



# *Scuttlebutt*



July 2015

Fifty Point Yacht Club [www.fpyc.ca](http://www.fpyc.ca)

2015 Issue # 7

## *Welcome New Members!*



# *FPYC Executive 2015*



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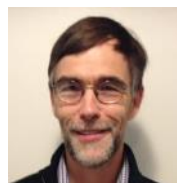
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# From the Bridge...

*Stephen Middleton, Commodore*



What do you call two inches of rain, gale force winds, six to ten foot<sup>1</sup> waves, a pig and a band at the beach? You could call it the first full weekend of summer. You could also call it a total wash out. Or, if you happen to be one of about 75 Fifty-Point boaters, you can also call it a really good party! Only in Canada you say? More about this later.

Rewind to the previous weekend, the weekend of the actual solstice. Summer officially arrived on June 21st at 12:39 p.m., just in case you missed it. On this weekend there was another party. This time with perfect weather and a 100 or so FPYC members bonding around glowing charcoal, searing steak or salmon. Also at the beach, also with music and dancing and a truly fine time being had by all. Thanks to all who attended and made it such a great party and a special thanks to those who worked so hard to make it all possible.

Fast forward - now it is the Sunday of the weekend following the solstice. The rain and gale weekend. For those who had planned to join the club cruise it was certainly a letdown as PCYC is one of our most popular destinations, and rightly so. And I know from experience how much effort goes into the preparation for this cruise, (a sincere thank you all who contributed.) However, with 35 knot winds and the aforementioned wave action in the forecast, cancelling was definitely the right call. Let's face it, we all have stories to tell about being caught in such weather, but I haven't heard one yet where there was a deliberate choice to venture out in it for a good time. And on the up side, I understand that you got to stay safe in port and console yourself with Gunter's ribs! This has got to be the quintessential definition of "comfort food".

So back to the stormy party - one of the great things about being at Fifty-Point is that there's always a choice of things to do. In addition to the club celebrations, there are those hosted by the marina, by dock groups and by individuals. Often they overlap, so if you aren't able to take advantage of one event, there's usually another option. There are, after all, only so many weekends in a Canadian Summer, eh?

This past weekend it was the 3rd annual Pirate Pig Roast. This event, the proceeds of which go to the Food for Families charity, is usually a full day, including scavenger hunt, dinghy poker run (with compulsory water fight), finishing up with a party at the beach pavilion. Unfortunately the scavenger hunt and poker run were toast (and soggy toast at that), but once the band is booked and the pig has made the ultimate sacrifice, there is no cancelling the evening event. Thanks to the tarp-crew, who created a space sheltered from the rain and wind, large enough for a picnic tables, BBQ, great band and, with a little care, dancing. The whole evening a testimony the determination of boaters to have a good time no matter what. And all in the name of good cause.

So what's next? Hopefully a lot more summer! Keep your eye out for Nancy's emails to see what the marina has planned and check the notice boards for other events. On the club agenda we have two very unique cruises coming up. The Carole's Point Anchor Cruise on July 11 and the cruise to Smuggler's Cove Boat Club in the Niagara River on the August long weekend. Plan to participate in one or both. You won't be disappointed.

Real summer is on the way, I just know it and refuse to be put-off by the actual weather. What does it know? In the meantime, safe boating. See you on the water.

Footnote:

