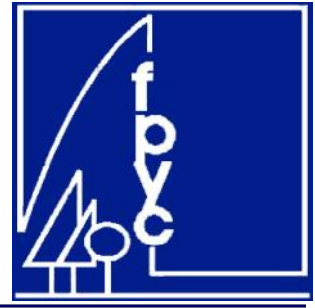




Scuttlebutt



April 2012

Fifty Point Yacht Club www.fpyc.ca

2012 Issue # 4


spring
SPLASH
SEE PAGE 8



Boa Vida III Skipper Chris Almeida is ahead of the game this year and is enjoying working on launch preparations in the great spring weather!

FPYC Executive 2012



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(289) 235 9577



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mistapproach@gmail.com
(905) 659-6634



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If you would like to volunteer in any area please e-mail the director and let him or her know.
The board is a small group and your participation in any way will be appreciated.

From the Bridge

Brian Weber, Commodore
Ready, Boat Go

The weather has been just terrific for March as this has certainly been one of the warmest on record. Many of us were getting the itch to get the boat ready for the water as was evident by the number of people roaming the marina. However, the weather appears to be back to seasonal and we are going to have to wait a few more weeks.

There are a few things to make sure to mark on your calendar and remember to do before you are totally engrossed in preparing the boat for the water. They are:

- **Send in your membership;**
- **Pub night is April 12th;**
- **Buy tickets for Spring Splash, May 5th;**
- **Sail Past is May 26th, Rain or Shine.**



Just a reminder about membership fees; we have increased the late fee by \$50.00 after May 31st. Remember we are a volunteer Board that wants to enjoy boating in prime time too so let's get the paperwork out of the way now. We have also struck our annual budget and the budget is really contingent on membership renewals. It is hoped that we can reach the target and maintain all of our activities.

If you have an idea for a social function or other activity, please contact any member of the Executive. We also need volunteers to help. We have had some good success in developing a list from our amended membership form and we are hopeful that we can add more people as it reduces the work load for all and allows more time to enjoy our boats.

We sent out the reciprocal invitations to clubs electronically this year. Many of the other clubs appear to be doing the same thing in an effort to reduce costs and save trees. This year, we will e-mail a list of reciprocal clubs to you and we will post a copy in the display case. The list will provide the name of the club, the reciprocal offering, and the club's website. Some clubs are offering more than one night while others are charging for the first night. We hope to get the list down to about 4 pages and members can print it for their own reference and go on the clubs' websites to check on a clubs facilities and offerings.

See you at the marina cleaning waxing, polishing or doing some last minute work before the boat goes in the water. If you need Spring Splash tickets, we plan on wandering a bit so that we may take in some of that sunshine at the marina, so please do not hesitate to stop by and pick some up.

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Sales Representative

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St. Catharine's Girl Guides Sailing at FPYC



Are you available on May 19th to take one or two Guides and one Guide Leader out sailing for a couple of hours?

We have been asked by the 7th St. Catharine's Guides to help them earn their sailing badge. All you have to do is take them out in your boat, teach them the basics and let them help with the operation of the boat. Fifty Point Yacht Club will treat them (and you) to a barbecue afterwards.

Let me know at paulcharles@goceco.ca or call me at 905-547-6278.



Memberships are coming in for 2012

According to Membership Director Doug Nixon the memberships are coming in well this year and thanks to all of you who have made Doug's job easy by renewing early. Also remember that the late fee has gone up this year so that late renewals will be \$210 as compared to a regular renewal of \$150. The form is included in this issue of Scuttlebutt

Write the cheque, send it off and don't worry anymore!

Radio Controlled Sailing Moves to Mondays

The season is about to get underway and we are ready! The boats have been cleaned up, the skippers have been studying their tactics and the pond is full of water.

This year we will be moving our sailing night to Mondays at the usual time of 6:30 P.M. We will sail until about 8:00 P.M. depending on weather and light. Each night we put on ten to twelve races around a course of four marks. The rules are the same as for big boat racing and they are easy to learn. Come on out and give it a try! For more information e-mail Paul Charles at

paulcharles@cogeco.ca

We have a sailor who is looking to buy a completed boat so if you know anyone who has a Victoria for sale please let me know.



