



# Scuttlebutt



April 2024

**FIFTY POINT** [www.fpyc.ca](http://www.fpyc.ca)  
YACHT CLUB

2024 Issue #4



4<sup>th</sup> Place Photo by Mark Backer  
Rainbow over Canada Flag

*scut-tle-butt* 1 a: a cask on shipboard to contain fresh water for a day's use b: a drinking fountain on a ship or at a marine installation

# FPYC Executive 2024



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## Commodore's Message



Well, hello to April! Things are now going to start moving rapidly as we begin to prepare for launch day. If Mother Nature will cooperate and provide some warmer temperatures, our tasks will be much easier. This first week of the month doesn't look very promising, but things improve after. Here's hoping! The marina has your seasonal package available now and it's full of great information.

I want to thank the Marina for their 40th Anniversary kick off on March 29, and for including us in the event. I also want to thank everyone that came out to see us. There was an excellent turnout and I had some very positive feedback from members. If that day was any indicator, this is going to be a fantastic year as we celebrate our mutual milestone! We generated lots of interest in our apparel and drinkware, as well as our Anniversary Burgee that is now in stock and available for purchase.

Speaking of celebrations, this issue of Scuttlebutt has more exciting news about our Social Calendar for the season. Also, there is some excellent information about the Clean Marina program that is underway at Fifty Point.

Remember that May 1 is the deadline to take advantage of Early Bird pricing for your membership fees. The best value on the lake is even better this year as we continue to make improvements and offer more bang for your boating buck. You will definitely want to be involved in everything that is happening. Our season's Social Calendar kicks off in April with our Pre-Launch BBQ on April 27th. Plan on being there to enjoy some great cooking and catch up with everyone after a long winter away.

I will once again remind you that the Board has several positions open, and is faced with a number of people who may be completing their term at the end of the year. The Club needs active volunteers to manage and plan events and you will get a great sense of satisfaction in helping out. I'd be more than happy to answer any questions you might have about available opportunities!

See you at the marina!

Steve Burgin  
Commodore

## *Scuttlebutt In Review*

- Announcing the 40<sup>th</sup> Anniversary Burgee!!
- Membership Update and Membership Perks Update
- Social Update
- Merchandise Update
- Flea Market Announcement
- Introducing Fifty Point Marina's Clean Marine Program
- Scuttlebutt Sponsorship
- Recipe - Cacio E Pepe Chicken
- Items of Interest



## **INTRODUCING THE FIFTY POINT YACHT CLUB**

### **40<sup>TH</sup> ANNIVERSARY BURGEE!**

The Board of Directors is very pleased and excited to present the winning design entry that has been selected to become our Club Burgee for the 2024 season. The Board thanks all those who submitted a design. We also want to extend congratulations to the winning designer, who wishes to remain anonymous.

The burgee will be 12" x 18" in size and be made as a 2-sided flag. That is, essentially 2 flags will be stitched together so the image is presented correctly when viewed from either side. In addition to being aesthetically pleasing, the double flag design increases durability.

This **limited-edition** burgee will be available to purchase by members for \$22 each.

# Membership Update

## ANNOUNCING MEMBERSHIP FEES FOR 2024

The Board of Directors has reviewed membership fees for 2024 and they are as follows:

New Members fee (includes Club Burgee)	\$305
New Members fee <b><u>Early Bird before May 1</u></b>	\$280
Returning Members fee	\$270
Returning Members fee <b><u>Early Bird before May 1</u></b>	\$245
Social Membership fee	\$85
Social Membership fee <b><u>Early Bird before May 1</u></b>	\$75

We are all very aware of price increases in pretty much everything we purchase these days. The Board has, and will continue, to take steps to review our costs to the Club and do what we can to minimize their effect. We have worked very hard to keep the fee increase as low as possible.

This increase is the first in 2 years and was needed. We hope that the events we are working on as we celebrate our 40<sup>th</sup> Anniversary will reflect the exceptional value you receive as a Club Member. Fifty Point Yacht Club is home to one of the prettiest settings on the Lake; has some of the friendliest members going; and offers the best bang for your boating dollar.

Thank you all for your continued support and membership.