1. That's 50mm of rain and 2 to 3M waves for those that don't speak "old-timer".



## Upcoming Events

# July 2015

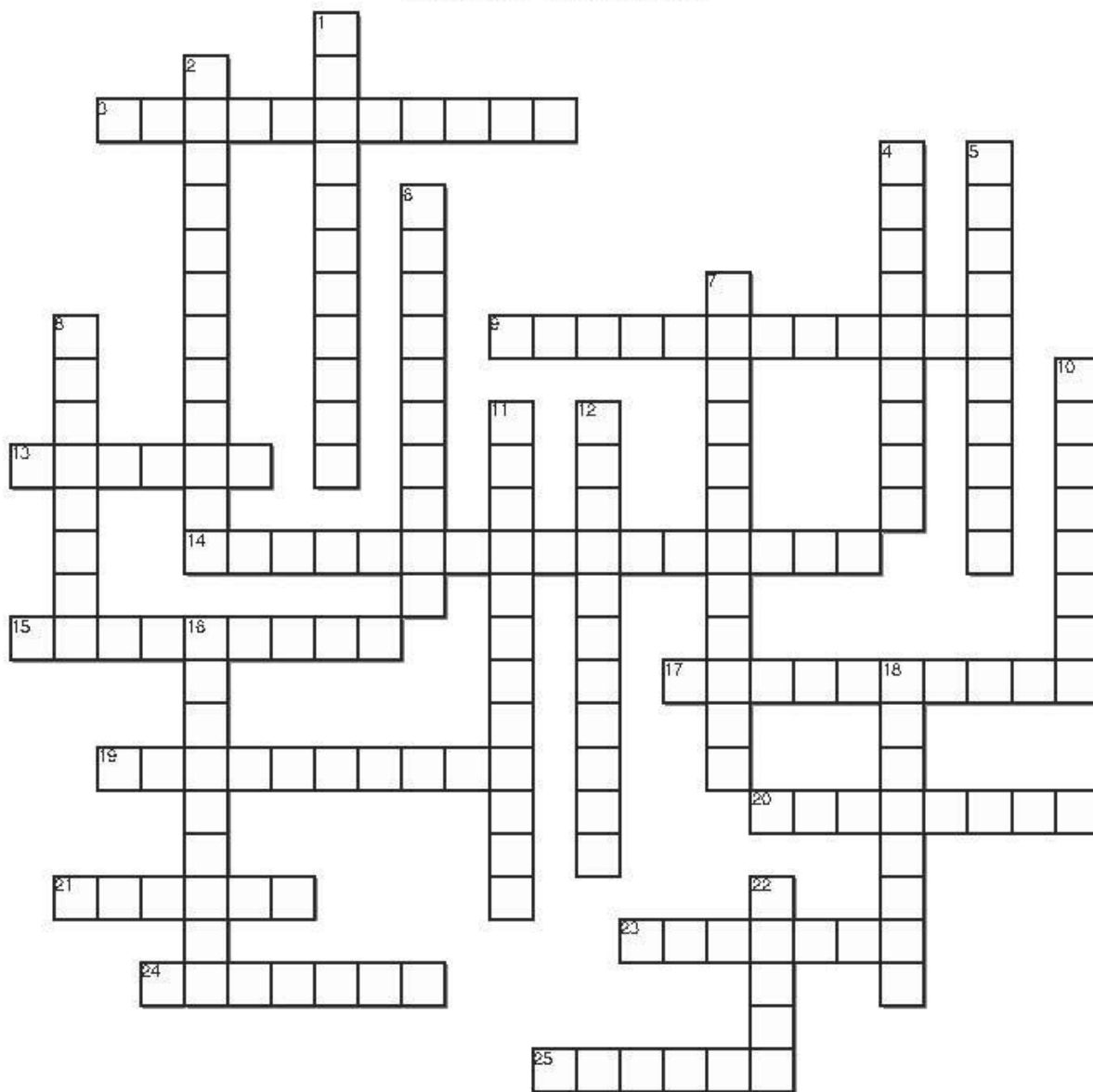
Sun	Mon	Tue	Wed	Thu	Fri	Sat
			1	2	3	4
5	6	7	8	9	10	11 FPYC Anchor Cruise
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

For more upcoming events preview the calendar on our website [here](#)



## FPYC Boating

Complete the crossword below



### Across

3. Anchor cruise location
9. FPYC Cruising Director
13. Type of power boat
14. Commodore
15. FPYC Website Administrator
17. Where we keep our boats
19. FPYC Racing Director
20. FPYC Treasurer
21. Nautical bad guy
23. Great Lake
24. Captain's Boss
25. Need one of these when buying or selling

