



Scuttlebutt



July 2022

FIFTY POINT www.fpyc.ca
YACHT CLUB

2022 Issue #7



7th Place Photo by Steve Burgin
Sunset at the Marina

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

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Commodore's Message



Wow!! It appears that SailPast was a great success again. There are so many people that contributed to such a successful day. Let me start by thanking the Executive for all the work they did on your behalf. Then we have Jim MacDonald for the music, Reverend Lindsey who blessed the boats, our Judges Lew Holloway, DYC Commodore, Tracy Holloway and Ruby Weber, Marel Real Estate for supplying the beverages at the New Members Welcome and Limani, Maria and her staff for the meal. But most of all, thanks to you our members for taking your time to be part of the day's festivities. We had 30 boats participate in SailPast. But many boats had other members along for the ride.

Just in case you missed the winners of the best dressed boats from SailPast. They are:

Best Sailboat is Peregrine as Nurse on the Run by Sue & John Fletcher

Honourable Mention is North Star a Pirate Ship by Jen & Neil McGinn

Best Power Boat was Pots Boat a Halloween Theme by Paula & Steve Burgin

Honourable Mention is a Tiki Bat on Hotel California by Kim & Ron Coyne

Thanks to everyone for joining FPYC. An ongoing concern remains the declining membership and the increases in costs. Hopefully we can return to the days when we had in excess of 125 members. Over the past three years, we have seen membership drop to between 80 and 90 members. First it appeared as Covid affected the membership over the first two years. Now is it the cost of fuel or ...? We know everyone is feeling the pinch as we see inflation starting to soar to the likes of the early 1980's, which for the younger folk may not have experienced. This year, our Membership Directors did start a perks program with nearby restaurants and Fifty Point Market. This seemed to have been a hit. If members have any ideas to increase membership, please send them along to our Membership Directors.

Did you know that FPYC has been a staunch supporter of GAMRU for as many years? Please remember that they rely on donations and operate free of charge to boaters at the marina. June 18th weekend they were quite busy and pulled to the gas dock at least two boats from 50. Thank you for all you do GAMRU!

We have a number of exciting cruises planned over the summer months. We hope you are able to take advantage of one of the remaining cruises. There are always cancellations so if you have not registered, please contact either of our Cruise Directors to get added to the list.

Stay well and stay safe
Brian Weber
Commodore

Scuttlebutt In Review

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- Cruising
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- Is It An Emergency?" - How to Make the Right Call
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- Recipe – Michael Symon's Grilled Korean Strip Steak

Membership Update

Happy July!!

Membership cards have been handed out. If you still need to pick up a card, please pop by to see Tara Dinyer (**Second Wave**) on F-Dock to pick up your cards.

New and improved burgees are now available for \$20!! You can etransfer treasurer50@yahoo.com and see Art on **Masego** (J-dock) to collect your new burgee. Please note that burgees are included for new members!!

We are pleased to report that we currently have 64 Renewal Members, 15 New Members, and 3 Social Members. Please join us in welcoming our newest members to the club!!

- Jack & Carol A. on "**Allan Quay**" at dock B7
- Ben D. & Lindsay M. on "**Island Fever**" at dock J9
- Don E. on "**Nectis**" at dock H12
- Rui & Grace E. on "**At Last**" at dock F8
- Max F. on "**Sure Beats Workin**" at dock G23
- Victor H. on "The Godfather Part III" at dock B4
- Lloyd H. on "**Why Knot**" at dock G32
- John H. on "**Windsong**"
- Phil & Rita K. on "**Perfect Day**" at dock J15
- Rodney & Kelly M. on "**Aquazzura**" at dock E5
- Robert & Helen O. on "**SaSea Lady**" at dock E24
- Frances R. & Kent S. on "**Flop Sea**" (dock unknown)
- Brian Sommers on "**Sommers Here**" at dock G15
- Isabelle T. & Dave P. on "**Happy...er**" at dock H8
- Rolando & Lucille V. on "**Hotspur**" at dock H38

Are you planning some travel this summer to other marinas? Is your dock neighbour joining you? There is still time to join! Don't miss out on the amazing social events, the reciprocals and the partner perks program! Keep sharing the amazing benefits of FPYC with your marina friends and encourage them to join!

HOW TO GET A MEMBERSHIP

If you missed the early bird deadline, not to worry! You can still sign up!! Registration form and details can be found on our website <http://fpyc.ca/>. Do this as soon as possible, because as soon as you have your membership card you can start saving with our new Membership Perks Program.

