



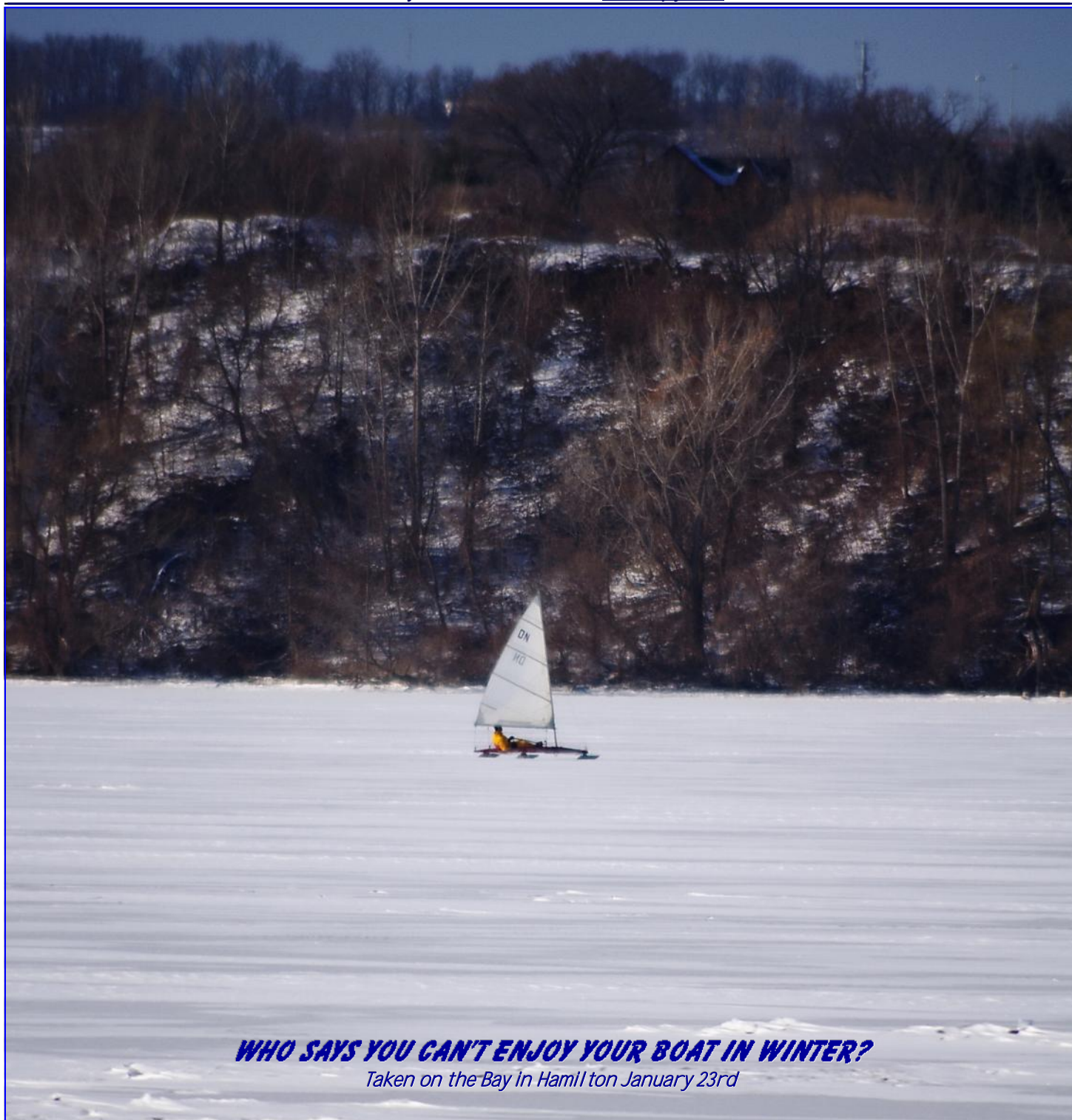
SCUTTLEBUTT



February 2011

Fifty Point Yacht Club www.fpyc.ca

2011 Issue # 2



WHO SAYS YOU CAN'T ENJOY YOUR BOAT IN WINTER?

