



# *Scuttlebutt*



March 2015

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

2015 Issue # 3



*Cover photos by Nancy Verbunt*

*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 2015*



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# *From the Bridge...*

*Stephen Middleton, Commodore*



It seems impossible lately to start a conversation with any topic other than the weather. This is Winter, with a capital W, and it is well on its way to setting a record for cold temperatures. On the bright side, literally and figuratively, I think we have had many more days of sunshine than I remember from the past few years. So, enough (or almost enough) about the weather already, so let's talk about boating...

One of the advantages of serving on the club executive is that it forces you, in the dead of winter, to focus your mind on the upcoming boating season. It might be -20C and snowing outside, actually it is -20C and snowing outside, but inside we are deep into the plans for Sailpast, cruising destinations, racing and BBQ at the beach. It is a great place to be! Please form an orderly line on the left to join up.

In addition to planning the season's activities and enjoying the associated mental health benefits, discussion at the last board meeting also focused on membership. I wrote, in a previous issue of Scuttlebutt, about the AGM decision to continue with the quality of food and festivities we have enjoyed at our Sailpast celebrations for the past several years. Of course this all costs money and this year will result in a budget deficit that we will cover from our reserves. To continue this through future years we need to find ways to increase our revenue and the most direct and obvious way to do this is to grow our membership.

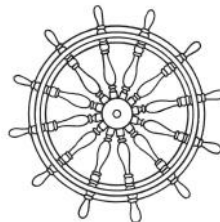
The above train of thought is what lead the club executive's discussion from budget challenges to the topic of how to attract additional members to the club. For the past five years we have held fairly steady in the range of 126 to 128 member boats. That is roughly 40% of the boats at Fifty-Point. Each year members leave, they move out of the area, or they decide to pursue other passions than boating and so on. And each year we seem to attract about the same number of new members. The bottom line is, if we can figure out how to attract another 15% of the total boats at the marina, we can fund an annual event like the Sailpast dinner.

A good friend passed on the following quote, attributed to Albert Einstein, "Insanity is doing the same thing over and over again and expecting different results."

With that in mind, here is the challenge: what do we need to do differently to grow participation in FPYC to 50% of the boats at Fifty-Point? Call it the 50 at 50 challenge. Let's also call it a start, because I don't see why we should stop at that point. What are your ideas? I would like to hear them - email me, call or come over to F26 for a beer or a glass of wine when the boats are in the water. Not all at once please, the line forms to the left!

PS - Speaking of memberships, don't forget, the March 31st deadline for renewal is coming up fast.

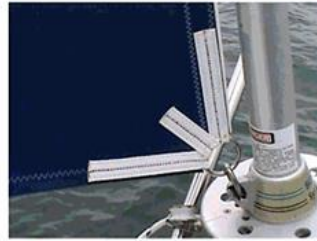
*Stephen*





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*Some of the projects we are  
working on this month ...*



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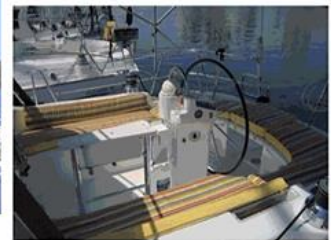
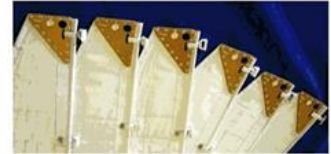


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## Do It Yourself Canvas Storage Hanger By Brian Somers



Original Canvas Storage



Completed Storage Rack

### Parts Required:

- 6" Diameter Sona Tube (I used a 4 ft. Length)
- Eyes with wood screw thread (4 required)
- Lamp hanging chain (1 ft.)

All of these parts were purchased from Home Depot for a total cost of \$12.00

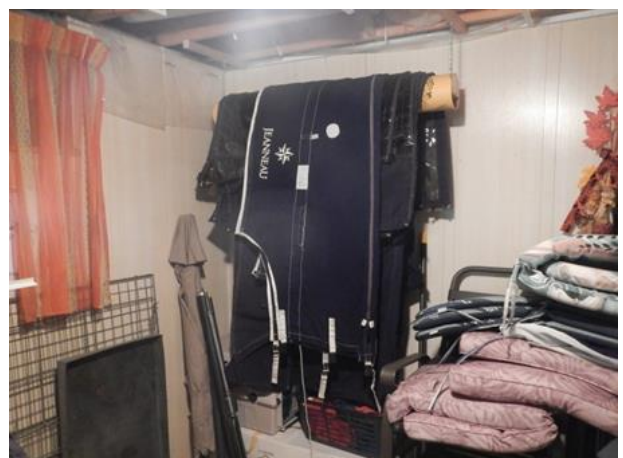
### Fabrication:

I cut two pieces of 2 x 2 with a length equal to the floor joist spacing to allow the unit to be hung between joists.