You can send your membership payments via etransfer to: [treasurer50@yahoo.com](mailto:treasurer50@yahoo.com)





### *Members Perks Program*

GTHN Boat Polishing - 10% off services  
Pita Pit- 10%  
Kelsey's-20%  
Hangry Chicken-10%  
Freshii-15%  
DNA Pizza -10% on orders over 15.00  
Booster Juice- 15%  
Sunshine Grill - 15%  
Marine Doctors - 10% off labour

Members must present their cards in order to receive the discounts.

## **SUMMER BBQ AND DANCE**

**JULY 27, 2024**

This year, in special celebration of our Club's 40<sup>th</sup> Anniversary, the Board and Social Directors are very happy and pleased to announce an exciting change to our Summer BBQ and Dance.

It will still be held at the Beachfront Pavilion as in past years, but instead of members bringing their own dinner and cooking, to commemorate this special occasion, the Board has arranged to have dinner provided by PigOut Catering, **at no cost to members**. You can check them out at:

[www.pigout.ca](http://www.pigout.ca)

But wait, there's more! In addition to an outstanding meal, we will also be providing live entertainment to continue the celebration into the evening!

This will be a wristband event and you won't want to miss out. Further details will be coming, so keep an eye on your email and future editions of Scuttlebutt!



# *Social Update*

## FPYC SOCIAL EVENTS 2024

### **Save the dates:**

April 27th - Pre Launch BBQ at the "D" Dock pavilion. Catch up with friends after a long winter.

May 25th - New Member Potluck "D" dock pavilion with a Buy, Sell and Trade, Flea Market style event in the morning

June 22nd - Sailpast - Join us for a special 40th anniversary celebration - Details will follow

July 27th - Summer BBQ and dance - Beach pavilion

November 2nd - Commodore's Ball.

The Board is looking forward to another great year of activities. Further details will follow. Be sure to add the dates to your calendar.

**LET'S HAVE  
FUN**

## **BIG NEWS ABOUT** **THE COMMODORE'S BALL!**

The Social Directors are very excited to announce that there is a new venue for the Commodore's Ball, being held on November 2.

After an absence of a few years, we will be returning to the Ramada Beacon located at Jordan Harbour.

We visited the facility a few weeks back and were very impressed with the renovations that have taken place and are continuing. The Grandview Ballroom has been totally renovated and is a beautiful room offering near floor to ceiling windows that overlook the lake and marina.

Besides the Ballroom, guest rooms have also been totally done over and now offer new furnishings and updated bathrooms. Members will now have the option to stay overnight after the evening's celebrations and the room rates will be discounted for us.

**Stay tuned for more details coming soon!**



## *Fifty Point Yacht Club Merchandise Update*



### **INTRODUCING THE FIFTY POINT YACHT CLUB** **40<sup>TH</sup> ANNIVERSARY LOGO!**

The Board of Directors is very pleased to present the 40<sup>th</sup> anniversary logo! A huge thank you to graphic designer, Karen-Anne Love, for creating the logo for the yacht club!

Members will have the option of including the 40<sup>th</sup> logo on all merchandise purchased this year. See the merchandise article for more details!

#### **2024 Merchandise**

The on-line store for apparel and the cooler bag will be open from April 22 to May 5. Samples and sizes will be displayed at the April 27 Pre-launch Barbecue. Orders will be ready for pick up at the May 25 New Members Welcome.

The on-line store for insulated drinkware will be open from May 6 to 17. Samples will also be displayed at the barbecue and orders will be ready for pick up at the New Members Welcome.

Many thanks for your interest in FPYC merchandise!

# 50 Point Flea Market

**SELL, SWAP or Give away your surplus gear!**

**Boating & Fishing supplies, Tools, or Whatever!**

**WHEN:** Saturday May 25, 2024

**WHERE:** "D"-Dock Pavilion

**TIME:** 0900 - NOON

**COST:** \$5.00 per table

(table proceeds to be donated to GAMRU)

**\*\*Reserve your table by May 23\*\***

(Sign-up sheet at the Conservation office)



**"Your trash may be another's bounty"**



# FIFTY POINT YACHT CLUB

## HAPPY 40<sup>TH</sup> ANNIVERSARY FPYC!

Become a member of the most affordable and friendly Club on the lake, with or without a boat!

### MEMBER BENEFITS

#### SOCIAL EVENTS:

2024 is a milestone year marking FPYC's 40<sup>th</sup> Anniversary! Plans for the milestone celebration include: Pre-launch BBQ, New Member Meet and Greet, Sailpast and Dinner, Summer BBQ and Dance, and the Commodore's Ball. Details and more events will be announced in Scuttlebutt, on the FPYC website, [www.fpyc.ca](http://www.fpyc.ca), and MailChimp!

