This time our bumper didn't break loose thankfully. Approaching the lock, it appears the world ends and boats will fall off, never to be seen again. LOL

A pic of a motionless heron caught my eye. What beautiful creatures they are. Obviously, the bird was unaffected by our presence.



Hundreds of huge cottages line the Trent ... pic at left--cottage with gazebo.

Also, pic at right--fishermen liberally pepper the seaway.





Next stop... *Scorpio* docked at Sunset Cove Marina

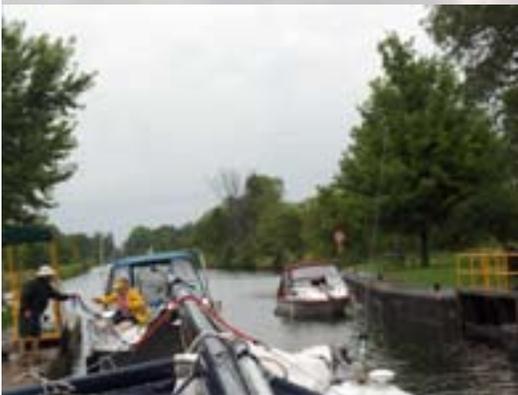
Unfortunately, the marina's pump out wasn't operational.

The following day we meandered into several shallow pools topped with frogs and lily pads before coming upon the last marina before the system ended...Pic....Trent Talbot Marina

Watch video showing part of the entrance into the Trent Talbot Marina. It starts with two bleach bottles and ends with a clearing, and not much room for turning around. Rather reminiscent of the scene from *Dueling Banjos* ... potentially ... scary place ...



We were able to get a pump out but no diesel fuel available.



Gambridge Pic to the left--
Last Lock Exiting

Leaving the Trent Severn
Waterway—now on Lake
Simcoe

We made the Beaverton
Yacht Club in time for an
owner to drive us to a gas
station outside of town to

acquire a 5 gallon can of diesel fuel. Sailboats in the club buy small amounts of diesel. Power boats use regular gas. The forecast for the following day looked as though we might miss thunderstorms getting back provided we left before 08:00.



Pic at left-- leaving Beaverton Yacht Club at 8:03 am—the sky looked dark and forbidding.

Since the holiday started, we gradually built our confidence again that *Scorpio* could handle inclement weather. The wind was on the nose for most of the journey with gradual easing of wind direction and force according to all reports that were received before setting out.

Open water appeared as we neared the turn into Cooks Bay.

As we made the turn into the Bay, the storm clouds followed us. It was hard to see the entrance to the marina, the rain pelted down so hard. The combination of canvas curtains and the overhead, fibreglass roof kept us dry during the storm. After tying up, a cup of tea revived our spirits.

A thoroughly enjoyable holiday. SW Marine picked up *Scorpio* at Cook's Bay Marina, Wednesday, May 30th. She'll spend the rest of 2012 at Eddy's Repair Shop.



Frosty took a picture of himself in the car on the way home, reflected in the windshield by stepping on the camera! LOL

Great picture that serendipity supplied.

He's happiest when he isn't on the boat!

Launch Day Pics

Taken by George Dutka



Mast Hoist

Work Day Pics

Taken by George Dutka

Group Pic



Don Chalmers & Ray Rogolino



Roller coaster walkway before being fixed



Ole Hammerberg

Brunch Pics



Greg & Beth Whitlock serving the throngs



Bill & Barb Gray



Suzanne Dutka

Sail Past Pics



Commodore Billy, Jean-Marie, & Andrew Ive on Mystic being saluted



Dressed Boats



*J30, Soetica
Mike & Cynthia*

More Pics



Golfers in the River
checking their clubs
Taken by George Dutka



Monday, May 21, Vic Regatta taken by Dave Bannister and posted on one of his Facebook Albums, Left to right:
Sailitude, Atacuari, Jeeper's Crow, Nautilus, Jig Saw, Looking Glass



Another May 21, Vic Regatta, Dave Bannister pic of Nautilus rounding a mark same album as above.

Races: Results by Dan Muller for the Victoria Regatta and Port Franks #1 with less than a minute on corrected time separating the boats for first/second and third/fourth placings

The Larder

Pork Medallions



Ingredients:

- 1 pound pork tenderloin
- Nonstick cooking spray
- 3/4 cup cranberry juice or apple juice
- 2 teaspoons spicy brown mustard
- 1 teaspoon cornstarch
- 1 cup sweet cherries (such as Rainier or Bing), halved and pitted, or 1 cup frozen pitted dark sweet cherries, thawed
- Salt
- Freshly ground black pepper

Directions

1. Trim fat from pork. Cut pork crosswise into 1-inch-thick slices. Place each slice between 2 pieces of plastic wrap. With the heel of your hand, press each slice into a 1/2-inch-thick medallion. Remove plastic wrap. Sprinkle lightly with salt and freshly ground black pepper.
2. Coat an unheated large nonstick skillet with cooking spray. Heat skillet over medium-high heat. Add pork; cook for 6 minutes or until pork is slightly pink in center and juices run clear, turning once. Transfer to a serving platter; keep warm.
3. Combine cranberry juice, mustard, and cornstarch; add to skillet. Cook and stir until thickened and bubbly. Cook and stir for 2 minutes more. Stir cherries into mixture in skillet. Serve over pork. Makes 4 servings. Serve with a green mixed salad, potatoes or rice along with a vegetable of your choice.

Nutrition information
Calories 197

Greetings

Happy Father's Day



June 17