To obtain your discount, please show your FPYC membership card. Please know that many food establishments experience a high turnover of staff, and most of the staff are students trying to save for school, so be patient with them as they learn about our discount program and may have to confirm with a manager - this is a brand-new program that we are piloting. Be sure to take this list

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with you to show them so they know the amount of discount to provide!! Also, a reminder that the discount does not apply to delivery.

Our current participating partners are:

- **Pita Pit** (10% discount)
- **Kelsey's** (20% discount)
- **Hangry Chicken** (10% discount)
- **DNA Pizza** (10% discount on orders of \$15 or more)
- **Freshii** (15% discount)
- **Lazeez Shawarma** (15% discount)
- **Pho Huy** (15% discount)
- ***NEW* Sunset Grill** (10% discount)

See you on the water!!

Tara Dinyer and Art Veldhuizen *(Membership Directors)*

Cruising

The first FPYC club cruise happened on June 18-19 to Oakville, a 13-mile crossing.

Seven boats from FPYC made the trip. Some went early on Friday and the rest on Saturday. Five boats from Oakville Club travelled to FPYC and reported really enjoying the welcome they received.

Both Friday and Saturday proved challenging with high winds from NNW, exceeding 30 knots at times. Those boats that decided not to go based on conditions made prudent decisions. Hope you can get on another calmer cruise.

Oakville Club docked our sailboats and Oakville Power Boat Club took our powerboats. Thanks to both clubs for their hospitality.

OPBC graciously hosted our potluck appetizer gathering later Saturday afternoon under their large gazebo shelter.

Oakville Club extended guest privileges to all our boaters which allowed everyone to enjoy the pool with poolside bar and grill on Friday, Saturday or Sunday.

There were lots of Saturday evening dining options at both clubs and just up the hill in downtown Oakville.

The Oakville Club dock manager, Paul Carter, goes out of his way to accommodate requests and needs around docking and looking after guest boaters. They have a number of available transient slips for sailboats, so if you want a quick getaway to a very nice club, better call Paul.

Some boaters took a dinghy excursion up the Sixteen Creek. Others walked the tree lined streets and trails of historic old Oakville or checked out the retail and grocery options on Lakeshore Rd.

Conditions for the return trip to Fifty Point on Sunday were better. We heard that Peregrine was so relaxed they flew the jib only for the return trip. Didn't bother hoisting the main.

Next scheduled cruises are to:

RCYC July 1

RHYC July 16

PCYC July 30

NYC Aug 20

LSYC Sept 3

Some of these cruises are fully booked. Cancellations will occur, so if you want to get on another cruise via the wait list, please resubmit the registration form at the previously emailed link.

Derecho on Lake Ontario

A derecho is a widespread, long-lived, straight-line windstorm that is associated with a fast-moving group of severe thunderstorms known as a mesoscale convective system. Derechos can cause hurricanic or tornadic-force winds, actual tornadoes, heavy rains, and flash floods.

On Saturday May 21, a derecho traveled from Windsor to Quebec from 2:15-5 pm at speeds up to 160km/hr with multiple thunderstorms, heavy rain, and local winds over 130 km/hr



Our daughter Sarah had bought a 33 C&C and asked me to join her on the trip from Kingston to Toronto. On Saturday in Cobourg, the forecast was for overcast, light winds of 3-6 knots with possible thunderstorms in the evening. By 3:00 pm, we were motoring 2 miles offshore about 8 miles from Whitby with the Genny furled and the main in the lazy jacks when a little black cloud came up on the horizon towards Hamilton. I went on deck and secured the main to the boom with four sail ties. Within a minute or two, the sky had turned



purple with lightning flashes. It had been calm with flat seas and we had the forward hatch open, so I went below to close it.

While doing that, the wind and rain hit us. By the time I got back to the cockpit, the wind had built to 40 knots and continued to strengthen. The waves increased to 3-4 metres and the wind blew the tops off the waves, so it looked like we were in fog. Waves were breaking over the bow. We were facing the waves at $\frac{3}{4}$ throttle doing about 3 knots. The waves were now steep and about 5 metres high. The boat began to lose steerage as the rudder would come out of the water as we crested each big wave, the wind blew us sideways before plunging down the other side. At 53 knots of wind, we decided to turn around and looked for a quiet spot, of 5 metre waves between the really big ones. I took the helm and with a burst of full throttle and a hard turn of the wheel, we spun the boat around without burying the rail as we were momentarily broadside to the wind. The above action took place in less than 5 minutes, and we began to run downwind, and the wind continued to increase.

