



Scuttlebutt



August 2018

FIFTY POINT www.fpyc.ca
YACHT CLUB

2018 Issue #8

Rafting up at Carroll's Point



Photo by Chris Almeida



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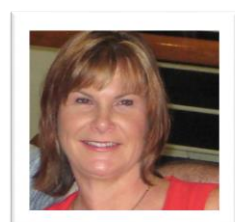


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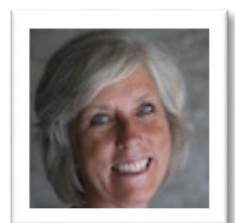


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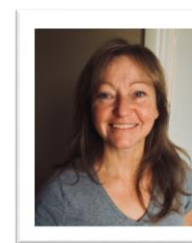


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Commodore's Message

Hello Everyone,

Can you believe its August already, time is flying but the weather couldn't be better.

I hope everybody had a fun time at the Summer BBQ, we sure did. I would like to thank Chris Pollard and Tara Dinyer for organizing all the fun games.

I also would like to thank Doug and Judie Galvin once again for donating the wine. Big John and the Night Trippers were great and sure kept our feet moving.

Now it is time for all of us to enjoy the rest of summer sailing or cruising across the lake. It doesn't matter how you get there, just get there safely.

See you out there.

SINCERELY,

Jason Kirk



Scuttlebutt



Celebrating Canada Day on the Lakeshore Cruise in true Fifty Point Spirit!



Save The Date: Peter Collins & Kim Short, FPYC Social Committee

Commodores Ball

Date: Sat. November 3, 2018
Time: Cash bar at 6:00pm, Dinner at 7:00pm. Live band introduced after dinner
Location: Jordan Beacon Harbourside Hotel & Suites
2793 Beacon Blvd., Jordan ON
Cost: \$55.00 per person
Menu: Salad, choice of entrée (to be filled out on the on-line order form)
➤ Prime Rib with Yorkshire pudding
➤ Chicken Supreme
➤ Salmon Filet with lemon dill sauce
➤ Eggplant Parmesan
All with roasted potatoes & fresh vegetable medley
Rolls with butter
Dessert, Coffee/Tea

Accommodations:

The hotel has reserved a block of 10 standard rooms available at \$65.00 + tax for FPYC members for the night of November 3rd. To receive this offer, you must reserve prior to October 3rd.

Reservations can be made by calling the hotel directly at 905-562-4155.

*****New This Year*****

Reserve your seat at the event by filling out the on-line form and placing your entrée choice.

*****All forms must be filled out and payment made by October 19th. No late orders will be accepted.***

Payment by e-transfer to Karyn Maddeaux or cheques can be given to any FPYC Board Member. Further details on the order form.

Look for the order form on the FPYC website by September 1st. A confirmation list will be posted on the member's only site and updated periodically.

2018 Cruise Schedule

Dave Spragge & Judie Galvin, FPYC Cruising Directors

August 4-6 **Queen City...**(Long Weekend)

August 24-26 Port Dalhousie Yacht Club - New Cruise - Book Now!!!!

September 1-3 **Etobicoke...**(Long Weekend)...[Looking for a volunteer Cruise Captain](#)

If you are interested in being a Cruise Captain, please email fpyc.cruising@gmail.com

A list of confirmed cruisers will be posted and updated regularly in the "Members Only" section of the FPYC website www.fpyc.ca. The password for this section is now your 2018 membership number.

If you do not see your boat on the list and you have submitted a request, it means that either your membership has not been paid, or there has been a technical glitch with your submission. If the latter occurs, please forward your cruise confirmation to fpyc.cruising@gmail.com.