Taken on the Bay in Hamilton January 23rd

FPYC Executive 2011



Commodore
Brian Weber
webre@cogeco.ca
(289) 235 9577



Treasurer
Vern Lowe
velowe@hotmail.com
(905) 335-8858



Communications
Paul Charles
pcharles@lara.on.ca
(905) 547 MAST (6278)



Membership
Joan Kraynick
ikraynick@cogeco.ca
(905) 637-7126



Director at Large
Nick Ehlert
Nick.ehlert@sympatico.ca
(905) 945-0123



Secretary
Christine Nixon
mistapproach@gmail.com
(905) 659-6634



Past Commodore
Paul Pelletier
ppelletier@cogeco.ca
(905) 635 1209



Racing
Troy Farncombe
Troy.farncombe@gmail.com
(905) 643 6478



Cruising
Gary Vandervelde
garyvandervelde@royallapage.ca
(905) 518-5223



Cruising
Marty Tickle
marty.tickle@ca.vesuvius.com
(905) 945 6171

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



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From the Bridge

Brian Weber, Commodore

Planning Another Busy Season



Another Toronto Boat Show has come to an end and the old boat still looks pretty good for its value. Hopefully you had time to take in the show and visit with some of our advertisers and club members.

Our Scuttlebutt advertisers are truly appreciated for their contributions. So remember to thank them when you see them or mention that you saw their advertisement.

Your club Executive is in the throes of planning a very busy season for members. We will have all the details for the March publication of Scuttlebutt. Remember that our first event is Sunday, February 13, which is our outdoor\skating party at Ingledale House. Thanks to Pauline and Peter Iversen for volunteering to organize the event. We hope to see you and your family then. Remember this is also a good time to check on your boat and catch up with some old friends and an opportunity to meet some new ones.

We look forward to these social events as it is a time to reflect and catch up on how others have weathered the winter so far and to get the scuttlebutt, so to speak, on just how well we have all been doing and even to tell a few lies about our boating experiences from last year. Wow, now I am really looking forward to the summer.

Paul Charles and I had an opportunity to meet with Marina Staff to discuss our change in reciprocal policy. It appears that they are under pressure to raise revenue. The Marina indicated that they will continue to honour the past reciprocal rates for our old policy. However, whenever we go above the five boats on weekends they are going to charge back the actual cost which is \$1.57 per foot HST. It was felt that the number of times the marina had exceeded five boats was minimal but during budget deliberations, we plan to look at some additional cost as we are expecting to see an increase in the number of reciprocals in 2011 over 2010.

Best wishes for the coming season.



Miss Supertest

Highlight of Toronto Boat show

Driven by Bob Hayward, a mild-mannered and soft-spoken chicken farmer from Embro, Ontario, Miss Supertest III was the fastest hydroplane powerboat in the world, reaching speeds of 290 kilometres per hour. In Motor City USA on the fourth of July, 1959 Hayward piloted Miss Supertest III to a win in the Detroit Memorial. Less than two months later, the Canadian crew challenged the American champion and America's winning streak on the Detroit River for the Harmsworth. After three 72.4-kilometre races, the American dynasty ended, and Canadian dominance in the sport began. Hayward went on to win the Harmsworth twice more, the only three-peat in its history.



Owned by The Ontario Science Centre Miss Supertest III is not on public display but comes out once in a while for events like the Boat Show where the 50th anniversary of her last victory was celebrated. Canada Post will be issuing a stamp in September of 2011 honouring her.

Distant Shores In Burlington



On a cold January night many FPYC members turned out to see Paul & Sheryl Shard talk about their visits to the lesser known islands of the Caribbean aboard their Southerly 42, Distant Shores.

Many thanks to Les Armstrong and the Burlington Power & Sail Squadron for encouraging us to remember that the weather is warm and the water is soft somewhere!




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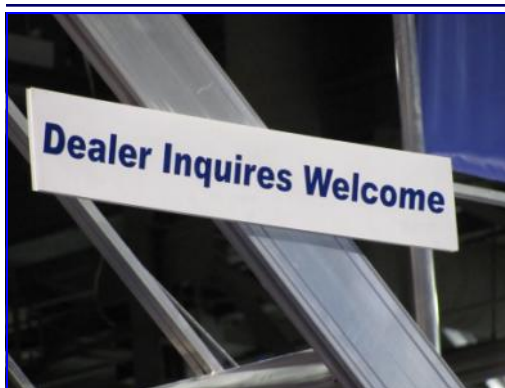
Espar Heater Systems



sea_tech_marine@hotmail.com

Thought for the Day

Be who you are and say what you feel....
because those who matter....don't
mind....
and those who mind....don't matter!