#### New Member

Early Bird Fee  
\$280/year  
After May 1  
\$305/year  
Includes Burgee

#### Membership Renewal

Early Bird Fee  
\$245/year  
After May 1  
\$270/year

#### RECIPROCAL PRIVILEGES:

Your membership will provide you with reciprocal privileges at over 75 Yacht Clubs around Lake Ontario.

#### ORGANIZED CRUISES:

FPYC Cruise Directors will be organizing 4 - 5 reciprocal club cruises - includes free weekend dockage, fun-filled activities, potluck events and much more!

#### Social Member Do not own a boat?

Early Bird Fee  
\$75/year  
After May 1  
\$85/year

**MORE  
FPYC  
MEMBER  
BENEFITS!**

**Partnership Perks Program** - discounts year round at participating stores and restaurants in the Fifty Point area.

**Marketplace** - free advertising space to sell personal items in FPYC's monthly newsletter, Scuttlebutt.

**Sponsorship Program** - discounted space in Scuttlebutt for company advertising.

FOR MORE INFO: [info@fpyc.ca](mailto:info@fpyc.ca) MEMBERSHIP APPLICATION: [www.fpyc.ca](http://www.fpyc.ca)

## Introducing Fifty Point Marina's Clean Marine Program

Fifty Point Marina understands and recognizes the vital importance of maintaining a clean, natural environment as being fundamental to our success. The Ontario-developed Clean Marine Eco-Rating Program is an environmental program that allows marine businesses to follow best environmental practices to reduce and prevent water, air and land pollution associated with recreational boating activities in Ontario. Marinas voluntarily join the program to participate in a 220-point assessment. Scores from the assessment are converted into an Eco-Rating system ranking from Bronze, Silver, Gold, Diamond and Diamond Elite as the highest achievement. **Fifty Point has been honoured with the achievement of a DIAMOND RATING (90-95%)** We are proud that our Marina has adopted high environmental standards.

In accepting and adopting best management principles and operating practices that are appropriate to this operation, this facility commits itself to the best of its ability to:

- Eliminate the release of contaminants to the water column, both directly and indirectly.
- Minimize the release of pollutants to the atmosphere.
- Avoid contamination of the ground.
- Adopt waste reduction, reuse and recycling strategies.
- Optimize energy and water conservation.
- Promote good environmental practices to all parties.
- Abide by and, where possible, exceed the requirements of all relevant legislation.

At Fifty Point, we will introduce sound environmental practices into every aspect of our operation. We will train our employees to understand and implement these practices. We will provide you the resources that are needed to allow the policy to be fulfilled. We ask that **YOU**, the customer do your part as well!

This operation also commits itself to an ongoing program of self-evaluation. We will continually strive to upgrade and improve our environmental performance in consideration of future developments to our facility and environmental management techniques. We are committed!!

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Just this year we have introduced a new shrink wrap recycling program, have made a commitment in educating our boaters, have installed motion detected lighting in our restrooms and showers and are in the process of installing an Invasive Species Rinse Station. With more to come!

To learn more about this Program, please visit our Clean Marine booth at the Marina Centre. Pick up your blue bag for shrink wrap, grab a bilge sock and hand in your Clean Marine Pledges that are located in your Welcome Packages and make the commitment! Thank you!

**Nominate your fellow Boater!** Do you see them following our environmental procedures? Such as Using a bilge sock? Re-using or re-purposing their shrink wrap, tarps or wood? Collecting ALL of their Antifreeze? These are just a few examples. If yes, send me an email with their name and they will be entered to win a \$25 Gift Card. Draws will be held each month – first draw will take place May 1<sup>st</sup>.

narnold@conservationhamilton.ca



## **Dealing with Squalls at Anchor or on a Mooring (courtesy of The Boat Galley)**

Squalls are a fact of life in most cruising areas, particularly in hot weather. There are basically three concerns with them: rain, wind, and lightning. What do you do when you see a dark sky, or the forecast has a high chance of thunderstorms or squalls?

Our first cruising was in the Sea of Cortez, which doesn't get too many thunderstorms but the ones it gets (called chubascos) are doozies. Then we spent a summer in El Salvador with wicked daily thunderstorms. And then ten years in the Florida Keys and Bahamas, another area known for squalls and waterspouts.