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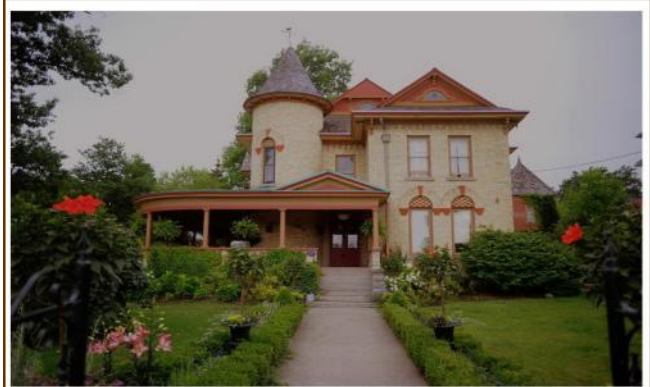


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ASK FOR DAVE OR GEORGE

Don't Rock the Cradle!

As you have seen by the letter from Rob Howe early this year, the Marina has made the excellent decision to save time and improve safety by requiring steel "blocks" on all cradles so that the cradles will be at the appropriate height for the use of the Travel Lift and trailer in launching and lifting boats.

If you wish, the Marina will install the blocks after lift-in this year at a fee of approximately \$100 which is intended to recover costs only.

If you have a welder and the inspiration to modify your cradle on your own, you may want to check with Rob or Dave to ensure that you meet the specifications the Marina requires.

Modifications will begin immediately after lift-out.



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The Head-O-Matic Tankette # 4106, illustrated here, is about the size of your fist and is easily DIY installed in your existing intake line to your head.

It automatically treats EVERY flush with the exact amount of Head-O-Matic required. Most boaters do not realize that the INTAKE line is the biggest problem in the head odour scenario.

The harbour water sits, stagnating all week in that intake line and the first one to flush on Friday gets the rotten egg odour treatment. By having the Tankette in place, your intake line is treated all week and no shocks! The holding tank and hoses get continually treated, thus no surprises.

Each Tankette unit can be set to suit your type of boating, whether racing or family cruising. One of the bullets sits in the unit and will provide up to a month of treatment. No more blue in the bowl...drop in another puck. MSR \$69.95 for lifetime unit and 6 pack pucks #4105, average cost about .25 cents a day.

Total automatic head system protection from harbour to pumpout.

Tankettes make a good family gift and nice project, prior to, during or soon after spring launch.

Another marriage saving product from Head-O-Matic!
Available: Dowsar, Mason's Chandlery & Leading Marinas.

Spring Splash May 5th

It's that time of year again! The boats are hitting the water and so we are having the 2012 Spring Splash! This annual celebration of the beginning of the season is always well attended as people look forward to seeing their boating friends to compare stories of winter (or no winter!) and plans for summer.

Join us this year at St. Andrew's Church on St. Andrew's Ave. (who would have guessed?) in Grimsby. Dinner will be a roast beef buffet and will be followed by dancing to the tunes of Quality DJ.

At \$30 per ticket this is excellent value and a wonderful opportunity to get together and support your club.

Tickets are available from your board members or e-mail Vern Lowe at

velowe@hotmail.com.



When? May 5th 6:30 P.M.
Where? 7 St. Andrew's Ave., Grimsby
What? Buffet roast beef dinner followed by dancing to Quality DJ

Tickets are just \$30 each and available from any executive member

The Newest Power Boat in the Club

Congratulations to Chris and Sarah Almeida on the launch of their brand new power boat. Chris participated in the build of this beauty from day one and was still adding final touches as she was heading for sea trials late in March.

While not abandoning sailing altogether Chris will be spending plenty of time at the controls of his new toy this summer.

By the way, if you don't see this fabulous new vessel in the marina you might want to check the pond on Monday nights when other boats of the radio controlled fleet will be in the water.



C&C Conference in Hamilt'n

There is still room to attend the C&C Yachts Conference on Sunday, April 15th at the Royal Hamilton Yacht Club, foot of MacNab Street North, Hamilton, Ontario.