Katharine Edmonds, Scuttlebutt's expert proof reader, wondered at this sign which appeared at the Boat Show in Toronto. Was the "Dealer" not trusting of the welcome perhaps? Hmmm...

Nautical Terms...

Stand-off - To maintain a course away from shore; also used as: - stay at a distance, remain aloof or apart.

To the bitter end -
The end of an anchor rode is fastened to the **bitts** at the ship's bow. If all of the anchor rode has been set out you have come to the **bitter end**.



Long time FPYC member and faithful Scuttlebutt advertiser Barry Lamont of Sea Tech Marine was promoting his line of Espar heating systems at the Toronto Boat Show. Show with Barry are manufacturer's representative Chris Fruck and Scuttlebutt's own Paul Charles.



Greg Stratyckuk of North South Yacht Sales told us at The Toronto Boat Show that, while everyone loves to look at the shiny new boats, most people want to buy within their budgets so business was brisk for him. See Greg's ad and some of his listings on page 14.

Editor Speechless!



"What do you mean, there's another Scuttlebutt?"

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This Summer Pamper all your Batteries!

All lead acid Batteries sulphate. Especially as they sit in storage all winter. The easiest way to bring them back to like new, or better than new condition, is to top them up with a small amount of patented, waterbased, Battery Equaliser. www.batteryequaliser.com Developed 25 years ago for the EC battery manufactures, the patent holder Dr John Willis, has 5 PhD's including one in quantum physics.

As you run your boat this spring this unique technology, which carries a military spec and has treated millions of batteries, automatically equalizes each cell and brings them all back up to peak condition. Easier, faster starts, longer anchor time and added performance. This process happens as the batteries are used or charged. As you can't overkill, most boaters now use it as their regular top up fluid.

Come fall, instead of your batteries loosing up to 10% of charge a month in storage, they only loose 3%/mo. Much better condition! Treat existing batteries in good mechanical condition, you can **expect up to double the life**. Treat them new from the get go and up to 3X the life. Cost: about \$3.00 per year per battery. **500ml Battery Equaliser #4826** treats up to 5 auto batteries or 2.5 deep cycle marine batteries.

www.batteryequaliser.com



We Save Marriages with this Product!

Every spring or fall it is wise to **"SHOCK TREAT"** your waste holding tank. If you didn't do it prior to 2009 haul out, now is an ideal time.

Developed for the airlines, simply add entire 900ml bottle **Head-O-Matic Shock Treat #4025** www.naturalmarine.ca to the head and flush it through. This decades proven technology (that others have tried to duplicate) will help clear the lines, and slosh about in the tank, as you boat, up until the next pumpout. It will descale the inside of the tank, where nasties can multiply and bring the tank walls and ceiling back to square one.

Use with any existing head chemical, except those that are biological bacteria based.

If when boating in wave conditions this summer and things get hung up in the top inside corner of the tank. it can smell and mutinies can threaten! Simply "Shock Treat" and carry on.



Available locally: 50 Point Marina, Dowsar Marine Supplies, Mason's Chandlery



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Tips for Boaters

1. When you are sailing along and the wind is building and you start to think about reefing then it's already time to do so.

2. Novice crew are often tempted to use legs and hands to fend off when the skipper has got it wrong on the approach to a dock. The skipper should always warn his crew not to risk their limbs for the sake of the yacht. Flesh and bones are weaker - and harder to repair - than fibreglass and aluminum.



Social Calendar

Here we are in February and your club executive has already scheduled a full season of activities. According to a survey done by FPYC last year scheduling is the biggest obstacle to your attending events so we urge you to write these events on your calendar now and be strong, defend your right to have fun!

Social events:

February 13 - Outdoor Day - Ingledale House - 1 P.M.

May 7th - Spring Splash - Garth Trails

May 28th - Sailpast - 11 A.M.

