



Scuttlebutt



January 2014

Fifty Point Yacht Club www.fpyc.ca

2014 Issue # 1

Happy New Year



2014



FPYC Executive 2014



Commodore
Brian Weber
wrstedy@gmail.com
(289) 235 9577



Secretary
Darlene Mantel
cdmantel@xplornet.com
(905) 627-1439



Treasurer
Mike Shaw
mshaw@pinchin.com
(905) 257-0439



Social
Gerri Waud
geraldinewaud@gmail.com
(905) 646-8562



Racing/Website
Garry Cooke
Fpyc.racing@gmail.com
(905) 317-0506



Scuttlebutt/Communications
Jayne Herring
jayne_herring@wrdsb.on.ca
(519) 622-3719



Cruising
Stephen Middleton
samiddleton@sympatico.ca
(905) 562-5276



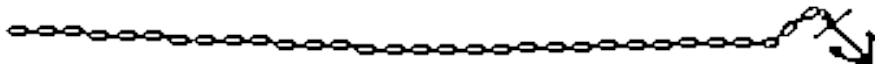
Membership
Brad Davidson
bradcaroline@rogers.com
(519) 753-1490



Cruising
Chris Almeida
Chris.Almeida@me.com
(905) 630-2496



Membership
Jeff Dinyer
jdinyer@shaw.ca
(289) 284-0366



From the Bridge...

Brian Weber, Commodore

Happy New Year!!



Well a new and exciting year has arrived. If you have missed it 2014 is our 30th anniversary. We hope to have a special day with lots of activities in celebration of our milestone. We are holding a planning meeting January 15th at Ingledale House for those interested in helping to plan the event.

We need everyone to help out in some small way not just with the anniversary, but also as Officer of the Day, social events and racing. Your Executive is strictly volunteer and helping out allows us to run better activities, reduces the workload and gives members an opportunity to give input. It is your input that makes things better and introduces change to improve, enhance and meet the needs of our members. If you have not noticed, we are seeing a complete change in our demographics. We need to grow and change for the better of all.

This year is also the start of my final year as Commodore. In some ways I am sad, but the wisdom to limit the tenure of a Commodore allows for someone new to bring in different ideas and ways. However, I regret that I have not been able to get someone to come forward as Vice-Commodore to be the successor. I do see this as a failure on my part. We do have some good people in the club that would be excellent candidates as they certainly have the skills to do the job. Perhaps the fact that they might see it as a job is what holds people back. This is why volunteers are critical to the club. The more dedicated volunteers we have the lighter the workload.

A few years back, it was presented at the AGM to have FPYC become a self-help club. Whereby members paid a \$50 fee upfront and they could earn the money back by volunteering 5 hours. This met with a resounding NO. The year after that, we did see an increase in volunteers. However, it seems to have waned again. FPYC needs you and your support to maintain our existence. It is my opinion that we need to maintain and hopefully increase programs to members. This way we:

- have more to offer all marina boats;
- see an increase in membership; and
- attract others wanting to bring their boats to Fifty full time.

Well enough of that. I will get off the soap box. Here are some reminders of upcoming events:

January 14	Pub Night Judge and Jester 6:30 p.m. Come out and socialize.
January 15	30th Anniversary planning night Ingledale House 6:30 p.m.
February 9	Outdoor Day Ingledale House 1:30 p.m. events TBA.

Through January and February your Executive strikes the plan for the upcoming year and sets our budget. If you have any ideas or suggestions, please let one of us know.

Hope to see you at the Boat Show or at one of our upcoming events.

Are you going to the Boat Show?



Click the link below for website

[Toronto Boat Show](#)

Click link for Seminar Schedule

[Seminar Schedule](#)

[Boat Show Dates and Hours](#)

Hope to see you there!



Contact: D.J. Doug Nixon (905) 537-9426

30th Anniversary Burgee Contest

Do you have an idea or design for a FPYC 30th Anniversary Burgee?

*FPYC members are invited to submit their burgee ideas to the Commodore by
February 28, 2014*

*Your design may be chosen as the special burgee we use during
our Anniversary year.*

Good luck!