Two end stiffeners were fabricated to spread the weight from the suspension hook to the sona tube. I cut these from a piece of 2 x 4 and sanded them to fit inside of the tube.



### Finished Project:



### Time Required:

It took me a morning to complete this projects, much less time than it took me to document the process!  
Cheers, Brian

## ***Race Report - March 2015***

*By Garry Cooke*

### ***World Sailing Events: Around the World race!***

As I mentioned in the last issue, the Volvo Ocean (around the world) race is underway, and they are currently finishing the leg to New Zealand, having recently departed China. The women's team of SCA has had a rather disappointing performance so far, as they had the potential to advance on this current leg by sailing the more northerly route to New-Zealand. The other boat that took the same route made some large gains on the fleet. I am not sure why they are not able to go as fast as the other boats, but I suppose there will be a post-race analysis to determine the cause. ([www.volvooceanrace.com](http://www.volvooceanrace.com))

The boats in the double-handed Barcelona World race are currently south of Australia and on their way to Cape Horn. The boats are stretched out over about 3000 nm, the leading boat being about 1000nm ahead of the second and third place boats. The boats are sailing in the roaring 40's and 50's. The shortest course and stronger winds are generally south of 50 degrees south, but the race committee has imposed a limit on how far south they can travel due to the danger of icebergs and growlers ([www.barcelonaworldrace.org/en](http://www.barcelonaworldrace.org/en)). Boat speeds of up to 25 knots have been achieved, giving approximately 500 miles progress in 24 hours!



*Picture of 'Neutragina' in Barcelona world race.*



*Picture of 'Mapfre' in the Volvo race*

### ***FPYC Race Report March 2015***

There has been considerable research done and discussion by PHRF-LO committees in the past two years regarding sail area corrections, and methods to make racing more fair between competing sailboats. These changes will be implemented for both this and next season, so that racing certificates will likely show different handicap corrections this year. Corrections of 1 second per mile are now possible instead of the previous 3 second difference.

As part of these changes, more sail measurements are required for main sails as well as spinnakers on existing sails, as well as new sails. So before you put your main on the boat this spring, ask your club handicapper to help you measure the sails, or ask your sail maker to measure them for you and provide a certificate. Please contact me if you need sails measuring or a PHRF sailing handicap certificate.

### ***Pub Nights 2015, March 3, 2015***

The next pub night is scheduled for March 3, 2015, at the Judge and Jester Pub in Grimsby. See page 15 for more information on this month's pub night.

# 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!



## ***FPYC MEMBERSHIP E-Transfer***

We Are Now Accepting E-Transfer for your FPYC Membership Fees

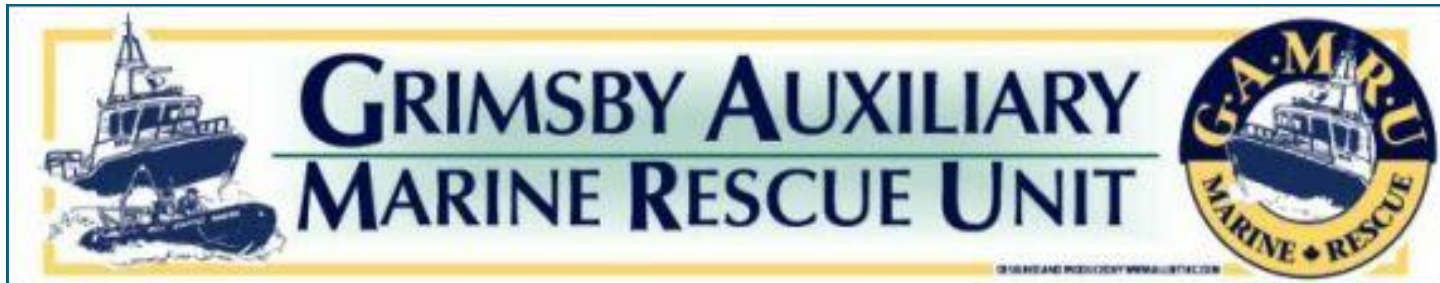
There will be a service charge applied to the senders account, typically \$1.50.