June 25th - Summer Barbecue

August 13th - HCA Volleyball Tournament - "Nancy's Day"

September 24th - Commodore's Ball - The Beacon

Cruises:

June 4-5 Black & Blue Cruise

June 18-19 – The Oakville Club

July 1,2,3 - PCYC (Port Credit Yacht Club)

July 23-24 – LLSYC (Lakeshore Yacht Club) Commodore's Cruise

July 30-31 – CBYC (Cathedral Bluffs Yacht Club)

August 20-21 - To be Announced

August 27-28 - Anchor cruise to Carroll's Point (in Burlington Bay)

Racing:

Every Wednesday night May to September

August 27th - Peaches 'n PHRF Regatta

Radio Controlled Racing:

Every Thursday night May to October, then Sunday afternoons until freeze-up

Print this page and put it on the fridge - Don't miss out!

We are now into February and boats will be ready for launch before you know it. The spring brings on so many jobs, small and large. From adding those goodies you bought at the Boat Show to getting that extra coat of wax on the hull - you will be busy.

So now is the time to move forward with your 2011 FPYC membership application. We have this year included it in Scuttlebutt and, of course, it is on-line at www.fpyc.ca.

Some will ask why we need to get our form and \$\$\$ sent in so early.



*Join
Now!*

Well, it's simple - we want Joan Kraynick to have time as the boating season approaches too. Joan will be taking in the fees, preparing membership cards and helping Brian Weber and Vern Lowe with putting together budget numbers over the next little while and that's not so bad when the temperature outside is well below zero!

So fill out the form, add a cheque and get it off to Joan or perhaps you could bring it to the Outdoor Day at Ingledale on February 13th - give it to any member of the Board of Directors.

Thanks for your help.

We all appreciate it.



The Story Continues

Last year was a tough one for the boating community. The recession had a negative impact on the price of boats and the poor weather certainly affected the boating season.

That is all behind us now and we are navigating a new course where the boat market is definitely improving.

We are pleased to announce that Harbour Yachts is now the Eastern Distributor for Lopolight Navigation lights. For more information on Lopolight please visit our web site at www.harbouryachts.ca



At Harbour Yachts brokerage remains our primary focus and it would be a privilege to work with Fifty Point Yacht Club members.

John Haynes

john@harbouryachts.ca

Ron Smith

ron@harbouryachts.ca

905-842-1111



 **Harbour Yachts Inc.**
WORLDWIDE YACHT BROKERAGE

Outdoor Day 2011

February 13th 1.P.M.

Again this year your club, thanks to Peter and Pauline Iversen is hosting an Outdoor Family Day at Fifty Point. Here are the reasons not to miss this great event:

- * An opportunity to get on those skates with no Zamboni in sight
- * Enjoy hot chocolate, coffee, tea and goodies at Ingledale House
- * See how many kids Nancy Arnold has THIS year!
- * Eat some more goodies
- * Meet up with your boating pals for a few yarns
- * See if the boat is still there - go ahead - give her a hug!
- * Get chauffeured around the park in Duffy's wagon. The kids always love it.
- * It's free to members, families and guests
- * Did we mention the goodies?
- * See you there...



Bill Milne of Natural Marine was at the Boat Show promoting his range of products for head and battery care. Bill advertises in Scuttlebutt and also had been generous with prizes and giveaways at social events for FPYC.



Cruising anyone?

The season is a long way off but your Cruising Committee led by Marty Tickle has booked a few items already. Here is the schedule so far:

June 4-5 Black & Blue Cruise

June 18-19 – The Oakville Club

July 1,2,3 - PCYC (Port Credit Yacht Club)

July 23-24 – LLSYC (Lakeshore Yacht Club) Commodore's Cruise

July 30-31 – CBYC (Cathedral Bluffs Yacht Club)

August 20-21 - To be Announced (Trying to schedule with other clubs)

August 27-28 - Anchor cruise to Carol's Point (in Burlington Bay)

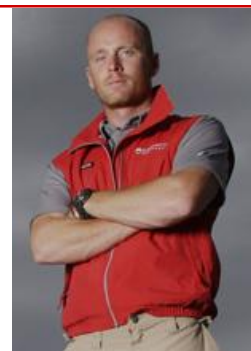
Watch for more details as the summer approaches!



The Velux 5 Oceans

Single Handed racing on a sixty footer

Editor's note: This is one of many reports from the five competitors sailing Eco 60 boats in the Velux 5 Oceans. The race is gruelling, the loneliness would be impossible for most of us, the weather is cold, the amenities are few but somehow in the midst of it all Chris Stanmore-Major can write an article like this. Even if you have no interest in racing this article is a must.



Chris Stanmore-Major is skipper of Spartan

Let me tell you about last night.