Cruising Report

2014 –Tentative Schedule

Oakville Club June 14-15

Cathedral Bluffs YC - June 28 - July 1

Royal Hamilton YC July 12 - 14

Port Credit YC August 2-4

Anchor cruise - TBA

Labour Day Cruise - Aug 30,31, Sept 1 - TBA

Please contact Cruise Directors
Chris Almeida or Stephen Middleton



Plan to join us next year—don't miss out on some great cruises!

Quote of the Month

"Only the guy who isn't rowing has time to rock the boat."

Jean-Paul Sartre



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Have you joined our FPYC Facebook site yet?
We will be posting pictures, news and reminders about upcoming events
on the site—so drop by and check it out!

[Facebook](#)

‘Like Us’ and Join the FPYC Group!

Nautical Theme Photo Contest

The contest will judge pictures of a nautical theme, boating, sea or shore or seaside scenes, ships, crews in action etc.

Look through your collections from previous year or go catch some shots down south if you are heading that way this winter, or pictures of sea ice if you are heading in the direction of the North Pole.

Please submit entries by **January 31st 2014**. Please send them as JPEG files of higher resolution (maximum 2 entries per participant). They can be submitted to Garry Cooke at fpyc.racing@gmail.com, please include your name, phone, boat name and dock number.

Please note the contest is open to FPYC members only.



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Christine's Galley

Mincemeat Cheesecake



1 1/2 cup graham cracker crumbs
1/3 cup brown sugar
1/2 cup melted butter

Combine first 3 ingredients and press into 9 inch spring form pan—buttered

Bake 325 – 10 minutes, cool on wire rack

Filling:

2 pkgs cream cheese soften
2/3 cup sugar
2 tbsp flour
2 tbsp lemon juice (fresh)
1 tbsp grated lemon rind (heaping)
1/2 tsp vanilla
2 eggs



Cream all ingredients except eggs until blended

Add – Eggs one at a time, blend

1 1/2 cups mincemeat – Stir in – Pour over crust

Bake 450 – 10 mins

Reduce heat to 250 – 20 mins

Chill

Serve with whipped cream

They say figures don't lie, but.....Girdles sure condense the truth!



Wind, Weather and Waves

By Doug Nixon

Fog – Clouding the Picture

During the boating season there are 3 types of fog you may encounter. But first I would like to explain the term “dewpoint”.

Dewpoint is the temperature at which air must be cooled to become saturated. In other words, the moisture in the air goes from an invisible gas to a visible moisture, i.e. fog, cloud, mist etc.

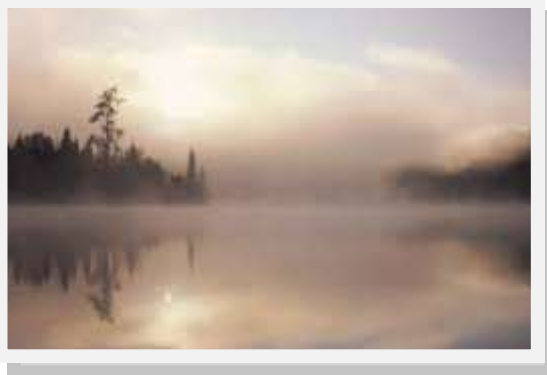
Advection Fog

Advection Fog occurs when warm, moist air moves over colder water – water that is cold enough to bring the air temperature down to its dewpoint. So you are most likely to encounter advection fog in areas where the water temperatures are cold and there is a warm, moist air flow ie. Southerly breezes.

Cold waters may rise to the surface through a process called “upwelling”. Lakes with very deep water such as Lake Superior and Lake Huron remain fairly cool because of continuing upwelling through the summer. Therefore, the likelihood of advection fog forming in these areas is greater than on lakes like Lake Erie which are quite shallow in comparison.

Advection fog is most common in the spring and summer and is thicker over water then over adjacent land masses. You should be alert to favoured areas where cold currents and/upwelling of cold water create patches of fog.

Next month I will explain the other 2 types of fog which are: Radiation Fog and Frontal Fog.