### Down

1. FPYC Secretary
2. FPYC Membership Director
4. FPYC Cruising Director
5. Restaurant
6. Past Commodore
7. Scuttlebutt Editor
8. Type of Sailboat
10. Parade of boats
11. First Lady of FPYC
12. FPYC Membership Director
16. FPYC Social Director
18. God of the sea
22. 'Unofficial Boss' of the Marina



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## **What You Need to Know about the Toronto Harbour Port Authority Operator's Permit... there is an alternative.**

(By Stephen Middleton)

Toronto by boat is a great way to experience the city. Lots of options, all of them uniquely special. Tie up at Hanlan's Point, take in the skyline view, framed all so nicely in the companionway, stroll along the beach (clothing optional), or take advantage of a reciprocal slip at one of the Toronto yacht clubs. You can also take a trip into the city by ferry or club tender, and don't worry about the crazy traffic or exorbitant parking fees. Toronto by boat is the best of all possible combinations.

Many occasional visitors to the harbour simply go, have a great time and come home. No troubles, but what about this Toronto Port Authority Operator's Permit? If you are somewhat confused about what is really required, you are not alone, and a check into the Port Authority website might not help clarify things for you.

The first statement you are likely to find on the site seems straightforward enough, **"Recreational boaters operating a powered vessel within the Port and Harbour of Toronto must be in possession of BOTH a Powered Vessel Operator's permit and a Pleasure Craft Operator Card."** However, if you go on to check the Authority's Practises and Procedures document, things seem less certain. Paragraph 5 states, **"No person shall operate a power driven vessel in the Port and Harbour of Toronto unless in the possession of Marine Certification recognized by Transport Canada and the authority, or the holder of a valid Toronto Port Authority Operators Permit for Power Driven Vessels..."**

Note the "or" in the above statement. You might interpret this as a choice. Not so. A call to Michael Rehl, the Deputy Harbour Master helped sort things out. Interpretation of the rule hangs on the statement **"possession of Marine Certification recognized by Transport Canada and the authority"**. Note the "and". The fact is that the Port Authority recognizes only one certification - that of the Port Authority. It doesn't matter if you are a recreational boater, or a fully certified, ocean going captain of a commercial freighter (and you thought You were ticked off by the requirement...?). So how to get one?

If you are a frequent visitor to Toronto, the full certificate, requiring both written and practical exams is required. If you choose to go this route see the port website for details. However, if you want to pop over to 'The Big Smoke' for the occasional visit, such as our Commodore's Cruise to RCYC on the September long weekend, there is an alternative. You can get a **temporary visitors permit** that is effective for 14 days. To get one, phone the Deputy Harbour Master 3 or 4 days ahead of your visit. Over the phone, he will explain the five main rules for operating your vessel in the harbour, charge you \$20.00, and issue the permit. Easy!

Here is the contact information:

Michael Rehl  
Deputy Harbour Master  
416 462 1227



## *FPYC Cruise to Oakville*



Chris and Noah Pollard trying out the badminton courts!

Peter and Gunter work their magic at the BBQ!



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



# FPYC Photo Contest

2015

Tara Dinyer & Paul Charles

Get out your camera! It's time to get ready for the 2015 Fifty Point Photo Contest. The contest is open to all members and it's easy.

There are a few rules but they are simple:

- Photos must be of a nautical theme, e.g. boats, water, marinas
- A brief description or title would be helpful
- Photos must be taken between March 1 and September 10 of this year
- Entries must be submitted by September 15
- Editing is permitted but strong Photo-Shopping is not encouraged
- Photo files must be at least 2 megabytes (so as to show well when enlarged)
- Entries to be submitted by e-mail to [paulcharles@cogeco.ca](mailto:paulcharles@cogeco.ca)



## *Race Report - July 2015*

*By Garry Cooke*

The racing around the cans on Tuesday night has been relatively successful, although a few more boats on the course would not hurt! The Thursday night pursuit races have not been very successful in terms of number of participants. It is a great opportunity for people to hone their skills and I encourage you to come out and participate in the fun.