With not a stitch of sail, our speed increased as we started surfing but the waves were moving faster than the boat and were passing us. To slow the boat and keep the rudder in the water to prevent broaching, we zigzagged downwind to cross the waves at an angle and this settled the boat nicely. Sarah retook the helm as we ran down wind for about 3 miles in fifteen minutes. And almost as quickly as it began, the storm passed, and we turned back towards Whitby in 12- 15 Knot head winds and 1-2 metres of confused waves and I went below to change into dry cloths. While there, I heard Sarah talking to someone. The female skipper of COMRA Marine Rescue, the Oshawa Volunteer unit, similar to GAMRU, had put their cutter about six feet off the stern quarter. After a couple of question, they were gone in search of a distressed vessel.

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By 5:30 pm we were docked, and the only damage was that the wind had torn two solar panels off the Bimini. The Whitby YC suffered damage to its facilities and boats during the 25-minute storm.

We were lucky that we had a well-designed boat and a few minutes to prepare for the storm. The boat performed well and never seemed to be overwhelmed. We also benefitted by being offshore with deep water without the breaking waves. We never had to fight to get away from the dangerous shore and we had lots of safe sea room to run down wind. Sarah was pleased with it, and I was proud of her. Biggest lesson, trust your boat, it will see you through as almost every boat will stand up to anything on the lake if the crew doesn't make mistakes. Our major lesson was to never leave port with hatches or ports open, and if a storm threatens, don't hesitate to prepare the boat as you might have only moments.

Bob O'Connor E24

INCIDENT REPORT May 21/2022

My name is Dayna and I'm the Coxswain (Captain) of the Canadian Coast Guard Auxiliary vessel COMRA based out of Oshawa/Whitby area.

Comra was tasked, by the Joint Rescue Coordination Centre (JRCC), to proceed due East for a 30ft Sailing Vessel that sustained damage to the ship's sails and was listing to one side as a result of the derecho.

The call for this Vessel in distress originated from a concerned citizen on land where they noted a considerable amount of Fog and were having a hard time keeping track of the boat.

When we came upon a vessel named Billable Hours, I had my Lead Deckhand, Danielle M, communicate with the Helmsperson. Danielle asked two critical questions: One, are you in need of assistance? Two, have you seen a disabled vessel listing to one side in the area? We could tell instantly that Sarah was in Good Health/Good Spirits and was a competent Sailor considering the weather that we all witnessed just 40mins ago. Once we got our response, we disengaged and resumed our search due East. We did find a vessel matching the description with a torn spinnaker, we communicated with the master of the vessel and ensured the vessel made it safely into Port of Darlington.

SailPast - Some Great Memories Made!



"Is It An Emergency?" - How to Make the Right Call

By: Captain Bill Jennings

Here's how to classify any 'emergency' situation you may find yourself in, and how to make the right call to get help

If the amount of time you spend boating is the same as the average boater, chances are one day a situation will occur that will cause concern. When this invariably happens, it is important that you determine if you can resolve the problem yourself *or* if you need to call for help. If you decide that you need help, who should you call? And how should you do it?

Lets look at a common boating problem to understand the proper procedures you should follow in an emergency. Let's say you are cruising with friends on a sunny day and your motor quits. While passengers remain in their seats, you should [check the obvious sources](#) of the problem such as fuel flow and electrical malfunction. By checking for the obvious, you will determine if a problem can be fixed without help. It may be something simple, such as accidentally pulling your safety [killswitch](#). But after checking for an obvious problem, you may also discover that the motor is as dead as a door nail and you need outside help.

You now have a choice of phoning your mechanical friend for technical advice, or calling a commercial towing service. Passing boaters may also be of help, and you can hail one down using the approved hand signal of moving your arms up and down at your side. You may also be close enough to shore to employ those mandatory paddles. What you need to remember is that you must not make a 'mayday' call to the Coast Guard if there is no danger to life or limb. If you make such a call, they will quickly determine that their help is not appropriate and advise you to drop an anchor and call someone else.

In a non-life threatening incident, such as this simple engine problem, there are two calls that you would be wise to make.

The first one is a [pan call](#) to Coast Guard to advise them of your dilemma, where you are located, and that you are attempting to handle it yourself. You should also add what channel you will be monitoring as well as your cell phone number, and tell them you will call to update the situation shortly.

The second call is to a friend or relative in order to give them the same information you gave to the Coast Guard.

Of course, our failed engine problem example might happen under more scary circumstances. This would include a problem such as a break down far from shore with a major storm approaching. Here, there is a real possibility of injury or loss to souls onboard. Once you ask yourself the question and decide that there is a real and present danger, it is time to make a mayday call. The word [mayday](#),

incidentally, is derived from the French word "m'aider" which means "help me," and it is now used internationally.