January Race Report

By Garry Cooke

FPYC has been an active cruising and racing club since its inception 30 years ago. In fact the club was started as a racing club, and developed to accommodate cruising and reciprocals as well racing, so that the club catered to all needs.

We find ourselves at a turning point: we need sailors to commit to the racing program otherwise it will fade away.

We will be offering racing on Wednesday evenings through the season, as well as other races on weekends such as cruising weekends and other occasions. We can only provide racing if the members support it. Racing improves your skills in boat handling and in sailing ability in general. There is also a good social environment as well. We are also members of racing groups around the lake which will allow you to extend your horizons.

If you want to race and improve your sailing, You must let me know now so I can plan the next season. please e-mail me at fpyc.racing@gmail.com

Pub Night

This month's pub night will be on Tuesday, January 14, 2014 at 6:30 p.m. at the "Judge and Jester" in Grimsby in the back room.

See you all for an evening social.

Garry

Help Wanted!

FPYC has been running Pub Nights for many years. However, there appears to be a misconception that they are for sailors only, which is not the case.

Pub Nights are an off-season social activity that brings us together to talk, enjoy a meal and hopefully hear a speaker on a topic of interest.

This is where we need some help! We are in desperate need of getting some speakers lined up to expand our minds and provide us with information. Please refer to Commodore's Comments for some topics of interest to the Commodore. However, we are certainly open to hearing anything that is interesting and expands our knowledge base.

If you are interested in helping please contact Garry Cooke.

Sail Boat Ratios

By Garry Cooke

Now that the boat show is only a few weeks away, some of the more well-known manufacturers will be introducing new models this year. If you are in the market for one of these new boats, or even a newer boat than you currently own, you may be interested in some simple ratios that help define the ability of the yacht to measure up to your requirements, before you place your deposit on the table!

There are two key ratios that can be compared when looking at different boats. These ratios are the sail area to displacement ratio, and the displacement length ratio. The first ratio provides a measure of the boats ability to go faster in light wind (ie the power to drive the boat by wind), and the second ratio gives an indication of the carrying capacity of the boat, particularly if you wish to cruise for longer periods without having to stop to re-provision. The later ratio will also give an indication of the boats speed potential, particularly when analysed along with the first ratio.

The displacement length ratio:

$\text{Disp}/(0.01 \times \text{LWL})^3$ (displacement in tons of 2240lbs, LWL waterline length in feet)

(example: CS30 $\text{Disp}=8000\text{lbs} = 8000/2240=3.6$ ton, $\text{LWL}=26$ feet, therefore $\text{ratio}=3.6/(0.01 \times 26)^3 = 204$)

The approximate range of ratios are as follows:

Light racing multihull 40-50

Ultra light ocean racer 60-100

Very light ocean racer 100-150

Light cruiser/racer 150-200

Light cruising auxiliary 200-250

Average cruising auxiliary 250-300

Heavy cruising auxiliary 300-350

Very heavy cruising auxiliary 350-400

Sail Area / Displacement ratio:

Sail area in square feet divided by displacement in cubic feet to the 2/3 power: $\text{SA}/(\text{Disp})^{0.6667}$

(example: CS30 sail area 465sq ft. $\text{Displacement}=3.6\text{t} = 3.6 \times 35 = 126$ cub.ft.; $\text{ratio}=465/(126)^{.66}=19$)

The approximate range of ratios are as follows:

Motor sailors less than 14

Ocean Cruisers 15-17

Lakes Cruisers, Coastal Cruisers 16-18

Higher performance racing cruisers up to 20

Light racer above 20 up to 30+

Mast Up or Mast Down? That is the Question

Paul Charles

Up until a very few years ago the only sailboats to be stored with the mast standing were boats that had been abandoned or forgotten or perhaps owned by the banks. Now, however, an ever-increasing number of boatyards are allowing boats to be stored with their sticks pointing skyward. This winter at Fifty Point there are at least fifty (coincidence?) boats stored mast up, a sight that would not have been seen a decade ago.

OK, let's talk about this change. The boaters I have asked have strong opinions on this topic and are happy to express them. The following are a few comments I have received:

Pro:

It saves me so much effort in both fall and spring.

