



Scuttlebutt



December 2019

FIFTY POINT www.fpyc.ca
YACHT CLUB

2019 Issue #12

Merry
Christmas



FPYC Executive 2020

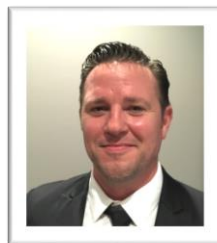


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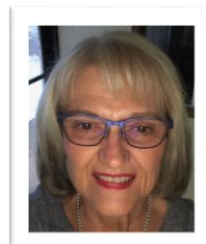


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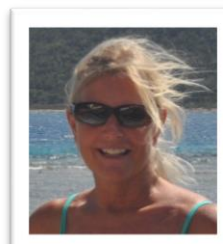


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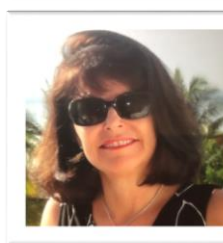


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Commodore's Message



Hello Everyone,

Happy December to all members of FPYC, and I hope you enjoy the holidays as we relax and dream of 2020.

Thank you for voting me as Commodore of the club for the next couple of years. First off, thank you to all of the directors that have retired and we will still see them all on the dock and on their boats along with on the water. They did a great job and have left a good legacy for the club. Now on to the new directors, I welcome them to their new positions, Brian, Art, Sam and Judie have all joined the 2020 board and now they will start their new job. To the returning directors, I am glad you are part of the board and I appreciate all of your input and assistance as we continue down the path to providing and maintaining a great club at Fifty Point. With a new board comes new ideas and new thoughts on how to work what we have in this club to be better for all members.

We have accepted Paula Burgin to be the Editor of Scuttlebutt, she will get it out monthly and will accept pictures and ideas for articles or complete articles if you can write them - keep them small enough to fit and long enough to be informative, helpful or exciting. All within taste please. Also, if you know anyone who would like to advertise please have them contact us or give us the contact and we can discuss. The board thanks Paula for stepping up to assist in this new role for the club.

We still do not have a Communication Director but we are filling the role with people, recently Jayne Herring asked if she can help on the club Facebook and keep an eye on it and its operations, well yes the help is gladly accepted. Last piece of communications is the email blasts and the club inbound emails. This job will require some computer time but a lot is helping get stuff out by email blasts on "Mail Chimp" or just getting the received emails from the info@fpyc to the correct board member to get the needed answer out to the member or the public. Other items to be filled are Sailing school liaison (two week sailing school in August) and if anyone can help in the club clothing would be greatly appreciated so need to be able to help in getting orders online or at the Spring events and then getting an order in and finally getting product out to the members.

If you can help in some job, please give us an email because we can always use help. These positions are not "board" positions but can be if you want to help more. The most needed

help is on the events, everything from planning, setup and takedown. If you wish to help at an event, PICK ONE and drop an email to the director for Social, Cruising, or Membership and offer a skill or time - it will always be gladly accepted.

We are planning all the activities as we normally do and want all to attend and participate in everything; Pub night, Spring Splash, Sail Past, New Members, Summer beach BBQ, Commodores Ball and of course Cruising. So to all, enjoy the winter in the snow (or wherever you are in the sun and warm) and see you all in the Spring when we start the prep for launch and remember the BOAT SHOW in January so we can spend money and dream of warm weather boating.

So Happy Boating (or enjoy the winter and dream of boating)

SINCERELY,

Doug Galvin



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

Scuttlebutt

Commodore's Ball



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Photos by; Deb Hauser



Photo by; Betty Lou Munro

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“Ready or Not Here I Come Again”

After a four-year hiatus I am proud to be back on the FPYC Board in my new role as your Vice Commodore.

Let me start out by congratulating Doug Galvin, our incoming Commodore and thank Jason Kirk for his service as Commodore. It was great to see so many boaters attend our Annual General Meeting. Let's just assume if you were not there that you either had an emergency and all is well now or you are extremely happy with the way the yacht club is run.

For those that did attend, they were privy to the summaries and recommendations for next year. Plus they learned of the challenges your Executive will face besides operating the usual activities of the club. Every organization has goals and always wants to see them accomplished. The reality is that we are not always successful. But you cannot get discouraged and you need the support from the membership and not just the Executive to be successful. We all love our time at the marina and boating. We always need our volunteers. You are our unsung heroes that help us run activities, allow us to achieve goals plus keep us in check. So we need you if it is only to do one small thing.