I can't remember ever reading an article about what to do when a squall hits when you're at anchor. They've all been about riding one out at sea. And the reality is that in 17 years of cruising and about 14,000 miles, we've been hit by fewer than a half dozen squalls when underway. Actually, I can only remember 3 but there must have been a few more, so I'll call it six. At anchor, though? Well over one hundred.

### **First Things First**

The first and most important thing that we've learned is when thunderstorms are forecast or we see them, we make sure that we aren't in a super-exposed anchorage. Three times, we've been hit by a storm where we had no protection from the direction it came from . . . and a lee shore behind us. Once we were too inexperienced to see the situation developing, the second time we were swayed by groupthink: "they're not leaving so I guess we'll be okay," and the third time we had an engine problem that prevented us from leaving. No question about it: while my first choice is to move to a protected anchorage, I'd much rather even be out on open water than in an unprotected anchorage with a lee shore.

The second thing is that we always, always, always anchor like we know it's going to blow 50. Trust in your anchoring gear and technique gives a lot of peace of mind. Unfortunately, the only way to build up that trust is to go through a few storms. (Details of anchoring like it'll blow 50).

### **Before The Storm Hits**

#### **Here's the rest of our plan for dealing with squalls:**

If squalls are forecast or you can see them in the area, periodically check radar throughout the day. If in an area with internet and radar stations, you can use a weather or radar app. Put the radar in motion so you can see where the storm cells are headed, how fast they're moving, and how powerful they may be. In general, the faster the storm is moving, the nastier the wind punch will be. You can also use your boat's radar and track storm cells just as you would a boat in the distance.

Don't leave the boat when a storm is approaching! Should your boat drag anchor, you want to be aboard so that you can act if necessary. Our rough rule of thumb is that we don't leave if we think something will hit in the next hour.



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## **Scuttlebutt**

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Make sure your anchor alarm is set and the volume is set to high.

Keep the VHF on the local hailing channel with the volume high enough to be heard.

If possible, hoist the dinghy so that it is more secure. Otherwise, put a second line on it with a bit of slack so that if the primary painter breaks, you don't lose the dinghy. Make sure it's far enough behind the mother ship that it can't go under the stern and be hurt. If hoisted, remove the drain plug so that rainwater won't collect and possibly break your davits or other lifting device.

Look at your anchor rode and snubber and see if anything needs to be adjusted.

Write down the safe course out of the anchorage and tape it beside your helm compass.

If it's nighttime, have a powerful (hopefully waterproof) spotlight in easy reach of the helm. Also have an air horn in reach.

Bring in anything on deck or in the dinghy that could blow away: laundry, gear, toys, cushions. If a sailboat, make sure your sail covers are on and furling sails are in tight and securely tied off.

Take all flags down to avoid undue wear on them. It'll also be quieter!

Keep foul weather gear where it can quickly be grabbed from the cockpit.

### **As the Storm Approaches**

As a storm is moving in, take down any windscoops and close the hatches and ports. Put small electronics in the oven and microwave to protect them from lightning ([read more here](#)).

Usually, the nastiest wind punch is just as a storm hits so you have to be ready before then. If it looks like the squall will be a bad one, turn the boat's radar on 10 minutes or more before you expect the storm to hit so that you can "see" even if conditions get nasty. Also turn the engine on if it looks bad, but don't put it in gear. You just want it ready to pop into gear if needed. Turn your chartplotter and depthsounder on, too - both to monitor your position and in case you must motor out.

### **During the Squall**

As the storm hits, be in the cockpit (with your foul weather gear on!) so that you can see what is happening. Monitor where you are in relation to your anchor - you will fall back on your rode initially but should feel a jerk as you hit the end of it. Use your chartplotter, anchor alarm, and your eyes to make certain that you are staying in the same position. At the same time, watch the boats around you.

If you do drag anchor, and it's a slow drag with nothing behind you, wait 10 to 15 seconds to see if you stop dragging.

If you're moving backwards quickly, there's something close astern, or it's a prolonged slow drag, you'll have to go in gear quickly. Motor, raise the anchor, find a safe spot, and re-anchor. Use your "safe heading out" and helm compass if you just can't see either with your own eyes or radar. It's rare that you have to resort to this, but you want to be prepared.