Leaving the mast up removes the risk of damage in the process of taking it down and re-stepping it in the spring.

I won't have to go through all that adjusting and fine tuning of the rig.

No need to disconnect all the wiring to the mast thus eliminating any damage that may cause.

Lifting & launching will cost less since they don't have to handle the mast. Note: This may be true in some boatyards but many, including Fifty Point, find the additional work and space taken for the boat outweighs any saving.

Con:

According to Newton's third law of motion, "To every action there is always opposed an equal reaction". Wear & tear on the mast is much more severe when the boat is on the hard because the energy of the wind on the rig cannot be dissipated by the rolling of the boat as when it is in the water.

Fall is a great time to check out what's working and what's not. A few years ago I helped a friend take his mast down and a quick review of the parts showed that the spreader roots were all cracked and probably would have failed if sailed another season.

Although covers can be made for mast up situations it is much easier to keep water out of the boat with a continuous cover and no mast.

If a cradle fails causing a boat to fall over, a boat with its mast up will do considerably more damage to its neighbours than if its mast were down.

With the mast down your masthead electronics are sheltered and shut down. This could extend equipment life substantially.

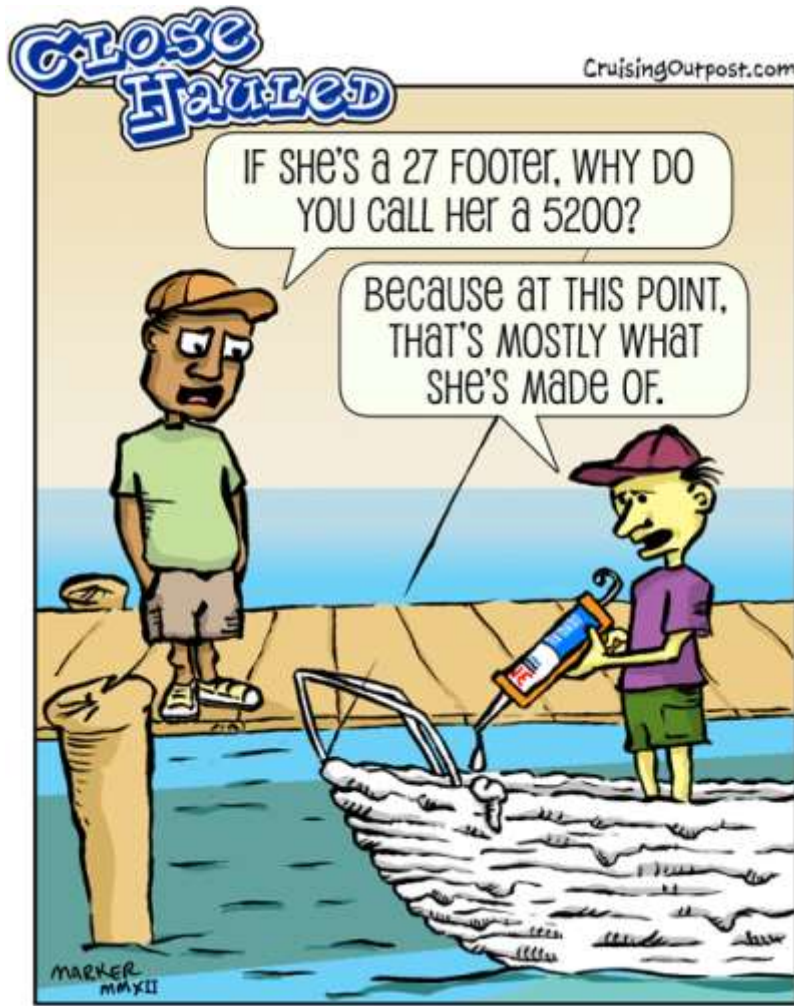
If you do decide to store with your mast up here are a few suggestions:

Point the boat into the prevailing wind.

Run sacrificial halyards in place of the good ones.

Ensure the cradle and boat are well blocked and on firm ground.

Make sure you have a wide cradle.



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