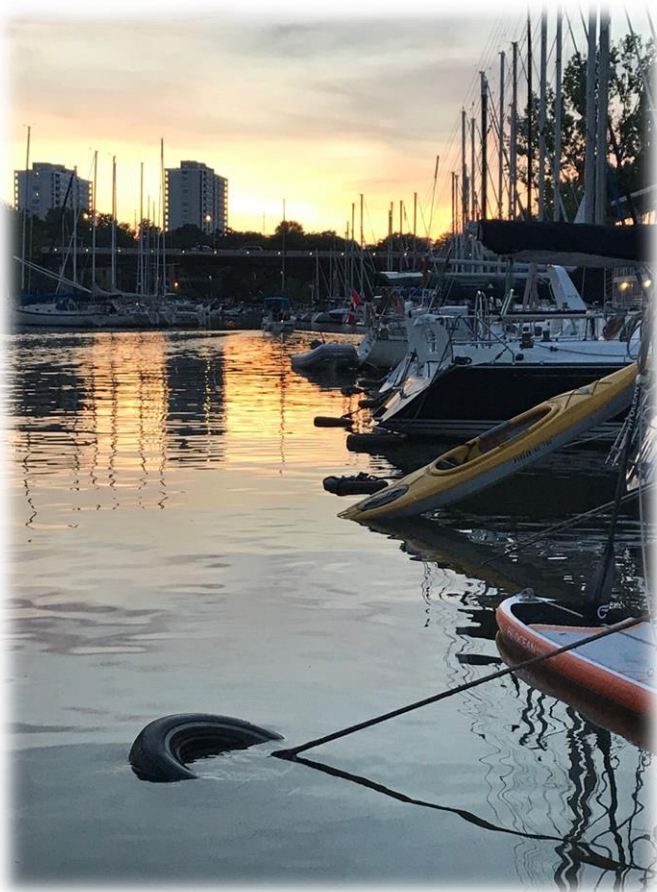



Photo by Sue Fletcher, Oakville Cruise

Kavanaugh
KREATIONS
BY
Danielle Kavanaugh
Custom Nautical Décor Pillows
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kavanaughk creations.com

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Greg Stratychuk, CPYB
Certified Professional Yacht Broker
nouthsouthyachtsales.com

Mobile: 905.931.4752
St Catharines Marina
200 Broadway Ave.
Port Weller East
St Catharines, ON L2M 7W8
greg@nouthsouthyachtsales.com

Members Rafting at Carroll's Point



Photo by Chris Almeida



Photo by Tara Dinyer

The Silent Killer – Electric Shock Drowning



As a kid growing up around boats, I have often thought there is nothing more fun on a hot summer day than running off the end of a dock and jumping into the water. I am now thinking that this may not be the best thing to do. In the last few years, I've heard of Electric Shock Drowning and have honestly not thought much more of it, however, recent events have inspired me to look into this more and thought it might be useful to share this information with others.

This is a link to tragic video of a family's experience with electric shock drowning with their young son (who was wearing a life jacket) and almost his wife who tried to save him.

<https://safeelectricity.org/tlc-video-lucas-story/>

I encourage you to take a few minutes and go through the video and some of the resources provided. Some tidbits I've pulled out from what I've read that I thought might be interesting. Please note that I am not an electrician or professional on this topic, so please excuse the low tech points:

- 1) If there is an AC ground fault in your boat, some of the current will travel through the electrical system of your boat and out through the prop shaft into the water, seeking ground – this can create a small electrical field within the water.
- 2) If there is an AC ground fault in your boat AND the ground on your Shore Power cord, pedestal or boat is broken, the current in the water is now much stronger and will have a much stronger electrical field in the water.
- 3) It takes only 1-5 milli-amps to feel a tingling sensation or slight shock. If you feel this in the water, move away from all possible sources of energy (boats, docks etc).
- 4) 6-16 milli-amps could be painful and can lose muscle control, greater than this can cause respiratory / cardiac arrest.

- 5) These currents can travel several feet away from the source, some references say to swim at least 50 yards away from any electrical source and others indicate 100 yards.
- 6) If you see someone in trouble in the water, don't go in after them until the power is turned off, if possible direct them away from the potential source of energy.
- 7) DC power does not contribute to this. Generators also would not contribute unless connected to another boat that has an electrical fault. This is based on information from this article:
<http://www.boatus.com/seaworthy/magazine/2012/october/Raising-Awareness-About-Electric-Shock-Drowning.asp>

What can we all do:

- 1) Not swim in marinas and around electrical sources (doesn't help if you accidentally fall in)
- 2) Unplug power cord at the shore side first and don't leave shore power plugged in when not in use.
- 3) Maintain your boat and all electrical systems (including shore power cords)
- 4) Use a digital clamp meter and test your boat's electrical system. I read one article where 26% of boats in the marina had an issue. This can be done by testing your shore power cord, here is a link that shows how this can be done <https://www.youtube.com/watch?v=tpTjEighSak>
- 5) If you think you have an issue, get it checked out by a professional marine electrician.
- 6) Share this information so we can all learn. I've been around boats and marinas my entire life, and I don't believe this is a well-understood hazard.



Below are some additional Resources:

- <http://www.electricschockdrowning.org/>
- <http://abycinc.org/>
- [US Coast Guard Boating Safety Resource Center](#)
- [BoatUS Electric Shock Drowning Resource Center](#)

I hope that everyone has a safe enjoyable summer boating AND swimming in the water!