Last night I thought I was out of the race or at least out of this leg. There are many pieces of indispensable equipment on this boat, chart plotter, autopilots, nav computer, satellite phones but they all have one commonality that binds them to the thing that last night stopped- the king pin of all my boat's systems - the engine.

The ethos of the Eco 60 fleet is to use as little fossil fuel as possible but installing solar cells, wind generators and hydro-generators takes a financial outlay which we just could not make when preparing Spartan. If we had installed all those items we would have had to miss out something else leaving us the most ecologically sound Open 60 in the marina.

So, to uphold the spirit of the class I take a slightly different approach to power production and usage. Knowing I am only going to produce a few amp hours from my elderly solar cells each day and that the rest will come from running the engine I use the absolute minimum electricity I can. Lights are rarely used unless I am filming something and instead I rely on my head torch.

Computers and cameras are charged when the engine is running and I only connect to the internet for updates three times a day. The nav computer is switched off whenever I am not actually using it and the chartplotter runs with the back light turned right down to avoid unnecessary consumption. This philosophy meant that, in the Atlantic, I was charging for only one hour in thirty which I thought was pretty good given the age of the batteries.

This whole system depends on one thing - when I press that button for the engine - it must fire. If it does not then I have a serious problem. Whatever is happening on deck must be dropped - there is no alternative but immediately trying to fix the engine as this task has to be accomplished against the clock as I only have a certain amount of time available until the battery voltage becomes so low that it will no longer run the autopilots and then I am dead in the water.

Realistically at that point I would have to take down all the sails and drift until I found a solution or begin the long sail steering by hand to Australia, still several hundreds of miles away. Last night the engine, after initially starting and running for a charge period as normal, suddenly took on a most unwell shake and misfire and then died. I tried to restart it - I pumped fuel into it, tried the starter again and again but whatever I did it would not start.

My first reaction when I realised I had a serious problem was to stop and take stock. All of the factors I have noted above ran through my head and the full implication of the engine not being available glared in my mind's eye as a show stopper. I pressed the button again - my mechanic head on rather than just wishfully hoping. The engine spun over freely enough but would not catch. Sat on the floor of the cockpit, running before 30kts in building seas with two reefs in the main and with the trinquette up doing 16kts the 'autopilot timer' began - I estimated I had two hours in these conditions with the pilot's rams working hard in which to find a solution or it was all over for Leg 2 of the race.

I immediately shut off every other piece of equipment except the autopilots and isolated the engine batteries so they could not be used by any system except the engine. I stripped away the engine cover in darkness with only the patch of white light from my head torch to work in. First things first - it must be fuel. I checked the fuel pipes, fuel level, fuel shut-off valves anything that could have been accidentally knocked - whatever was ailing the engine had started suddenly - that normally means something has been altered unexpectedly creating a new problem. Nothing.

Ok- next- fuel filters. I changed both fuel filters and pumped through diesel until the new cartridges were full, cracked off the injector heads to allow the system to bleed off any trapped air and once again tried to start the engine. She caught momentarily, ran for a second or two then shuddered to a halt again. I sat back on my heels in the darkness. Time to think.

(Continued on page 13)



When I was young I spent all my time in my father's garage watching him work and being taught the basics - like how to sweep floors and empty bins (everyone starts at the bottom right- even the boss's son). As I passed the age of ten I learnt how to help my dad overhaul brakes, exchange exhausts, fit tyres and finally as I became old enough to have a grasp of the complexities of petrol and diesel engines dad taught me how to listen and watch an engine and diagnose what was wrong with it with just logic, knowledge of the system and an analytical eye to guide you. I was given my own jobs to work on but whenever I would get stuck and not know what was wrong he would always come over puffing on his pipe and say to me 'The clues are all there- it wants to run, what is stopping it- just look at what you are seeing!' Always that phrase- 'look at what you are seeing'- I'm not even sure if it really makes sense- but it made sense to me.

I am 47 degrees South, the air temperature is zero, the wind is building and I have no more than an hour before the autopilots flame out and I am adrift in my fancy carbon racing boat like a leaf on a pond. During the last attempts I made to start the engine I could hear the starter becoming tired as the engine batteries started to give in. This engine wants to run, I know it does, what is stopping it?

"Look at what you are seeing Chris, look at what you are seeing." The fuel flows, the filters are full, the system is bled, the engine turns, the hand pump ball on the fuel can is going hard so there is obviously pressure.....hang on.

