



Scuttlebutt



December 2023

FIFTY POINT www.fpyc.ca
YACHT CLUB

2023 Issue #12



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 2023



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Vacant



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Commodore's Message



Seasons Greetings everyone!

Here we are edging closer to the end of the year and looking back, I have lots of good memories and the feeling of a year well spent with friends and family. It goes without saying that a very large chunk of those memories revolves around time spent at Fifty Point and on the water.

I would like to thank everyone that logged on to the Zoom meeting as we conducted our 2023 General Meeting. We had a very good turnout and I was very pleased to see so many of you online. Of course, thanks must be extended to the entire Board for their contributions and work on the presentation, as well as a guest appearance by Jonathan Roberts. The reports were well received and did generate some good discussion and questions from the members.

I would also like to congratulate the new Board of Directors for 2024 that were elected during the Annual Meeting. Thanks go out to them for volunteering and taking time to help the Club function, grow and improve. I am very much looking forward to working with them all next year. To the Board members that have completed their terms or retired from the Board, a round of applause to you all for the work you completed and assistance you gave the Club during your tenure. It was a pleasure working with you all and I appreciated your support and council.

To the membership in general, it needs to be stated again that the Board has several vacancies that need to be filled immediately. Many hands make light work and we need your help to support the Club and help provide benefits to the membership in general. Please consider volunteering some of your time to assist the Board. We meet once a month, for 10 months of the year, and do that via Zoom. In general, meetings last for 60-90 minutes. You'll get to work with a great group of dedicated people who all have the common goal of making FPYC better and better.

Finally, as we close out 2023, it has been, and continues to be my honor and pleasure to serve as Commodore. I wish you all a safe and happy Holiday Season! This is a wonderful time of year to spend time with those closest to you while sharing stories of adventures from 2023. And next year promises to be even more special as we celebrate 40 years of fellowship and fun!

Merry Christmas to you all from Paula and I.

Steve Burgin
Commodore

Scuttlebutt In Review

- FPYC Board of Directors - 2024
- Membership Update
- 2023 Commodore's Ball in Pictures
- Show Your Creative Side.....
- GAMRU Update
- December Fun
- Scuttlebutt Sponsorship
- Recipe – Banana Pudding



FIFTY POINT YACHT CLUB BOARD OF DIRECTORS FOR 2024

Steve Burgin	Commodore
<i>Vacant</i>	Vice Commodore
Phil Kling	Treasurer
Mark Backer	Secretary
<i>Vacant</i>	Membership
John Robinson	Membership
Ben Douglas	Cruising
<i>Vacant</i>	Cruising
Paula Burgin	Communications
Donna Shepherd	Director at Large / Merchandise
Dan Paquette	Social
Peter Collins	Social

Membership Update

We have renewed our Members Perks Program with the following Companies

Pita Pit- 10%
Kelsey's-20%
Hangry Chicken-10%
Freshii-15%
DNA Pizza -10% on orders over 15.00

New This Year

Booster Juice- 15%
Sunshine Grill - 15%
Marine Doctors - 10% off labour



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

John Robinson
Art Veldhuizen
Membership Directors



2023 Commodore's Ball



Scuttlebutt



SHOW YOUR CREATIVE SIDE!

As noted in October's Scuttlebutt, 2024 will be the 40th anniversary of Fifty Point Yacht Club! To commemorate this milestone, an anniversary burgee will be created.

The Board is inviting members to submit designs for an anniversary logo and burgee. The Board will be reviewing opportunities to incorporate the anniversary logo on 2024 apparel.

Design guidelines:

- The anniversary logo shall be included on the burgee
- The burgee can be a maximum of 3 colours (including the background colour)
- The burgee can be a triangle or rectangle shape (maximum 13"H x 19"W)

Please submit designs by December 31, 2023 to info@fpyc.ca The Board will review all submissions and will have the final decision on the design.