The biggest challenge for FPYC is to some how fill the void of Communications Director. Deb Hauser is retiring and I think we all enjoy reading Scuttlebutt each month. Personally, I would hate to see us only use a website and/or a Facebook page to get out our information to members.

Paula Bergin has stepped up to do Scuttlebutt, but due to her time constraints and travel schedule does not wish to have the added pressures to be on the Board. Can you help us out to take on the additional responsibilities? A major portion of the job is to answer questions that come into the info@fpyc.ca email address or to forward comments to the appropriate Executive member.

Fortunately, Judie Galvin has stepped up to be our Treasurer. We are creating appropriate checks and balances to protect everyone when both spouses are on the Executive to prevent any accusations of impropriety. While I know this would never happen we needed to be cognisant of relationships and remove any level of doubt on members' minds.

Members should note that I have a new e-mail address that is devoted to Fifty Point Yacht Club business. This will help to ensure that I do not miss something coming in to my current e-mail address, which I use for my McNally Board work. The e-mail address is fpycca@gmail.com.

Sincerely,

Brian Weber



BOOM Learn to Sail Program – GREAT NEWS!

The FPYC Board of Directors is very pleased to advise that our application for the 2020 Learn to Sail Program was approved by Ontario Sailing for the following weeks:

- Week 1 - August 17 to August 21
- Week 2 – August 24 to August 28

Participants may register for one or two weeks. Registration will open in January and will be on a first come first served basis (16 participants per program). The fee for the program will be confirmed in January.

An adult evening program is available and the FPYC Board will be reviewing this option. There would be a maximum of 8 participants for the evening program, running Tuesday and Thursday of each week noted above.

As noted at the Annual General Meeting, the Board recommends a Learn to Sail Director be appointed to the Board to develop and facilitate the advertising of the program in conjunction with the Board and manage the registration process and on-site requirements during the programs. Volunteers did an amazing job on-site last summer with various responsibilities to ensure the program was successful! We hope to receive the same level of commitment this year!

*****Nominations for the Learn to Sail Director** position will be accepted until January 10 at info@fpyc.ca Thank you in advance for your interest! BOOM updates will be included in the January Scuttlebutt.

Donna Shepherd



Two examples of common digital multimeters

Big or small, sail or power, gas or diesel, most of the boats that are encountered today have an electrical system onboard. Some are as simple as a pull cord turning over an outboard motor, others are a complex DC/AC panel aboard a cruising yacht. Whatever the case, if there are every any issues with onboard electrical gear, a multimeter is an essential tool to keep aboard. More

important than keeping it aboard is the understanding and the ability to use it effectively.

Understanding your boat's electrical system (even in theory), and basic use of a multimeter can allow you to:

- Troubleshoot and repair problems when away from shore
- Diagnose problems without having to call in a repair tech
- Take on preventative maintenance tasks more confidently

First – a bit about electrical circuits. For the purpose of this article, we'll look at DC circuits alone – They're simpler, and found aboard more commonly.

A DC circuit can be likened to a garden hose running to a sprinkler. The tap allows water to flow through the hose, ending at the sprinkler, where the water is forced through. The Tap is your boat's battery. The water is electrical current. The hose is the boat's wiring, and the sprinkler is a 'resistance' (this could be a light fixture, a starter motor or a GPS unit: in short, the resistance is whatever the electricity is powering.)

The battery provides the force (voltage) that pushes electricity (current/ampereage) through a resistance. In a simple DC circuit, the voltage will remain the same wherever it is measured. The current/ampereage will vary depending upon the resistance (an appliance with low resistance – like a light bulb – will require less current than an appliance with a high resistance – like a starter motor.)

The selector switch of a multimeter showing the options to measure: voltage, ohms, hertz, degrees and amps

A modern digital multimeter is designed to measure each of these. It can measure voltage (in volts) current flow (in amps) and resistance (in ohms.)



Here are a few practical ways that this can be applied aboard your boat.

1) An incandescent light fixture doesn't turn on.

First – test the boat's battery voltage to ensure that power is available. The multimeter's red lead should be placed on the positive terminal, and the black lead placed on the negative terminal. The DC voltage reading should be selected. The battery should read somewhere between 12 and 14 volts.