Remember that the Coast Guard is there to help you, so don't be intimidated or hesitate to call if you believe your circumstances require it. Use VHF channel 16 or a cell phone 911 to make your mayday call. A mayday is directed to all those who receive it and not just the Coast Guard, so by stating 'mayday' three times, you are putting out a general call to anyone listening, including Coast Guard. Remember, it is to your advantage to use VHF because your call will reach other boaters within a few miles and they might respond to help, too.

To help with your Mayday call, remember the following acronym that I came up with as a memory crutch:

Follow the W's -- Who, What, Where

You will need **3 Who's**, **2 What's** and **1 Where**. Here is how to expand this when calling:

3 Who's

Who you are calling: *Mayday Mayday* (anyone listening)

Who is calling: *Provide the name of your boat* (e.g., *Sea Traveller*)

Who are you: *Boat description, souls on board.* (eg. blue 28', 6 souls)

2 What's

What is the problem: *Describe the emergency* (eg. fire or sinking or illness)

What it is that you need: *Equipment or personnel request* (rescue, medic)

1 Where

Where you are *located*: (Coordinates, marker number, or nearby landmark)

Knowing when to call for help and who to call, is a boating basic. There is no shortage of possible problems while boating. No matter how much we mentally prepare ourselves for difficulties, nothing takes the place of actually practicing the correct response. That is exactly why the law requires cruise boat operators to conduct a life jacket safety drill prior to every sea cruise. Take my advice and stage some onboard safety drills, keeping them as real as possible. It is the best way to prepare for that day when an incident does occur.



July Fun!!



Old Stuff

Old Tanners never die, they just go into hiding

Old Electricians never die, they just lose their spark.

Old Elvis Impersonators never die, they just get out of sequins.

Old Energizer Bunnies never die, they go on, and on, and on...

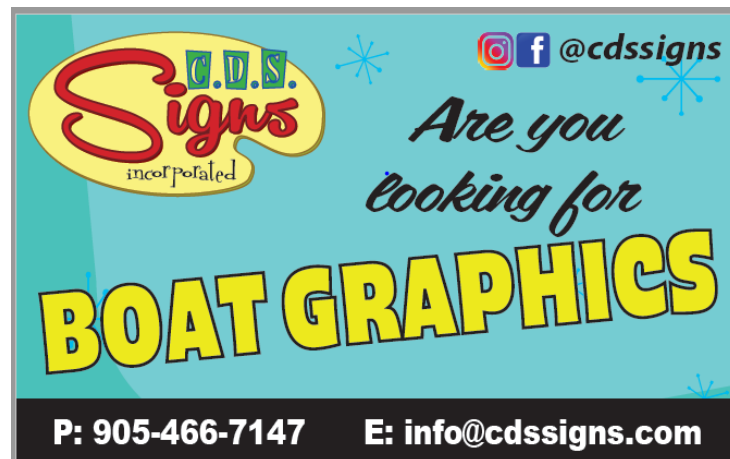
Old Engineers never die, they just lose their bearings.

Old Enumerators never die, they just lose their census.

Old Environmentalists never die, they are just recycled.

Old Eskimos never die, they just go cold.

Scuttlebutt Sponsorship



Recipes from Your FPYC Board Members!

(Recipe courtesy of Donna Shepherd)

Michael Symon's Grilled Korean Strip Steak

Ingredients:

- 3 tablespoons ginger (finely grated or minced)
- 3 tablespoons brown sugar
- 1/3 cup soy sauce
- 1 tablespoon minced garlic
- 1 tablespoon sesame oil
- 2 teaspoons Sriracha (plus more for serving)
- 1/4 cup olive oil
- 4 1/3-inch-thick strip steak
(or cut the steaks into 1-inch strips)

For Serving:

- 2 limes (cut into wedges)
- 1/2 bunch cilantro (leaves picked)



1. Combine all ingredients, except steak, lime, and cilantro, in a bowl, using a whisk.
2. Add beef and cover the bowl with plastic wrap. Marinate for 30 minutes.
3. Preheat a grill to medium high.
4. Remove meat from marinade.
5. Cook meat on the grill for one to two minutes per side; then remove.



Follow along with our FPYC club members on their travels!

Gunter and Sue Millar

<https://sunspiritmillar.blogspot.com/?m=1>



John, Kathryn, Simon & Wavey Middleton

[WakaNahannis at Sea](#)

Bahamas: Part 3



Steve & Lise Denison

<https://gayadenison5.blogspot.com/>

Off to the Bahamas – Updated Blog



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>