Jeff Dinyer
Second Wave
Dock F12

The Silent Killer – Electric Shock Drowning

Thank you Jeff for this article that I'm sure has many wondering how our marina is managed. I contacted Rob Howe, Manager of Fifty Point Conservation Area, who was more than happy to discuss this serious subject.

“Before the marina is opened every Spring, all of the electrical outlets are inspected by an electrician that is familiar with the marina electrical operation. We also have inspection from the Electrical Safety Association. They were here last summer when our entire electrical feeds were under water and found everything to be correct.

I do have testing equipment at my office and anyone is welcome to borrow it.” Rob Howe

As boaters sharing the waterways, we all need to be responsible for our boats and their operating systems. I encourage everyone to check his or her systems and buy/borrow the proper testing equipment to ensure we do what we can to prevent a devastating situation from happening.

Thank you, Debbie Hauser



Recycle Bin for your Propane Cylinders is behind D dock Shelter



A reminder to be considerate to all boaters and **slow down** when navigating the channel.

Thank you

Membership Committee Notice - Dean Maddeaux

For any members who have not yet received your Membership Cards, I have tried emailing you a few times but no response. I will put your cards in an envelope with your name on it and leave at the marina office for you to pick up at your convenience. Many thanks.

Tick Alert!

Numerous boaters are reporting higher than normal sightings of Ticks this season. Please keep your family safe by doing frequent tick checks and being observant even within your boats as these pesky creatures have been found in bedding. So far to my knowledge all ticks that have been submitted for testing have been the typical dog tick, which does not carry Lyme disease. If you find a tick, you can drop it off for testing at any City of Hamilton Service Office. Ticks should be put in plastic ziplocks or sealed containers. Please see links below for more information or call 905-546-2789.

<https://conservationhamilton.ca/ticks-and-lyme-disease/>

<https://www.hamilton.ca/public-health/health-topics/lyme-disease-ticks>



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CONGRATULATIONS GARRY ON COMPLETEING THE 300

LAKE ONTARIO 300

The LO300 Solo Challenge (the 300 nautical mile non-stop around Lake Ontario race) is now over for this year, and the race lived up to its name this year and was certainly a 'challenge'. The race ran from Saturday to Monday Tuesday and for some longer. Light winds and windless holes were the biggest frustration this year. I made an early tactical error thinking the wind would fill in south of the lake, but it did not and I slipped in position. What little wind there was seemed to stay with the leading pack and fade for those behind. I spent a frustrating 4 hours at the turning mark at Oswego (Ford Shoal) just drifting and also near the Niagara mark.



There was some excitement however on the North Shore of the Lake near Bellville area with some rather severe thunderstorms on Monday night. I was not struck by lightening, but it was all around. Two of the three storms had winds in the mid 20 knots, but the wind was from all directions, causing the boat to tack on a number of occasions. The worst storm was 37 knots and the wind went from 5 to 37 in the blink of an eye. The wind and driving rain made seeing virtually impossible and the rain stung, even through a shirt. I had furled the jib and had a triple reef in the main and the boat was heeled probably about 70 degrees. I was being pushed North towards a lee shore, even though my bow was facing away, I tacked numerous times to try and get some drive forward through the waves and weather.

At the Niagara mark, the weather again built up, with winds in the in the mid 20's but the waves from the north east were disproportionate for the wind strength, being 6-8 ft. After I turned the mark and headed towards Hamilton, winds peaked at about 27 knots that I observed, but breaking waves were crashing over the bow one particular wave landed on my dodger, and popped the buttons off and unzipped the forward sections thus allowing considerable water down below into the galley. I pulled the companionway hatch closed, as it was open below the dodger. I re-attached the pop-studs on the dodger, but kept the hatchway closed. Clean up down below would come later, as I was too busy on deck! The galley drawers, stove, lockers, cupboards all contained water, and there was about 6 inches of bilge water from this encounter.



That turned out to be a long night, (strange how these storms seemed to occur in the middle of the night when it is pitch black) with a long hard beat up to port credit and the finish. One of the sail slugs had broken and jammed so i couldn't raise the main the full height, above the third reef. So as the wind began to decrease I could not increase my speed, consequently the last leg of the race was rather slow, especially because some large waves still remained.