### **Racing News**

In the Volvo Ocean Race around the world the team SCA, the women's team, finally have come up with a leg win from Portugal to France. It is about time say many critics. They seem to have the ability; it is simply that they have made some tactical decision errors on their way around the globe. The racing is so close, that even the smallest error will set a boat behind, such that it may be impossible to catch up again.



### **Reasons for Not Owning a Multi-Hull**

I have always preferred to own a mono-hull vessel, primarily for the safety aspect in heavy weather, and particularly if you want to sail offshore. The mono-hull has a far greater range of stability. A multi-hull is in fact more stable in the inverted position! Take a look at these pictures of the sea-trials of the new Catamaran from GunBoat (G4), a 40 foot Cat.



## *FPYC Cruising Update*

### **Club Cruises 2015**

We are excited to announce the following club cruises for the 2015 season. Enjoy the camaraderie of your fellow Fifty Point Yacht Club boaters at some of the finest clubs on Western Lake Ontario.

July 11 & 12

#### **Anchor Cruise at Carroll's Point**

A beautiful anchorage tucked away from Hamilton harbor.

Aug 1, 2 & 3

#### **Smuggler's Cove, Niagara River**

At least five moorings are available for larger boats and a standby list will be created for any moorings that become available.

Sep 5, 6 & 7

#### **Royal Canadian Yacht Club, Toronto Island**

Enjoy the last cruise of the season at this beautiful and historical club. Facilities include a swimming pool and access to the Toronto Islands parkland. We are currently confirming the requirements for obtaining a Toronto Harbour permit and more information will be provided prior to the cruise.

### **Sign Up Today!**

Please sign up for cruises through the Fifty Point Yacht Club website <http://www.fpyc.ca/cruises.html>. This is a fillable form which gets sent automatically to the cruise directors. If you are signing up for multiple cruises, please indicate in the notes section whether the number of people coming is the same for each cruise and, if you are able to volunteer for cruise captain for one of the dates. We are looking for cruise captains (<http://www.fpyc.ca/cruisecaptain.html>) for all cruises except the Port Credit Yacht Club. We will contact you by email a few weeks before the cruise date to verify your interest.

Sue Millar & Christopher Almeida  
Cruise Directors





## Officer of the Day

Paul Charles - [paulcharles@cogeco.ca](mailto:paulcharles@cogeco.ca)

**T**hink back to the high points of visiting other clubs around the lake. What made you feel warm and welcome? OK, after the wash-rooms! It was probably a local member who approached you and asked if you have found everything, if you need any help or who just welcomed you to their club. Many clubs run an Officer of the Day Program and I think each one is widely appreciated.



We at FPYC have had a program in place for a few years now and although there has been much positive feedback from members and visitors it is hard to get volunteers to commit to a half a day at the marina where you welcome guests, perhaps help them to tie up and answer any questions they might have. I, personally, have met many very nice people in this way and have felt I was of some help.

In the past we have posted a schedule and encouraged people to sign up. Our thanks to all of you who signed up year after year, however, many members "meant" to sign up but didn't quite get there. Well, this year I am going to make it easy for you as I will be dropping by and asking you to help with the program. Our important weekends are those during which we have a reciprocal cruise so, if you are not going on the cruise you might want to think about it.



Many thanks to Jeff & Cindy Shrubb, Vern & Lenore Lowe and Brian & Ruby Weber for volunteering already!

So, when you see me approaching you on the dock or at the spring barbecue, don't hide, you'll know what I want!

## Reasons for Having Your Keel Checked!

By Garry Cooke

Last May a Beneteau First 40.7 lost the keel while crossing the Atlantic. All four onboard lost their lives, and were never recovered. The official report has been released and is available on the internet (\*1) and also in various sailing publications.