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## **Scuttlebutt**

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If someone has to go forward to raise the anchor, make sure they have their PFD on and are tethered to the boat. If it's pouring rain, a snorkel mask will make it easier to see.

If another boat is dragging towards you, you may be able to motor to one side enough to avoid being hit. If you're the one dragging and can't motor away from another boat, try to steer enough to miss them - or at least make it a glancing blow.

If you are dragging or you see another boat dragging, alert others by VHF and, if possible, 5 blasts on the air horn (5 blasts on any horn means "danger" or "I need help").

True squalls generally pass quickly but can dump a lot of rain. If the dinghy was left in the water, check if it needs to be bailed as soon as conditions allow.

### **Bottom Line**

Don't let the thought of a squall keep you from boating. Instead, have a solid plan for what to do. The single most important thing is getting good ground tackle and using good technique with it.

## **The Helpful Guide for Trailing Your Boat (or Toys)**

(courtesy of the BoatBlurb/Richard Crowder)

If you do not already own a trailer for your boat, it is wise you do some pre-purchase homework. Trailer licensing and regulations are a provincial mandate and each province and territory in Canada has different rules and regulations.

Check out these requirements as they have tightened, in most cases over the past number of years, in the interest of increasing safety on the road. Enforcement has also increased, so it is in your best interest to know and adhere to the regulations affecting trailering within your jurisdiction.

First things first, ensure that your intended tow vehicle is capable of towing the boat and trailer you have in mind. A vehicle's towing capacity, depending on its design, construction, and mechanicals, can vary from zero to well over ten thousand pounds. To know whether your boat and trailer package fits within the towing capacity of your vehicle, determine the total weight being towed. This includes the weight of the boat plus engine, plus onboard gear and gasoline, etc., plus the weight of the trailer.

Once you know the expected weight, you want to spread that weight across the trailer from front to rear so that approximately eight and fifteen percent of that total towed weight is concentrated on the ball coupler. This is called the tongue weight.

Eight percent tongue weight applies to heavier towed weights of four to six thousand pounds. Fifteen percent tongue weight applies to lighter towed weights of one to two thousand pounds. Either the winch stand or the trailer axle assembly (or both) can be adjusted fore and aft to achieve the desired tongue weight. It is essential you have the correct amount of tongue weight or the trailer will tend to fishtail if the tongue weight is too little, Or, if the tongue weight is too heavy, it will overload the rear suspension and affect the steering of the tow vehicle.

Once you know the tongue weight, it can be added to the tow vehicle weight plus the weight of all passengers and gear on board to determine if the total weight is within the GVWR (Gross Vehicle Weight Rating) of the tow vehicle. The rated GVWR is found in the vehicle's owner's manual. Exceeding this rating could affect the braking ability of the tow vehicle and put undue stress on the transmission, engine, suspension, and structural components. Exceeding this rating could also void any vehicle warranties.

Now that you know the towed weight, (i.e. the combined weight of the trailer plus boat and motor, plus liquids and gear on board) ensure that your trailer hitch is rated to carry that weight and its associated tongue weight. If the tongue weight is greater than it should be for your vehicle, you may want to consider a weight-equalizing hitch arrangement which transfers some of the tongue weight from the rear to the front of your tow vehicle.

You may not get to choose a brand or type of trailer as many runabouts, sport, and pontoon boats come packaged with a trailer from the boat manufacturer. Most of these by far will be bunk style trailers and with a single axle. Bunk style trailers, when set up properly, distribute the weight of the boat evenly on the bunks for better trailering and safer storage. A tip here is to wet those bunks

whenever possible for greater ease of launching and retrieval of the boat, the boat will slide easier on wetted bunks.

A boat trailer can be as important to your boating enjoyment as the boat itself. While much attention is often paid to the boat, the trailer often suffers from neglect. Trailers live in a harsh environment of constant dampness and dirt (and salt in coastal regions). Neglect coupled with lack of use only amplifies the potential damage caused by these elements.

The construction of boat trailers has improved exponentially over the past few decades with better hitches, winches, electrical connector plugs, disc rather than drum brakes, “sealed” lighting fixtures, and “sealed” wheel bearings. Even tires have improved dramatically with more choices and better ratings. But all of these items need your attention on a regular basis to ensure a pleasant towing experience.

It is important to keep all exposed “working” components of your trailer regularly lubricated and protected from the ravages of water and weather at least twice per year, usually fall and spring, and at any other times as required. Even more important is to complete a safety checklist every time you use the trailer before towing it on public roads.