The C&C Conference on Sunday will feature panel discussions by members of the C&C Design Group, C&C Production, Sales and Marketing, and a group of yachting industry professionals discussing the Legacy of C&C Yachts. Attendance to the Conference is

open to everyone interested in the history and legacy of C&C Yachts



The C&C Collection consists of George Cuthbertson's personal and corporate papers and the design drawings of Cuthbertson and Casian and C&C Yachts to 1973, as well as all the drawings and a large number of files of C&C Yachts from 1973 to well into the '90s, when the assets of the company were acquired by Fairport Marine, builders of Tartan Yachts.

The fee for the Conference includes a continental breakfast, coffee breaks and lunch, plus a one year membership to the Marine Museum of the Great Lakes.

Telephone registration is now being accepted, please call 613 542-2261, or register online at Marine Museum.

THE HISTORY OF FPYC

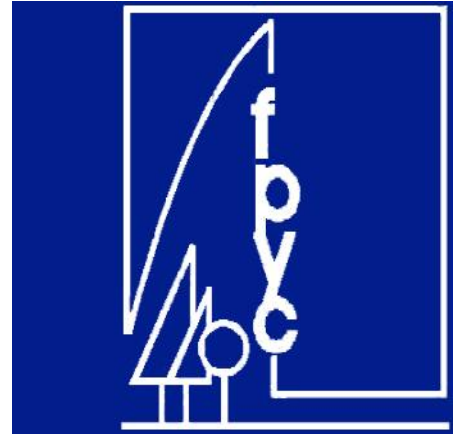
I would like to prepare a history of the Fifty Point Yacht Club. If anyone has past Scuttlebutt magazines, or other relevant information could you please contact me.

If you were a Director or Commodore etc., could you please e-mail me with your name, the positions you held and the years you held those positions.

Thanks.

Garry Cooke

FPYC.racing@gmail.com



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SAIL

- 32' Endeavour-1976 *new diesel SOLD*.....
- 30' Hinterhoeller Redwing- 1968.....\$19,900.

POWER

- 42' Kadey-Krogen Trawler 1977.....REDUCED.....\$129,000.
- 2005 Meridian 381 Sedan...*beautiful yacht!*..... \$179,900.
- 1972 Trojan 36 Tri-Cabin.....\$20,000.
- 1996 Doral 300 SC*immaculate* . REDUCED.....\$42,900.
- 1991 Formula PC 29.....*loaded...very nice!*.....\$25,900.
- 1989 Thundercraft Magnum 290.....\$19,500.
- 2003 Sea Sport 2800WA.....\$51,900
- 2001 Regal 2660.....w/trailer.....SALE PENDING.....
- 2001 Doral 270 SC...*low hours, mint*...SALE PENDING.....
- 2004 Larson 274 Cabrio....withA/C.....\$36,500.
- 1997 Regal 258.....\$20,900.
- 250 Rinker Express-2007...w/trailer,A/C.....\$49,900.
- 25' Trojan Sea Raider. 1972.*nice classic, great shape...offers...*

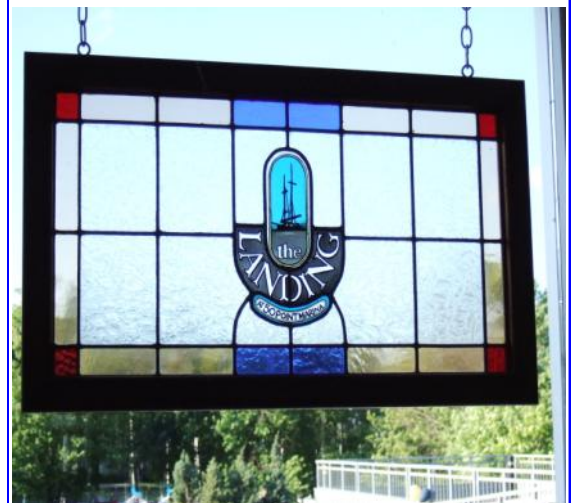
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Schedule of Events 2012

Spring Splash	May 5	6:30 P.M. - Midnight St. Andrew's Parish Hall, Grimsby
Sailpast	May 26	11:00 A.M. - Parade & Blessing of the boats 2:00 P.M. Sailpast 5:00 P.M. - Dinner - D dock shelter
Summer Barbecue	June 23	6:00 P.M. - ??? Winona Pavilion
Peaches 'n PHRF	August 25	TBA
Commodore's Ball	October 20	This year at The Royal Hamilton Yacht Club!