I stop my internal monologue and back up a little. The fuel pump ball? What the? On outboard engines you have a ball pump which you squeeze by hand to move fuel from the tank to the engine as the engine's pump is not strong enough to move fuel through an empty line. This is on petrol outboards. This is not on diesel inboard engines.

I go over to the fuel tank and look at the pump. It has obviously been added sometime in the boat's past to facilitate bleeding the fuel system if the diesel runs out completely but it has no place in this system normally. I examine the pump - it is hard and stiff with the cold. Suddenly I see what I am looking at. It was always there I just wasn't looking AND thinking at the same time. Inside the ball pump there are two one-way valves which move fuel along the delivery hose when you pump the ball. It's the valves! With the air temperature dropping the valves have stiffened up to a point where the engine can no longer pull fuel along the hose! The very thing that is there to help move fuel is constricting the flow. I flick open my knife and cut the pump out of the system and connect the hose directly to the tank.

I check everything over one more time - I estimate I have half an hour to go before alarms sound and things go from bad to, well, very bad. My batteries are reading 11.8 volts which if you consider a discharged battery reads 12.4 you get an idea where we are. I go to the starter button, put my finger on it and look again through the gloom at the engine. If it does not start now I will not have enough power to try again. It's this time or not at all. If it doesn't start I'm going to leave this job gybe and start heading to Australia.

I try to get a vibe from it - and here perhaps only those who work with machinery might be able to follow. I think over everything I have seen, all the parts I have checked and changed. I think about the pump and confirm in myself my theory. It is odd to remove a part of a system that had been working fine until now as part of a solution but it..... feels.... right.

I look outside at the moonlight reflecting back off the waves chasing me down- I might be fourth in this race but my goal is still to sail into the bay in Wellington loud and proud after a successful transit of the Southern Ocean. I don't want to run into Fremantle with my tail between my legs because I couldn't fix my engine.

I whisper to myself- 'What do you reckon dad, will it start?' I imagine him puffing on his pipe in his overalls, hands on the wing of some car looking at me - looking at the engine. 'Did you check everything?' 'Yeah, I checked it all dad', 'Did you tighten up all the connections?' 'Yep and I pumped the fuel right to the injector heads and locked them off like you showed me.' 'It wants to start Chris - it's built to run - so if you've thought it through and done it right- it'll fire' I turn on the heater plugs to warm the engine. The water temp gauge says 8 degrees. As the plugs kick in the main low battery alarm sounds with a dull wail.

I grit my teeth and count to ten to get it as warm as I can; as I dare. 'Ok fire it up son.' I press the button, the sluggish starter flicks the engine over; once, twice, three times and then the most beautiful sound in the Southern Ocean blossoms forth from that glorious little lump of iron as the steady beat of four pistons, the shrill screech of the alternator belt and the abrupt end of the low battery alarm greets my ears. I jump up and down in the cockpit like a mad thing- whooping and dancing in relief. From the teeth of disaster Spartan lives to ride another day! I run the engine for 6 hours to really get the batteries charged and for every second I listen to that engine happily running I can only think one thing...

Thanks Dad.



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See You at the Pond

Or sign up for our winter building group. We have four builders already signed up for the winter months starting late in February. Expect to need four or five evenings to complete the project.

The kit and all you need to get started will add up to less than \$300.

Call or e-mail Paul Charles - 905-547-6278

pcharles@lara.on.ca for more information.



Oshawa Harbour to re-open?

If you have been boating for a while then perhaps you remember stopping in at the Oshawa Yacht Club. It was a small self help club which had a delightful clubhouse and welcoming members. In 2002, through a few dealings by governments of all levels, the marina was shut down and the club evicted from the property. (If you Google "Oshawa Harbour" you can get all the details.)

And now the good news; it looks like the marina will be back - bigger and better and the club may even return also.

Two levels of government and the Oshawa harbour Commission have put together an agreement that should see substantial changes to the harbour including remediation of an old dump site, updating the marina and changing the layout of the inner harbour.





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Selected Listings

SAIL

37' Prout Snowgoose	1985
32' Endeavor	1976
30' Hinterhoeller Redwing	1968

POWER

42' Kadey Krogen	1977
381 Meridian Sedan	2005
310 SeaRay Sundancer	1998
250 SeaRay Sundancer	1998
250 Rinker Express	2007
24' Maxum 2400 SCR	2000



As always Mason's "The Store" had a great booth at the Toronto Boat Show. Thanks again to Laurie for all her support of Fifty Point Yacht Club.