The keel is gone, and the laminate has been torn away leaving large holes

The sailing vessel was a forty foot Beneteau sail boat made from GRP (or commonly known as ‘fibre glass’). The vessel was returning from the Caribbean to the UK taking the route towards Azores. They encountered some heavy weather and noted that they were taking on water, but did not know where it was originating. The boat in recent years had some groundings, and there had been some repairs done to the keel structure. The ballast keel was however never removed from the vessel to inspect the supporting GRP grid structural integrity. It is important to note structural features on your boat, so that it will be easier to detect possible problems, before they develop into a more serious situation.

I have surveyed a number of boats with serious cracking in the gelcoat, radiating from the keel into the hull. In these cases I recommend some investigation by a qualified boatyard or GRP specialists. If your boat is only used in calm weather without heeling greater than 20 degrees, then the loads imposed are much less than if the boat is used heavily and perhaps you broach and heel 90 degrees. When a boat heels 90 degrees, the weight of the keel (which can be 35%-50% of the mass of the boat) is trying to pry the keel off the hull. Keel bolts integrity, and keel bedding properly is therefore important, particularly with extreme motions such as in heavy weather.

....continued



The upturned hull showing the remaining rudder and propeller, but no keel, prior to sinking

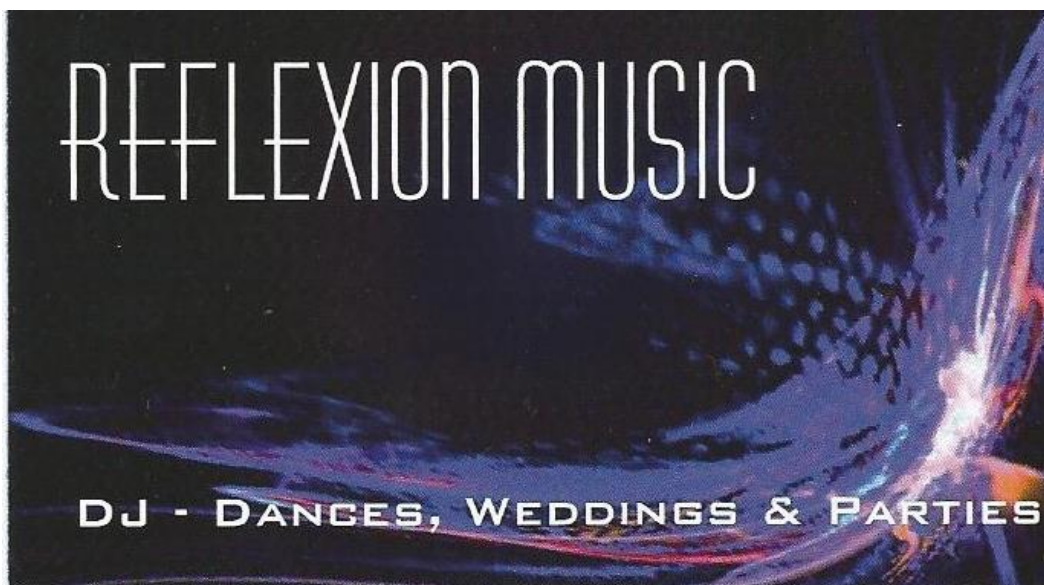
The key safety issues identified in the report were:

- Where bonding is used to secure a matrix of stiffeners into a hull, it is possible for that bond to break down leading to weakening of the overall structure. Importantly, break down of the bond can be difficult to detect.
- A 'light' grounding can still cause significant undetected damage to the matrix bonding.
- Regular inspection of the hull and internal structure should help to provide early warning of possible keel detachment.
- Ocean passage contingency planning and careful routing can significantly reduce the risks of weather-related damage occurring.
- When flooding is detected, all possible sources of water ingress should be checked, including the area the keel is attached to the hull.
- An ability to send an alert and to abandon to a life raft is essential in the event of capsize and inversion.