Launch is only days away!

If you would like to volunteer to help in organizing and running any event please contact Vern Lowe at velowe@hotmail.com

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RACING / CRUISING PROGRAM

Friday, July 6
Registration / Skippers meeting
BS&BC Club House

IN PORT

Saturday, July 7
2012 BS&BC Bargaatta
East Hamilton Harbour Cruise
Treasure Hunt

1

Sunday, July 8
Start: Burlington Canal
Finish: Fifty Point Conservation Area

Lake Course | Cruise

2

Monday, July 9
Start: Fifty Point Conservation Area
Finish: Oakville Club

Lake Course | Cruise

3

Tuesday, July 10
Start: Oakville Yacht Squadron
Finish: Port Dalhousie

Point to Point Race | Point to Point Cruise

4

Wednesday, July 11
Start: Port Dalhousie
Finish: Bronte Harbour

Point to Point Race | Point to Point Cruise

5

Thursday, July 12 (morning)
Start: Bronte Harbour
Finish: Burlington Canal

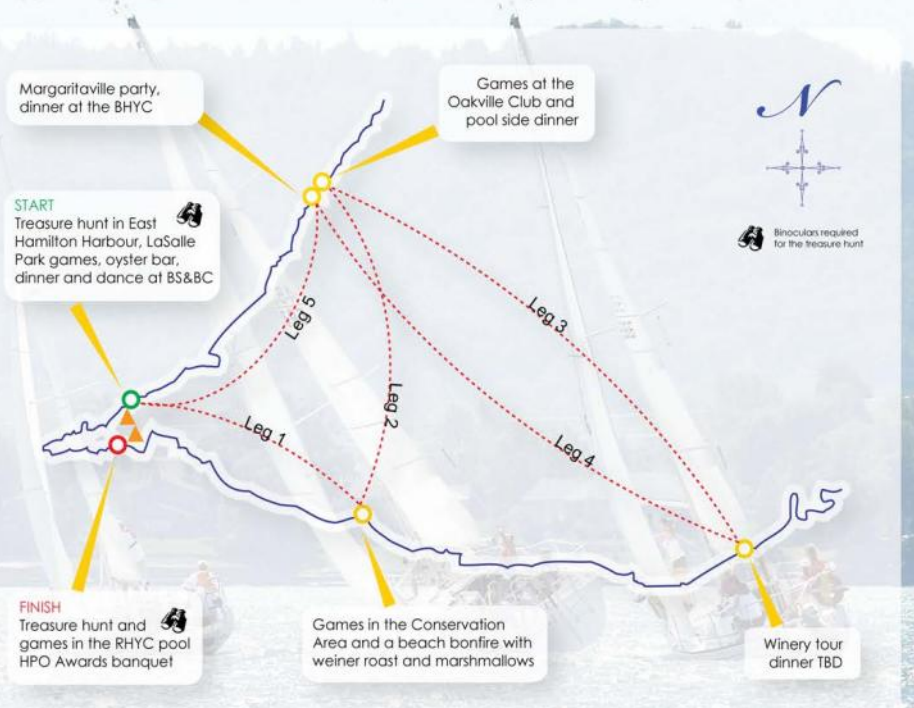
Point to Point Race | Point to Point Cruise

IN PORT

Thursday, July 12 (afternoon)
2012 Hamilton Philharmonic Cup
West Burlington Bay Cruise
Treasure Hunt

Come experience the local delights of sailing. Join the 2012 GHYRA Regatta Week.

Whether you are a cruiser or racer, there is something for everyone in this week long event. This inaugural, family-friendly regatta brings together the sailors and participating GHYRA yacht clubs in western Lake Ontario. With social events at each port after each day's cruise / race, this is a unique opportunity to experience and share the very best each sailing and boating community has to offer.