Your checklist should include:

**Hitch ball and coupler** – before hitching the trailer to the tow vehicle, lightly lubricate the underside of the trailer coupler and the ball using a spray lubricant, or if not handy, wipe the oil from the tow vehicle engine oil dipstick with a paper towel and wipe the ball and coupler. Lubricate the shank of the ball mount and hitch receptacle periodically and always store the ball mount inside the tow vehicle when not in use. This prevents it being stolen and prevents you from banging into it as it sticks out behind your vehicle when the trailer is not attached. Cross the trailer safety chains over each other, once and only once, when connecting to the tow vehicle. Periodically check the reservoir on the surge brake coupler on the tongue (if your trailer is so equipped) to ensure that hydraulic brake fluid is at the proper level.

**Tires** – check trailer (and tow vehicle) tires for proper inflation according to the cold inflation rating printed on the tire’s sidewall. Proper inflation is critical to the life of the tire and to prevent it from overheating and suffering a blowout when being towed. Check the sidewalls for signs of cracking due to overloading, under-inflation, or UV damage. Check with an expert if you even suspect a problem, there are few things scarier than a tire blowout while towing.

**Tongue Jack** – depending on the design, it is always a good plan to keep a shower cap, plastic bag, or similar protection over the top of the tongue jack to prevent rain water from getting inside the jack mechanism and causing rust. However possible, unless the jack is sealed from water intrusion, try to force lubricant into the jack to prevent internal rusting and keep it operating smoothly over the long term.

**Light Check** – after hooking up the trailer to the tow vehicle, plug in the trailer electrical connector to the tow vehicle. Both the trailer connector plug and the vehicle receptor socket should be appropriately covered to prevent moisture, dirt, and corrosion from affecting the electrical connections when not joined together. Check the working of all trailer lights prior to moving since

they must be functional before you can legally tow on public roads. Also check all light fixtures for signs of cracking, damage, water intrusion, and loose mounting and repair or replace as needed.

**Boat Tie Downs** – check that your boat is securely tied down to the trailer. The winch should be in good, smooth operating condition and all moving parts should be periodically lubricated. Check condition of the winch strap. Any fraying whatsoever substantially reduces the capacity rating of a strap and you don't want to be anywhere near one if it breaks while winching the boat onto the trailer. Replace a strap showing any signs of wear and tear. Most jurisdictions require the winch strap, winch safety chain, plus two stern tie down straps to secure the boat to the trailer. Some jurisdictions require a total of four or six tie down straps in addition to the winch strap and safety chain depending on the length and weight of the boat. Some require every tie down strap to have a weight rating visibly showing and that each strap be capable of holding one-half the weight of the loaded boat. Some require pontoon boats to be cross-strapped at both the bow and the stern. Check the requirements of your particular provincial or territorial jurisdiction. Some enforcement officers expect your boat to be tied down such that if your boat and trailer were turned upside down, the boat would not budge.

Some additional quick tips:

Never trailer with a boat's canvas top erected. It was never meant to withstand highway speeds and only acts as a "sail" that severely reduces fuel economy. Make your trips with a trailering cover and/or cockpit and bow covers in place. If the boat is being trailered without covers, remove or store away all loose items so they don't blow away. Secure any other loose items in the boat with bungee cords or mooring lines so they don't shift or cause damage. Remove as much weight as safely possible from your boat and transport these items in your tow vehicle if you can.

Check to ensure the lower unit of your motor either has sufficient clearance between the propeller and the road so that it won't get damaged in transit. If possible, tilt it up to trailering position, or in the case of some outboard motors insert the trailering support bracket.

Try to trailer with as little fuel in the boat as possible in order to keep the trailered weight low. Fill up your boat when you get to your destination, or at least save yourself as much hard mileage as you can.

Once you have started to tow, pull off the road after a few minutes of highway speeds and do a full check of the trailer and its load. Check all tire sidewalls and wheel bearings of both the trailer and tow vehicle for excessive heating. If you cannot comfortably hold your hand on any of these surfaces, then you have a wheel bearing or sticking brake, or an overloading or tire pressure problem that needs to be addressed. Check that the trailer safety chains, all tie downs and boat covers are secure and do another light check to make sure your connections are still secure. When you get to the launch ramp, do not launch immediately. Check that your bearings and brakes have cooled down to ambient temperature so the cold water does not cause damage. While you are waiting, remove your tie down straps and boat covers, insert and tighten the stern drain plug, and load all your gear aboard.