Next – confirm that battery switches, breakers and/or fuses allow current to flow to the light fixture. Assuming that there's no obvious barrier, test the voltage at the light bulb (you've already tested voltage at the source – the same voltage should be seen at the appliance). Place the red multimeter lead where the base of the bulb sits in the fixture. Place the black lead on the casing that holds the bulb. The reading should be the same as battery voltage. If there is no voltage seen, it means that there is a break in the circuit somewhere and power is not arriving at the light fixture.

If battery voltage is present and light still doesn't work, test the bulb using the ohms setting on the multimeter. The bulb itself is creating a resistance in the circuit and this can be measured. Place the red lead on the base of the light bulb, and the black lead on the metal side that sits in the casing. There should be an ohms reading showing on your multimeter. If the meter shows OL (Over Limit) this means that there is a break within the bulb and it won't provide a resistance. Replace the bulb and the light should work!

Measuring battery voltage

2) The bilge pump stopped working

First – as before, test the boat's battery voltage to ensure that power is available. The battery should read somewhere between 12 and 14 volts.

Next – test at the negative and positive wires at the bilge pump to see if voltage is present. This may mean probing inside the wires outer sheathing, or may mean cutting the wiring (meaning that you'll need to add a butt connector once testing is done) to allow you to test.

Test the for voltage by placing the red lead on the positive wire (brown), and the black lead on the negative wire (black). You should read battery voltage. If no voltage is shown, check the wiring, fuses and breakers between the battery and the bilge pump. If voltage is seen, but the pump doesn't operate, check for a blockage in the pump, or evidence of overheating/melting. Repair/replace as necessary.



3) You can't tell if your battery charger or alternator is working.

First – test the battery at rest using the DC Voltage setting on your multimeter. A charged and healthy battery will read 12.6V. Record that reading and turn the boat's battery charger on. Ensure that it engages and is operating correctly. Test the battery again using the multimeter's voltage setting. It should read 13-14V.

The same can be done with the engine's alternator: Test the battery at rest, as in the first example. Turn the boat's engine on and test the battery's voltage again – the battery should read 13-14.5V with the engine running.

These are just some simple examples; there are a myriad of uses for a multimeter aboard – from trailer wiring to ignition and starting issues. In addition, there are many resources, articles and videos

<https://www.canadianyachting.ca/diy/electrical/5290-ask-andrew-electrical-testing-onboard>



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'Reduce Lake Ontario water levels,' IJC instructs river board



[Derek Baldwin](#)

[More from Derek Baldwin](#)

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From left, Quinte West Mayor Jim Harrison, Greater Napanee Mayor Marg Isbester, Belleville Mayor Mitch Panciuk, Prince Edward County Mayor Steve Ferguson, Brighton Mayor Brian Ostrander, Mayor of Loyalist Township Ric Bresee and Tyendinaga Township Reeve Rick Phillips rallied together with members of their community to demand action on repealing IJC Plan 2014. Friday the group announced it will be opening the dam in Cornwall to alleviate stress on Lake Ontario waterfront residents. ALEX FILIPE jpg, BI

Good news for Quinte region property owners impacted by record high flooding along Lake Ontario.

Following citizens' calls for the International Joint Commission (IJC) to give the nod to open the floodgates at Moses-Saunders Dam in Cornwall, officials said Friday they will reduce water levels on Lake Ontario to reduce the risk of anticipated flooding in 2020.

The latest development on Friday arrived a day ahead of a protest planned in Ottawa to protest ongoing flooding in Lake Ontario which has caused millions of dollars in shoreline damage as pointed out earlier this week by Ontario Premier Doug Ford in a letter to Canadian Prime Minister Justin Trudeau.

The decision also falls on the heels of a standing-room only rally in Quinte West Wednesday evening hosted by Mayor Jim Harrison which called for the IJC to repeal Plan 2014 which sets high water mark triggers to cap water flows from the Moses-Saunders dam in Cornwall.

On Friday, the IJC gave the body which controls outflows — the International Lake Ontario – St. Lawrence River Board – renewed permission to deviate from Plan 2014.

In a statement, the river board said: "Forecasts indicate that Plan 2014 outflows will be very high and at or near maximum values for several months. The IJC's decision will allow the board to further increase outflows when opportunities arise considering the impacts that these flow increases will have on other interests of the system.

“These opportunities are expected to remove a small amount of additional water from Lake Ontario to reduce the risk of high water in 2020. The board stresses that while an outflow strategy can influence water levels, the main driver is weather, especially when wet conditions are as extreme as they were in 2017 and 2019. We will continue to communicate the outflow strategy as the board identifies opportunities to deviate from Plan 2014,” the river board said.

