



# *Scuttlebutt*



July 2023

**FIFTY POINT** [www.fpyc.ca](http://www.fpyc.ca)  
YACHT CLUB

2023 Issue #7



7th Place Photo by Walter Shoppmann  
Go away until I finish my coffee!

*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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## Commodore's Message



All I can say is.....WOW! Our Sail Past event was a fantastic day and something I will look back on for years to come. It was difficult not to smile as I took in the procession and I was never prouder to be your Commodore. The day was comprised of a lot of pieces that needed to come together, and from my perspective, it went off without a hitch. There are many people I want to thank for their help and support for the day, so here, in no particular order, (and forgive me if I have forgotten someone), are the people that helped made the day special.

### A BIG THANK YOU GOES OUT TO:

- To the Board of Directors and especially the Social Directors, Dan, Kathy, and Peter. As mentioned, this celebration took a lot of planning and unfolded over the course of the day. Bravo to you all.
- To our Piper, Alec Rogers. I heard nothing but rave reviews for his playing and we all marvelled at his stamina to play throughout the long procession on a hot and humid day. He brought a real sense of pageantry to our event.
- To Reverend Lindsay. 23 years and counting, he has brought us humor and a blessing for the boaters and the day would not be complete without him.
- To the staff of Fifty Point Conservation Area. They make sure the park is looking beautiful and had the shelter set up to provide some much-needed shade.
- To the Captains of the power boats and sail boats, Jeff Dinyer and Jim MacDonald. We had a great number of boats turn out on the water and it was an impressive display. The fleet looked amazing and I was honored to take your salutes.
- To Betty Lou Munro, who graciously agreed to act as judge and present the Best Dressed trophies. No one does it like Betty Lou and it was a pleasure to have her on board.
- To Heidi Kirk and Marel Real Estate Brokers for their generosity in providing the wine and beer tasting event. This is a great pre-dinner event that I am sure was very much appreciated by our members.
- To George and Maria, along with their staff. They provided a fantastic meal with speedy, friendly service. A perfect end to a perfect day.
- To all our members that turned out to support the Club and enjoy the day. It was very impressive to see everyone join in on the procession, and we had big turn out for the meal. Without you attending, these events would have no meaning.
- Finally, to my wife Paula. She gave me a ton of support and confidence that everything would work and it did.

See you all at the marina and on the water!

Steve Burgin  
Commodore

## *Scuttlebutt In Review*

- Board Assistance Required
- Membership Update
- Social Update
- Getting to Know You - maybe next month....
- Cruise to RHYC
- Scuttlebutt Pictures
- New FPYC Library!!
- June Fun
- Scuttlebutt Sponsorship
- Recipe - Yogurt-Marinated Grilled Chicken

## *OPPORTUNITY TO SERVE ON THE BOARD*

The Board was sorry to learn that Jessie Holst Vincent needed to step down from her position as Secretary on the Board of Directors. Jessie has provided great assistance to the Board both as Treasurer and as Secretary and her contributions will be greatly missed. Thank you goes out to Jessie.

This now leaves a vacancy on the Board for Secretary, which is a Flag Officer position. The Secretary provides support to the Board by recording meeting minutes; sending out notices to members and giving guidance on procedural matters.

Serving on the Board is a very rewarding endeavor and you get the chance to work with a great group of people. Volunteers help ensure the Club can continue to thrive and offer ongoing benefits to its members.

Please contact the Commodore, Steve Burgin, if you would like more information on this opportunity.

Thank you.

## *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



## *Social Events Update*

### Mark Your Calendars!!

August 26th Summer BBQ at the Beach Pavilion

November 4th Commodore's Ball at Galileo Gardens

Please watch for more details on each event in the Scuttlebutt as we get closer to the dates.

FPYC Social Committee



## *Fifty Point Yacht Club's Cruise to Royal Hamilton Yacht Club*

We are delighted to share the exciting update of Fifty Point Yacht Club's recent cruise to the prestigious Royal Hamilton Yacht Club June 9-10, 2023! It was a memorable experience filled with camaraderie, breathtaking views, and a celebration of our shared passion for boating.

On a beautiful spring day, our flotilla set sail from Fifty Point Marina, adorned with vibrant flags fluttering in the wind. It was just the flags fluttering on the way over though, as there wasn't quite enough wind for the sailors to hoist the sails.

Upon our arrival at the Royal Hamilton Yacht Club, many of us were warmly welcomed by their dock staff.

Saturday was a day to explore the club, the harbour and Hamilton. Many were able to enjoy a view of the S.S. Keewatin, built in 1907 and one of the world's last Titanic-era passenger steamships currently docked in Hamilton for repairs. Theodore Tugboat was also nestled safely at dock in the Hamilton Harbour, for anyone to check out.