* please note social event details are subject to change



www.GHYRA.org



Joe and Mary Lindo, and Joe D'Aurizio of Dundee Private Investors Inc. Downtown Burlington present an evening with

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- Attendance is by invitation only. All attendees must present a ticket at the door.
- The first 10 attendees who make a follow-up appointment with one of the sponsoring Dundee Private Investors Inc. advisors will receive a signed copy of Kevin's book "Cold Hard Truth: On Business, Money and Life"

WHEN
WHERE

7:30PM THURSDAY, MAY 3, 2012
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This seminar is not intended to solicit clients from other DundeeWealth advisors.



GRIMSBY AUXILIARY MARINE RESCUE UNIT



A Group of Volunteers with the Canadian Coast Guard Auxiliary Dedicated to The Safety of Life on The Waters of South Western Lake Ontario.

With the mild winter this year many boaters will be quickly getting everything ready for the boats going into the water. Please remember that the lake is still very cold and the possibility of hypothermia is very possible. Dress according to the weather and temperature conditions and follow these simple procedures to make sure your boat is ready for the upcoming season.

Boat Condition – Should Your Boat Leave the Dock?

- Check the hull for cracks or other damage.
- Check the electrical, fuel, propulsion and cooling systems.
- Make sure the throttle and steering work well.
- Check the oil.
- Check all hoses and lines for leaks or cracks and replace if necessary.
- Make sure all clamps and belts are secure and in good shape.
- Inspect, clean and replace spark plugs if necessary.
- Check and change oil and water filters if needed.
- Check the battery's charge.
- Make sure the drainage plug is in place.
- Carry spare plugs for all through hull fittings.
- Make sure the load on your boat (gear and occupants) is well distributed.
- Run the blowers for four minutes before starting the engine(s) – check for airflow.



Make a list and check it regularly!

Safety Briefing – You Are Legally Responsible for Your Guests

- Show everyone where the safety equipment is located and how to use it.
- Make sure the communication equipment works and everyone can use it.

Nautical Terminology

Splice the main brace

The great sailing ships were propelled only by the wind in their sails which were attached to spars called yards. The lines to trim the sails were called braces and ran from the ends of the yards to the deck. The main brace was the largest and heaviest of all the rigging being up to 20" diameter on the big ships. To splice it was one of the most difficult tasks on board ship. Sometimes in the heat of battle, the braces were shot away making the ship unmanageable. To those that "*Spliced the Main Brace!*" went a double issue of rum. It became customary to always "*Splice the Main Brace!*" before battle, always after victory, and to reward a ship's crew, or sometimes the entire fleet, with the order to "*Splice the Main Brace!*" which meant a double issue of rum for a job well. The ritual was always preceded by hoisting the flag signal to "*Splice the Main Brace!*" Nowadays the hoisting of the flag signal announces that "The bar is open!"



Racing - Garry Cooke - fpvc.racing@gmail.com

Arm Chair Race Report April 2012

We ran a Race Rules night (part one: 'Basic Rules') at the last pub night, but it was poorly attended. However, I still plan to do the second part of the seminar on 'Racing Tactics' at the April 12th (Thursday) pub night at the Judge & Jester (6:30 P.M. meal, 8:00 P.M. presentation).



The Rating of Yachts

Sailors have been competing against one another in yachts and sailing ships since the 1800s. The progression to yacht racing created a problem for the sailors in matching vessel performance so that different yacht types could compete fairly. How do you make different yachts compete on even terms? As all sailors are aware, the general rule is that the longer the boat, the faster she can travel. In the 1800s the concept of measurement rating was born to try to even up boat performance.

There are three methods of matching performance. The first is to compete with identical yachts (therefore a handicap rating is not required); the second is to provide a rule whereby the yachts meet a set of formulae that make the competing boats equivalent; and the last is to apply a handicap to each yacht whereby a correction is applied to each boat's performance.

With the first two methods, the first boat over the finish line is the winner, which makes your own position in the race more clearly defined. The last method of handicapping, where a correction is applied to your elapsed time, makes it more difficult for competitors to know their position in a race, but does allow a variety of yachts to compete in the same race. The calculations of results are performed after the race at the BBQ, after which the position of each yacht is revealed.