Following are general instructions.

1. Log into your online bank account.
2. Select Send Money or E-Transfer.
3. Add Mike Shaw to the recipient list.
4. Enter **mbshaw@cogeco.ca** as the recipients email.
5. Select account and amount of funds being withdrawn.
6. Choose or select a security question and answer as requested.
7. Confirm transfer and send.
8. In a separate email to **mbshaw@cogeco.ca**, provide completed Membership Form and answer to a security question.

We are still accepting cheques as well as payment mailed to the address on the membership form found on page 20.

**REMEMBER: The \$165.00 rate applies only to memberships received by March 31st!**



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)





By Bob and Helen O'Connor - Sasea Lady E23

This was the 79 anniversary of five local working schooners who first raced around the island to prove which was the fastest. As a working ship, the fastest ones got the best cargos and the highest prices, much like the famous schooner races of Bluenose fame. Mount Gay rum also awarded the skipper's weight in rum for the record breaking boats, this tradition continues to this day.

While Helen and I are spending the winter in Barbados, we joined the Barbados Cruising Club and enjoyed their clubhouse facilities including water toys like laser dinghies, SUP and kayaks. It also gave me the opportunity to participate in the annual Mount Gay Regatta and got my fourth RED CAP. This is the first major Caribbean Regatta of the year and yachts and Grand Prix racers converge from around the world for a week of intense racing and onshore activities.



I crewed on board Conviction a TP52 in the coastal races. Our daughter Sarah flew down and she took my place on the Around the Island Race on Conviction and I sailed on Rapajam, a Benteau First 53 racer/cruiser designed by Bruce Farr to be competitive with the mega yachts on the circuit. Other than being almost the same length, the two yachts were designed with very different expectations. Rapajam, a fast cruiser of 14,000 displacement and a 4300 kg ballasted fin keel, holds the record for boats in its class for the Around the Island Race. The TP52 is generally seen as the ultimate Grand Prix Racer, its hull is mainly carbon fibre and weighs less than half the weight of the Beneteau. It has almost the same ballast in a bulb hanging on an eight foot blade making it a stiff light weight racer and the top speed recorded for a TP52 is in excess of 28 knots.

It was an exhilarating week, it's hard to describe the intensity of the crews as they battled around the marks, gybing at 15 knots and setting the chute all the while being as close as 5 feet from a group of other yachts. There were ideal conditions for the short coastal and triangular courses, from 15-20 knots of wind and boat speeds to 24 knots in up to 4 foot seas. The wind dropped to 10-14 knots for the around the island race to the chagrin of those boats wishing to set a new record. I sailed on Conviction, a TP 52 flat out ocean racer during the three days of triangular and coastal races and it came in second in its class losing by 58 seconds to the first place boat after giving them a one hour time allowance and beating two VOLVO 65 racers who placed in sixth and seventh place. Over 50 boats raced in separate classes with different starts and courses. There was a mixed fleet of dedicated cruisers such as SWAN 54, with the full load of long distance cruising gear, and a Swedish 28 footer built in 1967 with a wooden cabin and spars similar to an Alberg 30 on E dock at FPYC. It was sailed single handed by a 52 year old lady from Stockholm for the past four years to the Black Sea, the Med and Atlantic crossing and even four months up the Amazon.

On the lay day between the coastal and the Around the Island Races, Mount Gay offered a morning visit to their distillery where the crews and companions felt it their duty, despite the early hour, to fully sample the excellent rums of Barbados made by Mount Gay, the oldest rum distiller in the world.

...continued



Later in the day, they hosted a polo exhibition of three matches. Sarah had been to several Polo matches before but it was another first for Helen and me. It indeed is a sport for kings, as each rider has up to six ponies that they exchange to ride during each match. The skill of the riders was amazing as they guided their ponies with one hand and knee pressure as they hit the ball at full gallop but the best competitors were the ponies. These are usually thoroughbred horses that had been trained to race with jockeys. It usually takes another two years to change them into polo ponies. They are truly competitive athletes and a joy to watch.