The highlight of our visit was the club potluck breakfast. Fifty Point members did not disappoint with a spread that left our bellies full for the rest of the day. Although the weather was a bit rainy, eggs and spirits were sunny side up under the canopy.

As we bid farewell to the Royal Hamilton Yacht Club, boats made their way to the Burlington lift bridge. If you were quick, you were lucky and avoided the big ship arriving in the morning. But not all were quite so lucky and had to hover for an extra ½ hour while waiting for it to pass through and the next lift of the bridge.. The cruise was a resounding success, and we extend our heartfelt gratitude to all the members who participated and made it a truly unforgettable experience.

We look forward to future cruises and events that continue to strengthen the bonds within our boating community. The Fifty Point Yacht Club is committed to fostering a spirit of camaraderie, exploration, and shared passion for boating. A special thanks to the Cruise Director, Ben Douglas, for arranging this cruise, and our cruise captains, Tom & Peggy Dunmore for ensuring all boats arrived safely and , Chris Pollard and Tara Dinyer for organizing the breakfast.

Fair winds and smooth sailing (or power boating!).



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## Scuttlebutt

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# 2023 Fifty Point Yacht Club SailPast





## Scuttlebutt





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## Scuttlebutt

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# *Fifty Point Yacht Club Library*

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Charlotte Wilson is a grade 12 student at West Niagara High School. She recently built a learning library for a school project for her woodworking course. After the project was finished and marked at school, she gave the library to Tom Pollard. Tom wanted to pay her for the great work and Charlotte was really jazzed to have earned some money doing a fun project. Icing on the cake, Nancy reimbursed Tom and Tom made a donation to GAMRU!!!

Good for Tom  
Good for Charlotte  
Good for GAMRU  
Good for the Yacht Club  
Good for Fifty Point  
**Good for everyone who gets to use the library!**

Thanks go out to Tom and Charlotte for this great enhancement to our club!!

*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](mailto:info@fpyc.ca) MEMBERSHIP APPLICATION: [www.fpyc.ca](http://www.fpyc.ca)

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# Rescue volunteers searching for a boat -- on land

(Doug Mephram)

The volunteers of South Shore Search And Rescue are used to searching for boats on the lake but now they find themselves looking for one on land, too.

The boat they're seeking isn't missing or in trouble. In fact, it's probably parked in someone's driveway or back yard.

"The boat we want is hiding in plain sight," explains Owen Evans, the group's director of operations. "It shouldn't be hard to find."

The marine rescue volunteers are looking for a good used boat to assist with training and they're hoping they can get one as a donation. They've mounted a social media campaign to generate possible candidates.

"We train and practice on every situation we encounter on the water, and the most common one is the need to tow a boat and its crew to safety," Evans says. "We also practice pumping the water from a sinking vessel, safely removing injured or ill victims from a vessel and lots of other critical procedures."

"To do that," he says, "we need a second boat."

The ideal donation would be fibreglass or aluminum construction, 16-to-24 feet in length and with a working outboard. A boat with its own trailer would be perfect. "We can handle electrical and cosmetic work, and can equip the boat with the necessary safety gear," Evans adds.

As a federally registered charitable organization, the group can issue a tax receipt equal to the fair market value of donated boat.

The volunteers do train with other agencies like the Canadian Coast Guard, local police services and volunteer outfits using the group's rescue boat but the ease and convenience of being able to train whenever it suits the crews is a real benefit, Evans says.

Members of the community with a candidate to donate can contact the group via email to [inquiries@gamru.ca](mailto:inquiries@gamru.ca).

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 40 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](mailto:doug.mephram@gamru.ca)



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# How to Read and React to Wind

(Courtesy of BoatBlub January 2023)

Captain Bill discusses the Beaufort Scale, how to analyze wind and waves in bad weather, and how to adjust your driving according to the storm's intensity

When it comes to driving a boat in rough water, every person has a different comfort zone. Some people I know want the water to be dead calm before they will go boating, while others seem to enjoy riding in challenging waves. Combine this reality with the fact that almost every boating location presents different water conditions and you can see that the definition of what constitutes "rough water" varies dramatically.

Because of this, the best way for me to provide useful information on how to be safe and comfortable in rough water is to look separately at the different water conditions and wind speeds that you will encounter. Some driving procedures will be the same for all rough water conditions, while some will come into play as water becomes more turbulent. The universal definition for what type of water is produced by different wind speeds is the Beaufort Scale, so I will use its water descriptions for different levels and suggest the steps you should take for each one.

Rough water begins with wind. Okay, sometimes it can be an under sea volcano and sometimes rip tides, but lets just limit this article to the sort of nasty water that we are most likely to encounter in our boating lifetime. Energy is transferred from the wind to the water's surface by friction. It figures, therefore, that the greater the distance that a wind has the opportunity to stir up a water surface, the choppier the water surface will become. The distance for which a wind can affect the water surface is called "reach." The greater the reach, the choppier the water. That is precisely why you never see ocean swells on a small lake.