If you have any questions, please email info@fpyc.ca

THANK YOU FOR YOUR INTEREST!



Getting To Know You...

We'd love to see your story here....



FIFTY POINT YACHT CLUB

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

MEMBER BENEFITS

SOCIAL EVENTS:

FPYC holds numerous social events throughout the year that you and your guests will be welcome to attend. Plans for 2023 include: Pre-launch BBQ, New Member Meet and Greet, SailPast and Dinner, Summer BBQ and Dance, ending the season with the Commodore's Ball.

Social Member Do not own a boat?

Early Bird Fee
\$65/year

After May 15
\$75/year

Membership Renewal

Early Bird Fee
\$225/year

After May 15
\$250/year

RECIPROCAL PRIVILEGES:

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

ORGANIZED CRUISES:

FPYC Cruise Directors plan and organize 5 to 6 reciprocal club cruises - includes free weekend dockage, fun-filled activities, potluck dinners and much more!

New Member

Early Bird Fee
\$260/year

After May 15
\$285/year
Includes Burgee

**MORE
FPYC
MEMBER
BENEFITS!**

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

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

Sponsorship Program - discounted space in Scuttlebutt for company advertising.

FOR MORE INFO: info@fpyc.ca MEMBERSHIP APPLICATION: www.fpyc.ca

GAMRU

Busy season ends for rescue volunteers but the work never stops

The season is over and the boat is out of the water but the work for the volunteers of South Shore Search And Rescue isn't done yet.

The marine rescue volunteers were called out 34 times during the 2023 boating season, shy of last year's record 43 rescue missions but a busy season that saw them come to the aid of 31 persons and recover more than \$366,000 in property, according to statistics collected by the Canadian Coast Guard Auxiliary/Central & Arctic.

The volunteers completed 112 training exercises on the water, racking up more than 1,200 person-hours honing the skills needed to be effective rescuers.

Over the past four years, South Shore Search And Rescue volunteers have responded to 147 rescue calls in western Lake Ontario. But that level of activity costs money so the volunteers have turned their efforts to raising funds to replenish the treasury in time for next season. Their first stop: the 2023 online auction.

Volunteers are fanning out across the peninsula to collect gift cards and gift certificates to be auctioned off over three hectic days. The auction, accessed via www.gamru.ca/auction runs from 5:00pm on Wednesday, November 22 until noon on Saturday, November 25, 2023. "Where else can you get great deals from a jewelry store, trailer supply store, craft brewery, fishing tackle vendor, building supply outlet and great restaurant — all in one place?" the group told supporters. The volunteers have set a target of \$10,000 for their auction. South Shore Search And Rescue gets no sustaining funding from any level of government and depends on fundraising and donations to maintain its operations.

In the time they have left, they will also be looking for a permanent home for the group's boats and equipment. The organization has been seeking a location for a modular home for the past year with no success.

South Shore Search And Rescue is a community-based volunteer emergency service that responds to rescue calls in western Lake Ontario, serving the communities along the south shore from a base in Fifty Point. More than 30 active volunteers maintain a fully-equipped rescue vessel and train year-round to hone the skills and readiness to be effective on the water. GAMRU South Shore Search And Rescue is a member of the Canadian Coast Guard Auxiliary and a registered charity.

Contact:

Doug Mephram 905 325 3431 doug.mephram@gamru.ca

#QuickTips - Boating in Waves

(Courtesy of BoatBlub January 2021)

Captain Bill Jennings gives you the best tips on how to have a swell time

Large waves are often measured in seconds because it can be more accurate than quoting the Beaufort Scale. The system uses time between the passing of two consecutive wave crests measured in seconds. As you would expect, a higher seconds number indicates larger waves and conversely, fewer seconds between waves indicate smaller waves. Smaller waves can be just as deadly as large, but today we are addressing large waves – not the sort that build up and “break” onto beaches, but the ones found in open seas and at the entrances to harbours. What is the best procedure to safely traverse these waves and swells?