Scuttlebutt

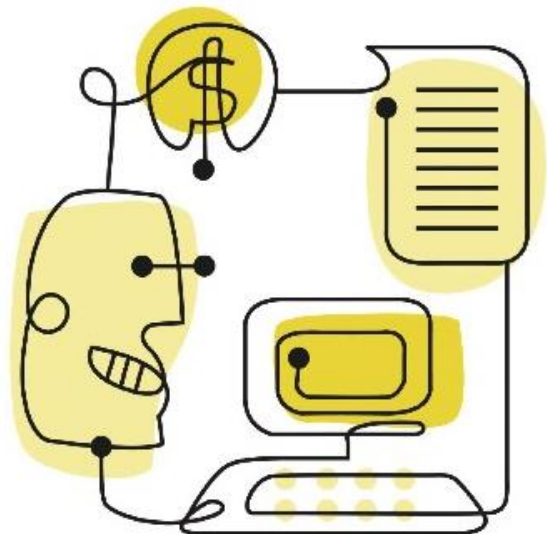
I was determined to complete the challenge, having had autopilot failure last year, I did not want to pull out of the race, regardless of time!

The race certainly is a test of sailing skills and a test for the boat, but I recommend it for those that want to go one step further with your sailing. It gives you more confidence in everyday sailing, and you also learn to understand your own limits, and the limits of your boat.

Garry



Photos by Garry Cooke



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Another Sighting of the Large and Strange Kind



Photo submitted by Karyn Maddeaux

For Sale:

ASYMETRICAL CRUISING SAIL \$800.00.

Hood sail includes dousing sock, bag and collar for forestay.

Like new! For a 30 foot

Call 905 930-9627 or cell 905 520-8603



Peregrine Loves To Fly!

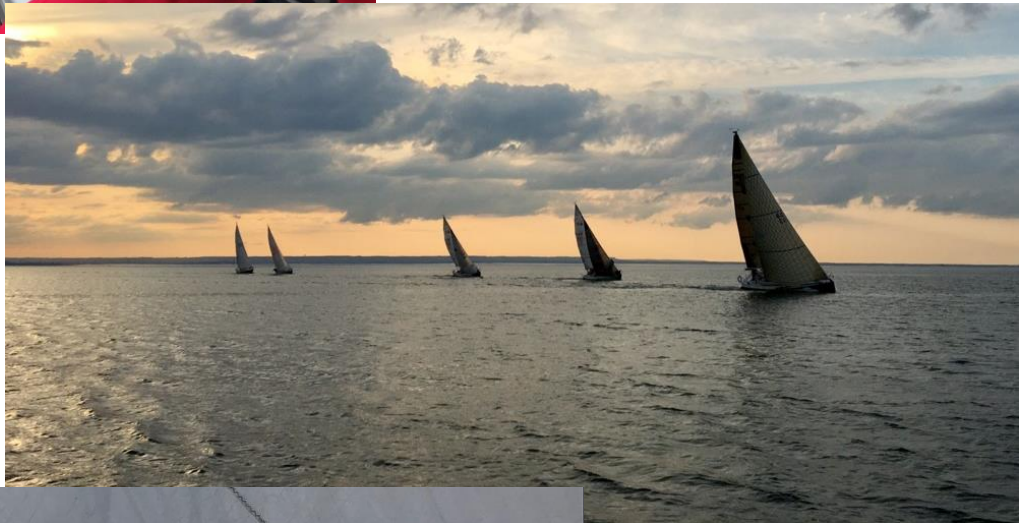
This is Peregrine's 3rd summer racing on Lake Ontario. We raced many years on Lake Erie before changing lakes/marinas.

There are a few hosted race regattas around the lake throughout the summer months. Peaches n PHRF is hosted by the NPYC race committee in August.



Our boat loves heavier wind conditions and when we start to really travel the boat heels over onto her side and the crew will scramble up onto the high side of the deck to counterbalance the heeling. That accounts for some of the tilted views, smiles and wind swept hair in the pics.

Below
"wing on wing" -when a white sail boat is trying to race downwind in a lighter wind circumstance. Wing on wing is used in place of hoisting a spinnaker.



Pictures and text by
John Fletcher.

Thank you for sharing
your passion for
racing with us!

Congratulations to our very own Kim Short!!!

“Cancer survivors paddle to dragon boat three-peat in Italy” Steve Milton, The Hamilton Spectator writes in the July 20th issue and goes on to say...

This was the fifth world festival, and Knot a Breast has won the last three: in 2010 in Peterborough, Ont.; in 2014 in Sarasota, Fla.; and on July 8 in Florence, Italy, the first time the event has been held in Europe.