In 1843 the first rating system (the third method) was applied, based on the volumetric tonnage of the yacht. The Royal Thames Yacht Club applied time corrections based on the Thames Tonnage. The system worked reasonably well until designers started to attempt to outsmart the rules. The Thames tonnage measurement system penalized beam (breadth), so some very extreme designs were created with very narrow hulls. A number of yachts sank as a result.



This emphasizes the major difficulty with rating formulae: Naval Architects will attempt to design a boat that takes advantage of an aspect of the formulae. This sometimes leads to unfavourable designs or sometimes unseaworthy designs.

Racing to these types of rules also means that boats become outdated quickly as new designs appear that circumvent one particular aspect of the rule. This type of racing requires a large budget if you wish to remain competitive. The America's Cup syndicates spend billions of dollars on research to obtain a boat that is a few seconds faster (although the resultant technology advances do help the sailing community).

In the last decade or so, we have seen the decline of a number of rating systems. Racing under IOR has given way to IMS and ORC but the trend now in North America club racing is towards one class design racing fleets or systems.

(Continued on page 16)



(Continued from page 15)

tems like PHRF (Performance Handicap Racing Fleet). The PHRF type systems apply corrections based on the statistical performance of a standard design yacht over months and years of racing against other standard yachts. Data is collected from member racing clubs and the local committee will analyze the data and adjust handicaps as it sees appropriate. This system allows all production yachts to compete on reasonably equal terms over the average wind conditions of a season. This is the system that is used in the racing program at Fifty Point (FPYC) and Hamilton Boating Club @ Newport (HBCN). The local PHRF organization issues rating numbers for most production yachts sailing on Lake Ontario. (See web site <http://www.phrf-lo.org/> or ask me).

An advantage of PHRF is the fact that extreme designs are not created to cheat a rule. More sensible sea kindly boats can compete just as well, provided they are equipped with good equipment and the bottom is clean.

Some changes to the PHRF analysis have been proposed to try to rectify some rating problems between the same type of boat when it is flying a spinnaker rather than when it is using only a 'main and jib'. Some good sailors will perform so well in one particular 'main & jib' fleet, that the rating will get lowered, and in some instances the 'main & jib' rating is almost equal to the spinnaker rating. This has been the subject of much discussion at PHRF this year, but we have not been totally successful yet in coming up with a solution. Some classes of boats will likely see a shift in their ratings next year to try and keep a minimum difference between spinnaker fleet and 'main & jib' fleet ratings.

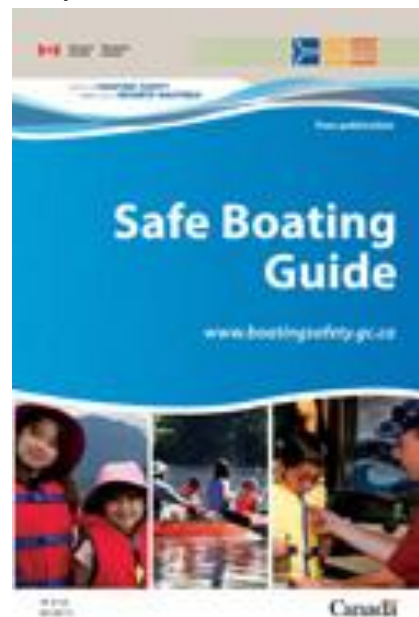
For the future, PHRF type handicap systems will continue to be applied to local club level regattas for cruiser/racer type sail boats, but for more competitive and serious racing we probably will see more one class type boats. On Lake Ontario at least, there are too many different types of boats racing, therefore the trend will remain with PHRF type handicapping since there are generally not enough of one class boats within each club.

Maintenance Tips



You still have some time to do a few things before the cover has to come off, the engine de-winterized and the hull cleaned so why not check out those flares? They are required by law and the marine police often ask to see them. And, of course, you may even want to check them so you know they will work if you are in need.

When buying distress flares, look for a Transport Canada approval stamp or label. Remember that flares are only good for four years from the date of manufacture, which is stamped on every flare. To dispose of your old flares go to Hamilton's Police Marine Unit on Guise Street. Most of our boats require Twelve (12) flares of Type A, B, C or D, not more than six (6) of which are of Type D but be sure to consult the Safe Boating Guide for your specific boat.