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Feb 18-21, 2011

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While at the Toronto Boat Show we ran into Ron Smith of Harbour Yachts in Oakville. Harbour Yacht has twice sponsored the FPYC Photo Contest and was seen here helping out at North Lakes Yachting Inc. promoting their Delphia 40.



The folks at Cathedral Bluffs Yacht Club were as welcoming at the Boat Show as they are at their Club! They are looking forward to our cruise to CBYC next season.

Dundee Wealth increasing support of FPYC Events

We are looking forward to this year's season as Dundee Wealth's Joe Lindo is on board for helping us with Sailpast. Check this space in upcoming months for news on Dundee's participation and also watch for helpful articles on financial planning and investment needs.

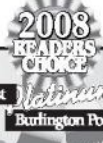
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Front row: Alexis Dynes, Mary Lindo, CFP®; Joe Lindo, CFP®; Alison Adams, Larry Lovett, CFP®.
(Financial Advisor) (Financial Advisor) (Branch Manager) (Financial Advisor)

Back row: Dave Lindo, Rob Lindo, Joe D'Aurizio, CMA, CFP®; Christina Lovett.
(Financial Advisor)



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Ontario Conservation Areas Photo Contest 2011

Show Off Your Conservation Areas!

November 1, 2010 to October 31, 2011



Conservation Ontario is a network of 36 Conservation areas in Ontario and they are inviting you to show off your Conservation area by entering their 2011 photo contest.

All the details are on their site at www.ontarioconservationareas.ca. The prizes are substantial and it's a great opportunity to celebrate Fifty Point! But don't forget our own photo contest too.

At www.fpyc.ca members can advertise nautical items for sale. e-mail it to Paul Charles at pcharles@lara.on.ca. No charge to members of FPYC.

Boats and Nautical Stuff for Sale

Sailboat For Sale – 1977 Tanzer 22 (Platypus) \$6000 obo – (905) 643-6478 or platypus.racing@gmail.com

22' LOA, Fin keel version, very clean boat in great condition.

- Hull painted blue (Interlux Brightside paint, 2008).
- New bottom (2008), 5 coats Interprotect 2000, VC17
- 8 HP 4 stroke Honda outboard (2006).
- New furler and pulpit (2010)
- New spinnaker pole (2009)
- All new halyards, sheets, guys (2009).
- New style rudder with spare rudder.
- Depth sounder, compass, knotmeter
- Steel cradle, 50 ft power cable
- Cockpit cushions (very good) and interior cushions (good)

Sail Inventory:

- North Sails, dacron mainsail (excellent condition, 2009)
- Voiles Sud, 155% genoa (very good condition, new 2006)
- 100% #3 genoa (good)
- spinnaker (very good)
- original mainsail (good)
- 170% genoa (good condition).



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Fifty Point Yacht Club 2011 Membership Application

Name(s) _____

Address _____ City _____

Postal Code _____ Phone _____ Cell _____

E-Mail 1 _____ E-Mail 2 _____ Power ☐ Sail ☐

Boat Name: _____ Dock Assignment _____

☐ New Membership (initial burgee included)..... \$ 160.00

☐ Renewal membership (after May 7th)..... \$ 160.00

☐ **Special Rate: \$ 150.00 if paid on or before Spring Splash, May 7th**

☐ Social Membership..... \$ 30.00

☐ Replacement burgee..... \$ 15.00

Total Amount Enclosed..... \$ _____

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

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

☐

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

1. Where the boat is legally registered under two owners and both owners are listed on the membership application form.
2. Where the boat is owned by one person whose spouse is listed on the membership form.

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

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

Signed by _____

"Come out and volunteer for your Yacht Club"

Fifty Point Yacht Club is a non-profit organization entirely staffed by volunteers. We are asking the membership to volunteer for a function and help out with any of our functions
Please indicate which function we might count on your support as a volunteer:

Officer of the Day _____ Racing _____ Any _____

Social Event (Please be specific) _____ Cruising (Please be specific) _____

Please send in your completed membership applications as soon as possible to:

Joan Kraynick
1285 Ontario St., #1504
Burlington, ON L7S 1X9