## The 79th Anniversary Round Barbados Race

Our daughter Sarah took my place on the Around the Island Race on Conviction and I sailed on Rapajam and we made a side bet of a Bottle of Mount XO Rum. Conviction is a much faster boat, it crossed the start one hour and a half before Rapajam. To make a fair bet, she gave me the same handicap, and we looked forward to crossing the finish line close to each other. The wind was light, 8-10 knots at the start and would build to only 14 knots. Rapajam, as a heavy cruiser, would not break her record without a strong wind. Conviction on the other hand was extremely fast in both light and heavy wind and in light air often didn't set the spinnaker as she could sail faster than the wind by gybing back and forth running down wind.



The 60 Nm course was 16 nm north from the Barbados YC on a broad reach up the leeward west coast. This was followed by a 24 nm course requiring closed hauled sailing and tacking into the trade winds that blow from Africa with large ocean swells that send spray flying into the air as they crashed onto the reefs and notorious Bathsheba coast. The last leg is often a sleigh ride flying the spinnaker on the south coast to the finish line.

...continued

Aside from being on a Grand Prix racer, the highlight of the week was sailing beside three classic ships. I had sailed on Tres Hombres, a square rigged working wooden brigantine with up to 25 tonnes of cargo, in the previous two Round the Island Races. This year, she was joined by Ruth, the newly launched schooner that had been built of steel on the beach in Barbados to the lines of the famed Bluenose from Nova Scotia. She too will be a working ship carrying cargo between the Caribbean islands. Unfortunately, the wind was too light for them to sail the treacherous east coast, especially without an engine to avoid the lee coast, unless they went at least 5 miles out in the ocean to get adequate sea room which would add another 20 miles to the course.

Elena is arguably the most beautiful yacht in the world and competes in all the regattas in the Caribbean and Med by her owner. She is very fast and left the start two hours after Tres Hombres and Ruth and what a sight to see her overtaking us and passing both Tres Hombres and Ruth 500 feet to leeward of us. She carried on for three miles north of the island before tacking, we tacked almost as soon as we cleared the tip to go up the coast. Elena again overtook and passed us and the 143 ft yacht Destination, formerly owned by Ron Joyce, on the east side. She finished the race in 7hr 15 minutes after approximately 70 nautical miles in light air.

Truly a great day on the water!



Conviction not only won her class but set a new record of 6hr 8m and averaged over 10 knots and easily overcame the 1½ hour handicap that Sarah had allowed for Rapajam who finished in 8hr 20m resulting in Sarah winning our side bet by an hour. Conviction will now compete in the other Caribbean regattas before being shipped in June to Europe to compete in the Med Gran Prix circuit. We wish her well.

As a new record setter, Conviction was presented with the skipper's weight in Mount Gay XO rum which amounted to 32 cases of six bottles. Sarah was a double winner, when she returned home after the regatta, she received confirmation from the University of London UK that she had passed her Master of Laws and we will attend her convocation in March after we return home.

For more information: <http://www.mountgayrumroundbarbadosrace.com/> <http://www.schoonerelena.com/>  
<http://www.schoonerelena.com/> <http://www.fairtransport.eu/ships/tres-hombres>