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One Bowl Brownies

- 4 squares unsweetened chocolate, chopped
- 3/4 cup butter
- 2 cups granulated sugar
- 3 eggs
- 1 tsp vanilla
- 1 cup all-purpose flour
- 1 cup chopped nuts (walnuts, pecans, almonds)

Lightly grease a 9" X 13" pan.

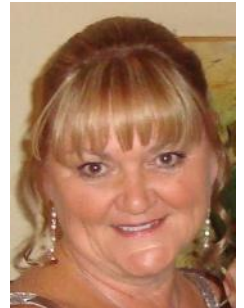
Put chocolate and butter in a bowl over a bowl of hot water.

When melted, stir to blend. Add sugar and combine.

Mix in eggs and vanilla. Stir in flour and nuts a spread in pan.

Bake in pre-heated oven 30 - 35 minutes until done. Don't overbake.

Makes 24 brownies.



The 2012 Photo Contest

If you have followed the FPYC photo contest for the past few years you will undoubtedly be aware of the fantastic photographs that Nancy Verbunt takes. Nancy has a tremendous knowledge of photography, she is wonderfully creative and she has the patience of a Leafs fan as could be seen by her second place winner last year (shown above).

This year Nancy has agreed to handle the photo contest and you are encouraged to enter

early and enter often. As always there will be prizes at the Commodore's Ball and then there is the glory of getting your photos published in Scuttlebutt and on fpyc.ca.

Send your entries to fred.nancyverbunt@sympatico.ca.



These are a few of Nancy's fantastic photos from past contests.



*Thinking of
buying or
selling a
boat?*

I can help!

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Fifty Point Yacht Club
2012 Membership Application



Name(s) _____

Information all the same as last year? Just check here _____

Address _____ City _____

Postal Code _____ Phone _____ Cell _____

E-Mail 1 _____ E-Mail 2 _____

Boat Type: Power Sail ; Interested in Sailing fun races and social BBQs

Boat Name: _____ Dock Assignment _____

New Membership (initial burgee included)..... \$ 175.00

Renewal membership(before May 31st)..... \$ 150.00

Renewal membership(June 1st and after)..... \$ 210.00

Social Membership..... \$ 30.00

Replacement burgee..... \$ 15.00

Total Amount Enclosed..... \$ _____

FPYC will publish a membership list with your name, boat name and dock number, on our website.

If you do not want your information on this list, please indicate here:

In accordance with Article #8 of our Constitution, a maximum of two (2) votes per boat will be allowed, under the following conditions:

. Where the boat is legally registered under two owners and both owners are listed on the membership application form.

∴ Where the boat is owned by one person whose spouse\partner is listed on the membership form.

Upon acceptance of membership, I hereby agree, on behalf of my family, and or my guests/crew, to waive any claim whatsoever as a result of any injury or death sustained while participating in any club events.

At Fifty Point Yacht Club we respect your privacy. All of the details about those with whom we share your information are contained in the Fifty Point Yacht Club Privacy Policy. I have read the policy and agree to the terms and conditions as part of the membership process.

Signed by _____

We Need your Help!!

FPYC needs volunteers to run your club. Please take a moment to fill out the next page, which identifies the dates and activities we need to have members support.

Thank You!!!

Please send in your completed membership application as soon as possible to the following address:

Doug Nixon
1431 Hwy 97 RR#3
Puslinch, On N0B 2J0

“Come out and volunteer for your Yacht Club”

Fifty Point Yacht Club is a non-profit organization entirely staffed by volunteers. We are asking the membership if they are interested in volunteering to help out with any of our functions. We have listed the type of activity and the number of volunteers required for each.

Social:

Spring Splash May 5th (5) _____
Sailpast May 26th _____
Summer BBQ June 23rd (5) _____
Commodores Ball October (3) _____

Cruise Captain:

Oakville June 16& 17 _____
PCYC June 30, July 1, 2 _____
MCC August 4, 5, 6 _____
IYC August 18, 19 _____

Officer of the Day:

June _____
July _____
August _____
September _____

Racing:

GHYRA Race Week (Sunday July 8th afternoon/evening) _____
Peaches & PHRF (12) August 25 _____