In an interview with The Intelligencer from Ottawa, Sarah Lobrichon, IJC public affairs advisor, confirmed the instruction from the IJC to the “board to deviate from the plan until June 2020.”

Lobrichon said Lake Ontario is “still 49 cm above average but 17 cm below record highs for this year.”

While the decision to open the dam to release more water will help reduce lake levels, Lobrichon was still cautious as to the outcome of spring runoff in 2020 when some computer models are predicting an even further rise in lake levels over record highs earlier this year.

“It all depends on the weather, we can’t say for sure we’re good for next spring. It depends on the next couple of months. The [river] board will deviate from the plan when it sees opportunities to do so over the next couple of months. They did indicate outflows will be very high over the next few months. They do have to take into account, the physical limitations,” she said.

If too much water is released, Lobrichon said it could present unsafe conditions for commercial shipping in the St. Lawrence.

She said the river board is now operating at 200 metre cubic metres per second above the limit over prescribed outflows at this time of the year.

“This is an order to accelerate the decline of Lake Ontario levels,” Lobrichon said.

In its statement, the river board said it “has had authority to deviate from Plan 2014 since May 7, after Lake Ontario rose above the high water trigger levels specified in a provision known as criterion H14. In light of the present extraordinary circumstances, the IJC has given the board authority to deviate from Plan 2014 even after Lake Ontario falls below the criterion H14 trigger levels.”

“The new authority extends until June 2020 when Lake Ontario is forecast to reach its seasonal peak,” the board said.

“Across the Great Lakes, water levels remain high and are forecast to continue to be high through at least the winter. Whether they remain high next spring will primarily depend on weather and water supplies. Lake Ontario is the only Great Lake that has a chance of getting near or returning to its long-term average by spring 2020. This possibility is directly related to the influence that water regulation can have on water levels if the conditions to accommodate high flows in the St. Lawrence River occur,” the board said.

The board and its staff, said officials, will continue to monitor conditions on an ongoing basis.

<https://www.intelligencer.ca/news/local-news/reduce-lake-ontario-water-levels-ijc-instructs-river-board>



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HEIDI KIRK

Karyn's Kitchen

Here we are with the holiday season upon us and Christmas fast approaching. This Cranberry Sauce makes a yummy addition to your turkey dinner. I recently made this for the F dock Thanksgiving dinner and it was pretty popular, so I thought you would enjoy it. I encourage cooks to enjoy a glass of Grand Marnier while making it....just to be sure that the Grand Marnier is good of course! (wink) You can of course eliminate the Grand Marnier if you prefer it to be alcohol free, it will still be delicious.



Merry Christmas and Happy Holidays from our home to yours.

Karyn

GRAND MARNIER CRANBERRY SAUCE

1 pkg fresh cranberries (reserve ¼ cup-optional)
4 wide strips orange zest (for easy removal)
¾ cup freshly squeezed orange juice
¼ cup water
1/4 tsp salt
1/8 tsp cinnamon
½ cup white sugar
¼ cup brown sugar
1 oz Grand Marnier (reserved for after cooking)

Mix all ingredients except Grand Marnier in a medium saucepan and bring to a slow boil. If you prefer a slightly chunkier sauce, reserve ¼ cup of the cranberries and add halfway through cooking time. Reduce heat to a simmer and cook until cranberries are soft and pop (about 10 minutes). Transfer immediately to a bowl and add Grand Marnier, mix well. Allow to cool to room temperature. Mixture will thicken as it cools.

Serves about 10 people, but you can double the recipe if you need more. Also makes a delicious addition to your leftover turkey sandwiches or club sandwiches.

A BIG THANK-YOU TO KARYN FOR ALL HER WONDERFUL RECIPIES!



Follow along with our FPYC club members on their travels!

John, Kathryn, Simon & Wavey Middleton

[WakaNahannis at Sea](#)

Bahamas: Part 3



Steve & Lise Denison

[GaYa](#)

2019-2020

Prep Time for Season 4 in the Bahamas



Items of Interest

Scuttlebutt

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

Sail-World

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

Canadian Yachting

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

Sail-World Cruising

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

Spartan – Ocean Racing & Training

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

POWER BOATING CANADA

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

Get My Boat

<https://www.getmyboat.ca>

Sail Canada

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

Press - Star Sailors League

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

Ontario Sailing

<https://ontariosailing.ca>