Knot A Breast, paddling out of Hamilton's Macassa Bay Yacht Club, won its first two races, finished third in the next race, then won the final over boats from Italy and New Zealand and two from the U.S.

Congratulations to you and your hard working team, truly an inspiration to us all!

Saying See You Later But Not Goodbye

In the cruising community we're constantly meeting new people as we go from one place to the next and crossing paths with these friends time and time again whether its weeks or months, even years later. When you share a common passion it connects you. We have had some of our fellow boaters leave our FPYC family for distant shores and I'd like to take this opportunity to wish them fair winds and following seas. To the Goede's and the Baldwin's, wishing you all the best. From your FPYC Family

62 Phantom Air Cadets Bottle Drive

On behalf of the Air Cadets, thank you to all who have been supporting their bottle drive over the past few years. All proceeds go back into enhancing this amazing youth program. Collection bins are located at D dock. Thank you and have a fantastic boating season!



Ask to join FPYC



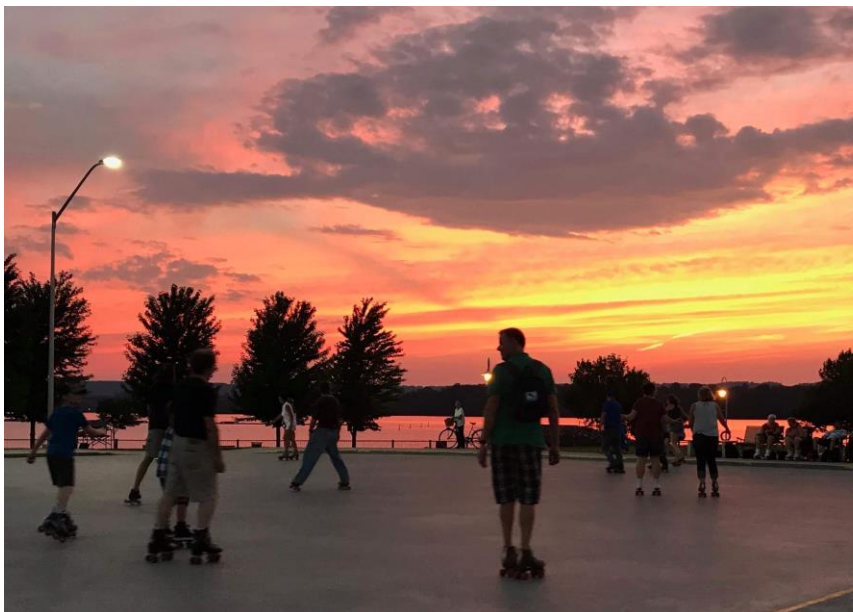
Where is it?

July picture was the lighthouse at Port Dalhousie.

Did you get it right?

How about this one?

Photo by
Deb Hauser



Time out from the boat for a little exercise, submitted by Tara Dinyer

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

Karyn's Kitchen



ASIAN GRILLED CHICKEN

4 Boneless skinless chicken breasts.

(Note-If more than 1 ½ inches thick, flatten to this thickness)

MARINADE

2 tsp coriander

2 tsp ginger

¼ tsp cumin

2 cloves garlic, minced

1 tsp white pepper

1 tsp salt

2 tbsp vegetable oil

2 tbsp dark soy sauce

1 tbsp brown sugar

1 tsp tamarind sauce (can be found in Asian section of most grocery stores or you may substitute 2 tsp lemon juice if necessary)

- Mix all ingredients and reserve ¼ of marinade for basting while grilling.
- Place chicken breasts in a large Ziploc bag and add marinade. Marinate a minimum of 4 hours.
- Grill low and slow until internal temperature is 160 degrees. Do not overcook or chicken will be dry. Baste with reserved marinade while grilling.
- Alternatively, if desired, chicken can be sautéed in frying pan to brown and finished in 350-degree oven until cooked (turn over halfway), approximately 15-20 minutes. Baste with reserved marinade prior to putting in oven and when turning.

Boaters sure love to BBQ/Grill dinner during these hot summer days at the marina, so I thought this would be a great recipe to pass along. You can easily double or triple this recipe if you are making for a larger group and the marinade can be made ahead of time if you wish. This is great to make at the boat as it also makes great leftovers for sandwiches, salads or stir-frys. Our family have been enjoying this recipe for many years and I hope that you will too.

Scuttlebutt

*Nothing Says
Summer
Like a Beach BBQ
&
Party!!!*



Photos by Troy & Deb Hauser

Scuttlebutt