Large swells at sea are usually less dangerous than swells encountered at entrances to harbors and rivers because sea swells are more consistent and have a rhythm to them, whereas harbour swells are inconsistent in timing, height, and intensity. The severity of harbour swells is also greatly affected by the tides. You may exit a harbour in the morning through flat water, only to encounter on your return, large nasty lumps. The bottom line is -- you need to treat harbour swells with respect.

When planning to challenge harbour swells, the obvious place to start is at home. Check the tides and any marine notices for the location you will cross. Be sure to pack things you might need – specifically some dry towels.

Once underway, set your tabs in a neutral setting, with both parallel to the bottom of your boat. As you approach the disturbed water at a harbour entrance or a series of swells in open water, look closely at the water you plan to cross and make a conscious “Go-or-No-Go” decision. Nobody is ever accused of being a wimp for playing it safe and returning home. Well, I was once, but the people that objected had been drinking.

Next, determine if your track across the upcoming swells will be head on, or if you need to cross them on a slight angle. If crossing the swells at an angle, you can put more of your boat’s V-bottom into the swells by setting a tab so that your boat slightly leans away from the direction from which the swells are coming. For example, if the swells are approaching from your portside, lowering your port tab slightly will lean the boat to starboard. This action will reduce the spray factor.

If possible, hold your boat in one spot before crossing an area of swells and watch other boats as they cross. This will give you a first-hand idea of what to expect, identify the best route to cross, and provide a few laughs.

Before heading into swells, you should be on plane but not charging at high speed. As with many boating conditions there is always one optimum speed that delivers the smoothest and safest ride.

What makes safe passage through swells more difficult than eating ice-cream is that you must operate your throttle(s) and trim control at the same time and in harmony with the swells. You also need to steer. To look at this in more detail, an oncoming swell of any type will slow your boat and cause your bow to dig in. To keep your speed constant, you must throttle up. Knowing that as you tip over the top of the swell your boat will have a tendency to do air-time, you should at this point

trim down. As you tip over the crest of the swell and head down the backside, you can anticipate a rapid speed increase, so you must throttle back. Knowing that when you get to the base of the swell you just crossed, your boat will have a tendency to stuff into the next swell or wave, you should at this point trim up. While performing these driving steps you need to navigate with the wheel to stay on your heading and to avoid severe dampness. This same process is repeated to cross each wave or swell. Remember the process in these simplified terms: Going up = power up – bow down. Going down = power down – bow up.

Now let's turn around and travel in the same direction as the swells. The above process is identical except for one important thing -- You must keep your speed up to a level that is higher than the speed of the swells. The reason for this is to prevent the swells from causing your boat to "broach," which can end your trip in a most unpleasant manner.

If you are having difficulty running waves at even a slight angle turn directly into the oncoming water and place your tabs in neutral. While this will take you in a direction that is not exactly where you want to go, it will also take one variable out of the process and you can deal with the difficult water movement head on. Once through the more difficult water, you can "tack" through the remaining less difficult water to arrive at your desired destination.

Should you find yourself in over your head – but not literally – it is possible to turn back, but such a turn in swells requires perfect timing. Wait for a good-sized swell and power into it. The instant your bow lifts to climb the swell, quickly turn the wheel completely in one direction. Your boat will pivot 180 degrees and you will be heading back. I did this once on a trip from Florida to the Bahamas and when we got back to the dock my passengers thanked me. I thought they would be annoyed because I didn't realize they were nervous.

Following these driving tips will prevent an unscheduled trip to your dentist and allow you and your passengers to have a swell time.

Hamilton Power & Sail Squadron

Course

Basic Navigation and Boat Handling-Part 1 (B2)

Formally called Boating 2

Navigation, Charts, Lat-Long

Anchors, Anchoring

Ropes, Lines, & Knots

Docking, Undocking

Towing, Trailing

Compasses & much more

****THIS IS AN IDEAL COURSE FOR THE NEW BOATER****

COURSE TUITION \$130.00

Register online @ boatingcourses.ca

Last day to register December 28th

Start date: Thursday January 11, 2024

Course length: 6 Thursday nights

Start time: 1900, 7 p.m.