When the wind is less than 8 mph, there is generally little cause for concern. You may encounter what are called 'wavelets,' but even boats under 20 feet will travel comfortably across such water. Once the wind exceeds 8 mph, however, you will notice a significant difference in the water surface. As winds exceed 15 mph, wavelets become small waves and you will see the waves growing and becoming more frequent, with some demonstrating breaking crests. This is the point where a different driving technique is necessary.

The first step is to head directly into the waves and adjust your throttle setting until you find a speed that provides a comfortable ride. Once this speed is found, turn slightly to your desired heading and add a little throttle to bring your boat speed up to the point where you are coming into the waves with the same frequency that you did when you had a soft ride heading straight into them. Boats over 28 feet will 'bridge' the waves at this level and the ride will be acceptable with little change to your driving procedure. Boats 28 feet and under will have more difficulty when maneuvering in canals and marinas. The solution here is to stay ahead of the problem by constantly anticipating wind effect and maneuvering accordingly.

Winds 19 to 24 mph are number 5 on the Beaufort Scale. Waves are more pronounced and longer with some white caps that can project spray into boats under 28 feet. At this Beaufort level, some passengers will raise objections, more from concern that the weather will get worse than from any serious discomfort with the existing ride. Nonetheless, if your boat is less than 35 feet, you should consider the possibility of further weather deterioration and plan how you will handle things if it does. Speedy travel times cease to be a priority and you should move your throttle to different speed settings until you find the speed that minimizes the pounding. If you are more than a few minutes from your destination, you should break out the life jackets and have them at the ready.

When the wind is between 25 and 38 mph (that's number 6 and 7 on the Beaufort Scale), things will become uncomfortable for everyone onboard. A weather advisory called a "Small Craft Advisory" is issued. While Coast Guard waffles on exactly what boat length constitutes a small craft, there is general agreement that the warning applies to any boat under 65 feet. With wind speeds in this category, waves are significant and they can have white caps that produce spray. Water will be seen blowing in streaks along the direction of the wind. As you motor through wave troughs, some water will spill into smaller boats. Any boat under 40 feet can expect some sharp thumps when coming off waves. As a captain, you should tell everyone onboard to don a life jacket, even just as a precaution. Driving will require far more regular adjustments of motor trim and/or stern trim-tabs to keep you in smoother rhythm with the waves. Through experimentation, find a direction as well as a throttle setting that reduces the negative wave effect. Remember that when heading downwind, you should add UP trim and don't allow the waves to overtake you. This reduces the chance of broaching. When heading upwind add DOWN trim, reducing the chance of doing 'air time' over a wave only to stuff the bow into the following wave.

When the winds exceed 39 mph, your driving objective must change from arriving at your original destination to locating the nearest safe moorage and setting a new heading in that direction. Look for a protected bay or the lee side of a larger land mass where the wind speed will not be as strong. Crests of waves will begin to topple and holding a desired course will become difficult. Pay close attention to your boat's position relative to the direction of the waves, and try to hit the oncoming waves head on if possible. You don't want to allow a large wave to catch you broadside. Winds of this category will make things difficult for even large yachts and for small pleasure boats it represents a serious concern. When you decide to retreat to a refuge bay or land mass, be aware that as waves reach shallower water near shore they convert to steep waves. These reflected waves can produce a multi-directional chop that interferes with maneuvering into what you thought was a "safe" bay. If you have experienced winds in this category, you will be surprised to learn that there are still four higher wind levels on the Beaufort Scale. Don't go there.

Whatever your status, if you feel genuinely threatened do not hesitate to radio a "Pan" to Coast Guard and other boats in your vicinity (but remember that once you are safe, you must broadcast a cancellation for your Pan in order for the Coast Guard to stand down). To feel more confident driving in poor conditions, compare your actual on water situation to the above descriptions and then follow the matching instructions.

Of course the best way to handle all nasty water is to avoid it. As the expression goes, "an ounce of prevention is worth a pound of cure." Before making a firm commitment to go boating, get in the habit of checking the local weather, paying special attention to wind speeds and direction. This is simple logic. If wind is forecast and you decide to proceed, pack rain and head gear, protective glasses, towels and waterproof charts. And be sure you have a working life vest for everyone on board.

Of all the challenges you will face as a boater, handling your boat in bad weather conditions may be the most difficult. You are likely reading this article to see if you can learn some new tips for driving your boat on that dreaded day when you find yourself trapped in rough water and serious waves. Perhaps reading this article a few times will help.

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## *July Fun....!!*

Fact Of The Day:

Hot Lightning

How hot is a bolt of lightning? Would you believe 5x hotter than the sun? A lightning bolt can reach up to 50,000+ degrees Fahrenheit. The surface of the sun comes in at approximately 10,000 degrees Fahrenheit.