(\*1) Copy of the report:-

<https://www.gov.uk/maib-reports/keel-detachment-and-capsize-of-sailing-yacht-cheeki-rafiki-with-loss-of-4-lives>





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



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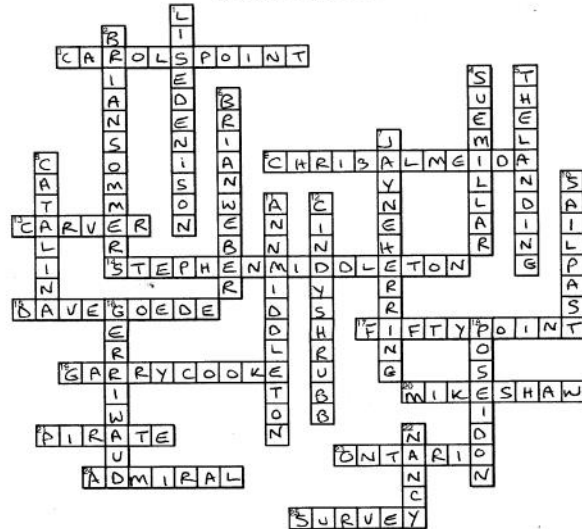
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**FPYC Boating**  
Complete the crossword below



**Across**

- 3. Anchor cruise location
- 9. FPYC Cruising Director
- 13. Type of power boat
- 14. Commodore
- 15. FPYC Website Administrator
- 17. Where we keep our boats
- 19. FPYC Racing Director
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- 6. Past Commodore
- 7. Scuttlebutt Editor
- 8. Type of Sailboat
- 10. Parade of boats
- 11. First Lady of FPYC
- 12. FPYC Membership Director
- 16. FPYC Social Director
- 18. God of the sea
- 22. 'Unofficial Boss' of the Marina



# Christine's Galley

With Christine Nixon



## Feta with Red Pepper Jelly - Appetizer

Feta - cut into 4 pieces (4 inches x 2 inches, 1 inch thick)

2 teaspoons of olive oil

4 teaspoons of Red Pepper Jelly

Brush foil with olive oil (or use a tin pie plate)

Place 4 Feta slices on foil

Drizzle 2 teaspoons of olive oil over feta

Put 1 Teaspoon Red Pepper Jelly on top of each slice (melt in microwave, spreads nicer)

BBQ on medium heat for about 10 minutes till feta is soft

Serve with sliced bread (Italian ciabatta bread or baguette)

Option: I have used Pesto Sauce from a jar instead of red pepper jelly. Delicious

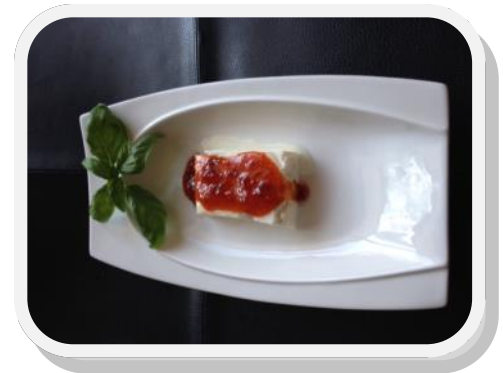
### Oven Option

Place Feta in an ovenproof baking dish

Drizzle with Olive Oil

Put about 1 teaspoon of Red Pepper Jelly on top

Bake 300 degrees uncovered until feta is soft, about 10 minutes



*"A dinner which ends without cheese  
is like a beautiful woman with only one eye."*

Jean-Anthelme Brillat-Savarin  
(1755-1826)

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## POWER

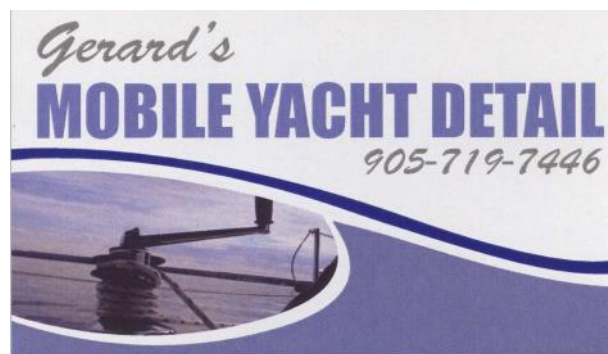
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