Location: Macassa Bay Yacht Club, 80 Harbour Front Drive, Hamilton

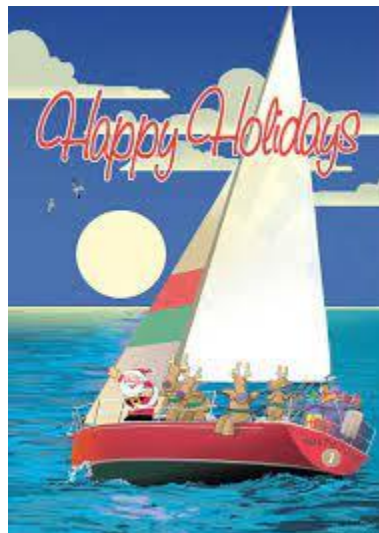
Need assistance, ronwarby46@gmail.com or 905-389-5719

You may also be interested in Basic Navigation and Boat Handling-Part 2 (B3)
to follow on February 22nd



Next classroom VHF Marine Radio Course April 11, 2024

December!!



Scuttlebutt Sponsorship

	<p>CALL TODAY FOR A FREE MARKET EVALUATION!</p> <p>905.664.7900</p> <p>A FAMILY OF REALTORS.</p> <p>MAREL REAL ESTATE BROKERS</p> <p><small>MARELBROKERS.COM INFO@MARELBROKERS.COM 905.664.7900</small></p>	
<p>BROKER</p> <p>JEREMY VANDERMAREL</p>		<p>BROKER</p> <p>HEIDI KIRK</p>

Banana Pudding

(Recipe/photo courtesy of chatelaine.com)

Pudding

- 3 cups 3.25% milk , divided
- 3 large egg yolks
- 1/3 cup cornstarch
- 1/3 cup granulated sugar
- 1 vanilla bean , split and seeds scraped
- 2 tbsp cold unsalted butter , cubed
- 1 350-g pkg shortcake cookies
- 2 1/2 cups 35% cream , divided
- 4 bananas , sliced into 1/2-in. rounds, plus 1 banana, halved lengthwise
- 2 tbsp granulated sugar
- 2 44-g bars chocolate-covered sponge toffee , chopped



Directions

Pudding:

Whisk 1/4 cup milk with yolks and cornstarch in a bowl until smooth. Mix remaining 2 3/4 cups milk with 1/3 cup sugar and vanilla seeds in a saucepan set over medium-high. Bring to a simmer, about 5 min. Slowly pour milk into yolk mixture, whisking until combined.

Pour mixture back into saucepan, then reduce heat to medium. Cook, whisking constantly, until thick and glossy, 1 min. Remove from heat and whisk in butter. Scrape into a large bowl, then cover surface with plastic wrap. Refrigerate until room temperature, 2 hrs.

Assembly:

Break each cookie in half crosswise. Set aside. Whisk chilled pudding until smooth (it will be thick). Whisk 1 cup cream in a bowl until soft peaks form, 1 to 2 min. Fold cream into pudding with a spatula.

Spread 1/4 of pudding mixture over bottom of a 4-litre trifle dish. Arrange 1/3 of cookies overtop, then 1/3 of sliced bananas. Repeat, ending with pudding. Cover with wrap and refrigerate until cookies are tender, at least 8 hrs or up to 2 days.

Whisk remaining 1 1/2 cups cream with 2 tbsp sugar in a bowl until soft peaks form, about 2 min. Spread over pudding. Sprinkle with sponge toffee and garnish with halved banana. Serve immediately.

Scuttlebutt

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.

GAMRU

www.gamru.ca

Canadian Yachting

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

Sail-World

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

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>