Teacher: Are you good in history?

Little Johnny: Yes and no.

Teacher: What does that mean?

Little Johnny: Yes, I'm no good in history.

Lifeguard

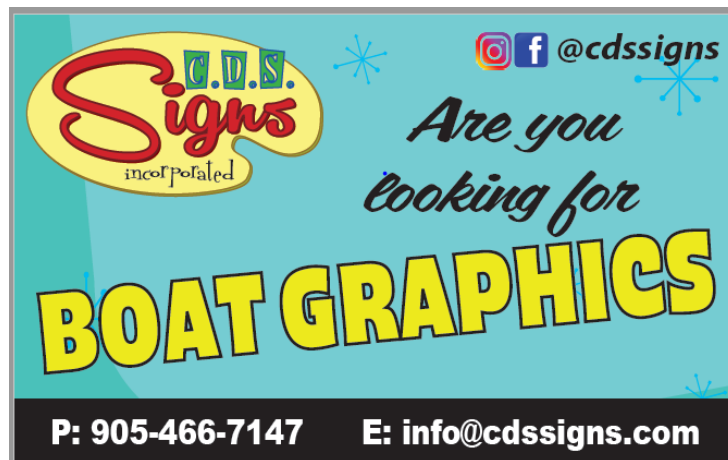
A member of the Country Club asked the lifeguard how he might go about teaching a young lady to swim.

"It takes considerable time and technique," replied the guard. "First you must take her into the water, then place one arm about her waist, hold her tightly, then take her right arm and raise it very slowly..."

"This is certainly most helpful," said the member. "I know that my sister will appreciate it."

"Your sister?" said the lifeguard. "In that case, just push her into the deep end of the pool. She'll learn in a hurry."

## Scuttlebutt Sponsorship



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

This real estate advertisement features two portraits of brokers, Jeremy VanderMarel and Heidi Kirk, flanking a central text column. The central column contains the call to action 'CALL TODAY FOR A FREE MARKET EVALUATION!' with the phone number '905.664.7900', the company name 'MAREL REAL ESTATE BROKERS', and the website 'MARELBROKERS.COM'. The bottom of the advertisement identifies each broker as a 'BROKER' and provides their names: 'JEREMY VANDERMAREL' and 'HEIDI KIRK'.

## **This Sounds Amazing!!**

**(Recipe/photo courtesy of [allrecipes.com](http://allrecipes.com))**

### **Best Mud Pie**

#### **Ingredients**

1 (6 ounce) chocolate sandwich cookie crumb crust (such as an OREO® crust)  
1 quart coffee ice cream, divided  
1 (12 ounce) package miniature chocolate chips  
1 (12 ounce) jar hot fudge topping  
½ (18 ounce) package crushed chocolate sandwich cookies, divided  
1 (8 ounce) container frozen whipped topping, thawed  
¾ cup chocolate syrup



#### **Directions**

Freeze crust until firm, about 30 minutes.

Meanwhile, place 1/2 of the coffee ice cream into a bowl, and let it soften, about 10 minutes. Return remaining ice cream to the freezer. Mix softened ice cream with mini chocolate chips. Spread mixture in an even layer over the frozen crust. Cover with plastic wrap and freeze for 2 hours.

Heat fudge topping in the microwave on low until just warm and easy to pour, about 30 seconds. Pour into a bowl. Set aside 2 tablespoons cookie crumbs for garnish; stir remaining cookie crumbs into fudge topping.

Remove pie from the freezer and layer fudge mixture over ice cream layer. Cover with plastic wrap, and return to the freezer for 2 hours.

Take remaining frozen coffee ice cream out of the freezer, and allow to soften, about 10 minutes. Spread ice cream over fudge layer. Cover with plastic wrap, and return to the freezer for 2 more hours.

Remove pie, and spread whipped topping over top. Sprinkle with reserved cookie crumbs to garnish. Cover with plastic wrap and freeze for 2 more hours.

Cut the pie into serving pieces and drizzle each serving with about 1 tablespoon chocolate syrup.



*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.

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### **GAMRU**

[www.gamru.ca](http://www.gamru.ca)

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### **Canadian Yachting**

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

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### **Sail-World**

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

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### **Sail-World Cruising**

<https://www.sail-worldcruising.com>

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### **Spartan – Ocean Racing & Training**

<https://www.spartanoceanracing.com/>

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### **POWER BOATING CANADA**

<https://powerboating.com/lake-ontario/>

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### **Get My Boat**

<https://www.getmyboat.ca>

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### **Sail Canada**

<https://www.sailing.ca/>

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### **Press - Star Sailors League**

<http://finals.starsailors.com/>

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### **Ontario Sailing**

<https://ontariosailing.ca>