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## ***Scuttlebutt***

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If the launch ramp is more than one boat wide, then, if possible, wait for the ramp position that is on the driver's side of the tow vehicle (i.e. the right hand ramp when looking from the top of the ramp). By using this ramp, you will be looking in the driver's side mirror which is closer to you and not convex, therefore offering a better perspective than the passenger side.

If your trailer has surge brakes, which most do, you probably will not be able to back the loaded trailer up a hill as the trailer brakes will lock. There is a pin that can be inserted in the trailer coupler to allow this, but remember to remove this pin before you do any road trailering or you will not have any brakes!

The freedom and flexibility that comes with trailering your boat are well worth observing the tips outlined above. The safer you are before you hit the road, the better your trailering experiences will be, and that means more time on the water for you.

*Some fun from the 40<sup>th</sup> Anniversary Open House*



# Scuttlebutt Sponsorship

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## Cacio E Pepe Chicken

(Recipe/photo courtesy of delish.com)

### Ingredients

8 bone-in, skin-on chicken thighs (about 4 1/2 lb.)

Kosher salt

Freshly ground black pepper

1 medium yellow onion, chopped

3 cloves garlic, finely chopped

1 c. dry white wine

1 1/2 c. reduced-sodium chicken broth

1/2 c. heavy cream

1 lemon, zested, cut into wedges

4 tbsp. finely grated pecorino romano, divided, plus more for serving

Chopped fresh parsley, for serving



### Directions

#### Step 1

Preheat oven to 425°. Season chicken all over with salt and pepper. Arrange chicken skin side down in a large, cold, ovenproof skillet. Cook over medium heat, undisturbed, until skin is crispy and golden brown, 15 to 20 minutes. Transfer chicken to a plate.

#### Step 2

In same skillet over medium-high heat, season onions with 1/4 teaspoon salt and cook, scraping up browned bits, until onions are softened, about 7 minutes. Add garlic and cook, stirring, until fragrant, about 1 minute. Add wine and cook, stirring occasionally, until reduced by half, about 3 minutes. Add broth and bring to a simmer.

#### Step 3

Return chicken and any accumulated juices to skillet, arranging chicken skin side up. Transfer to oven and bake, uncovered, until cooked through and tender and liquid is slightly reduced, about 30 minutes.

#### Step 4

Transfer chicken to a plate. Covering handle of skillet with a towel or mitt, return skillet to medium-high heat and bring cream to a boil. Reduce heat to medium-low, bring to a simmer, and cook, stirring, until sauce is slightly thickened, about 3 minutes.

#### Step 5

Stir in lemon zest, 1 tablespoon pecorino, and 1 teaspoon pepper; season with salt. Return chicken to skillet along with any accumulated juices. Top with parsley, 1/2 teaspoon pepper, and remaining 3 tablespoons pecorino. Serve with lemon wedges and more pecorino alongside.



*Follow along with our FPYC club members on their travels!*

**John, Kathryn, Simon & Wavey Middleton**

[WakaNahannis at Sea](#)

Bahamas: Part 3



## Items of Interest

FPYC is not endorsing these sites, but they may be of interest to our Club members.

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### **GAMRU**

[www.gamru.ca](http://www.gamru.ca)

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### **Canadian Yachting**

<http://www.canadianyachting.ca/>

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### **Government of Canada - Water levels forecast**

<https://tides.gc.ca/tides/en/water-levels-forecasthttps://www.canada.ca/en/environment-climate-change/services/water-overview/quantity/great-lakes-levels-related-data/levelnews-great-lakes-st-lawrence/january-2024.html>

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### **Sail-World**

<https://www.sail-world.com/Canada>

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### **Sail-World Cruising**

<https://www.sail-worldcruising.com>

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### **Spartan – Ocean Racing & Training**

<https://www.spartanoceanracing.com/>

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### **POWER BOATING CANADA**

<https://powerboating.com/lake-ontario/>

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### **Get My Boat**

<https://www.getmyboat.ca>

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### **Sail Canada**

<https://www.sailing.ca/>

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### **Press - Star Sailors League**

<http://finals.starsailors.com/>

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### **Ontario Sailing**

<https://ontariosailing.ca>