# Wind, Weather and Waves

By Doug Nixon

## Facts about Tsunamis

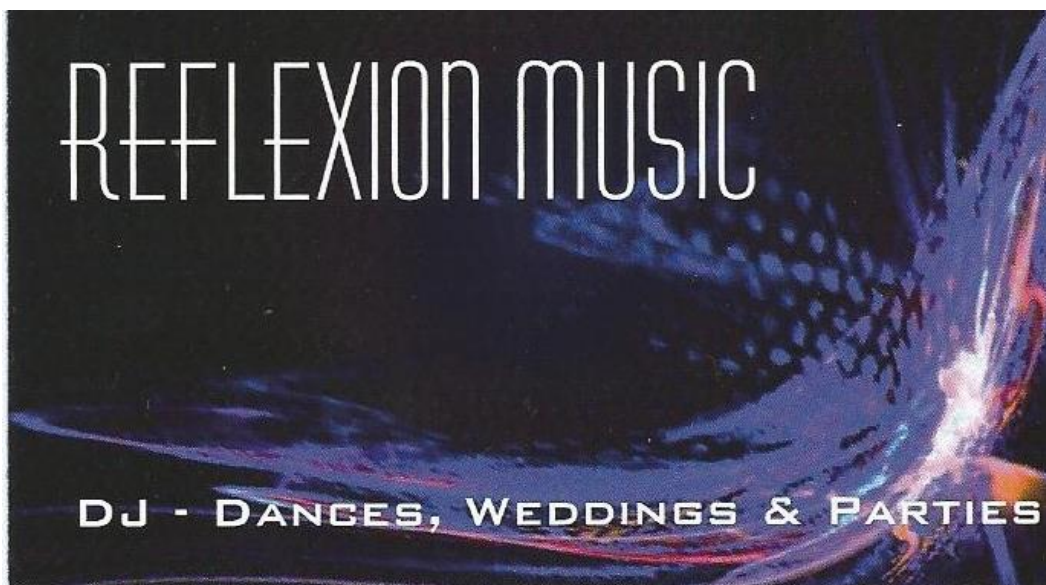
A tsunami is a series of ocean waves that sends surges of water, sometimes reaching heights of over 100 feet (30.5 meters), onto land. These walls of water can cause widespread destruction when they crash ashore. These awe-inspiring waves are typically caused by large, undersea earthquakes at tectonic plate boundaries. When the ocean floor at a plate boundary rises or falls suddenly it displaces the water above it and launches the rolling waves that will become a tsunami.

Most tsunamis, about 80 percent, happen within the Pacific Ocean's "Ring of Fire," a geologically active area where tectonic shifts make volcanoes and earthquakes common. Tsunamis may also be caused by underwater landslides or volcanic eruptions. They may even be launched, as they frequently were in Earth's ancient past, by the impact of a large meteorite plunging into an ocean.

Tsunamis race across the sea at up to 500 miles (805 kilometers) an hour—about as fast as a jet airplane. At that pace they can cross the entire expanse of the Pacific Ocean in less than a day. And their long wave lengths mean they lose very little energy along the way. In deep oceans, tsunami waves may appear only a foot or so high. But as they approach shoreline and enter shallower water they slow down and begin to grow in energy and height. The tops of the waves move faster than their bottoms do, which causes them to rise precipitously. A tsunami's trough, the low point beneath the wave's crest, often reaches shore first. When it does, it produces a vacuum effect that sucks coastal water seaward and exposes harbor and sea floors. This retreating of sea water is an important warning sign of a tsunami, because the wave's crest and its enormous volume of water typically hit shore five minutes or so later. Recognizing this phenomenon can save lives.

A tsunami is usually composed of a series of waves, called a wave train, so its destructive force may be compounded as successive waves reach shore. People experiencing a tsunami should remember that the danger may not have passed with the first wave and should await official word that it is safe to return to vulnerable locations. Some tsunamis do not appear on shore as massive breaking waves, but instead resemble a quickly surging tide that inundates coastal areas. The best defense against any tsunami is early warning that allows people to seek higher ground. The Pacific Tsunami Warning System, a coalition of 26 nations headquartered in Hawaii, maintains a web of seismic equipment and water level gauges to identify tsunamis at sea. Similar systems are proposed to protect coastal areas worldwide.





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



Ask to join FPYC - Fifty Point Yacht Club



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# Christine's Galley

With Christine Nixon



## Baked Zucchini Parmesan

Crisp, tender zucchini sticks oven-roasted, healthy and nutritious

### Ingredients

4 zucchini, quartered lengthwise  
1/2 cup grated parmesan  
1/2 teaspoon dried thyme  
1/2 teaspoon oregano  
1/2 teaspoon dried basil  
1/4 teaspoon garlic powder  
Salt and freshly ground black pepper to taste  
2 tablespoons olive oil  
2 tablespoons chopped fresh parsley



### Instructions

Preheat oven to 350 degrees  
Coat a cooling rack with non-stick spray and place on baking sheet, set aside  
In small bowl, combine parmesan, thyme, oregano, basil, garlic powder and salt and pepper  
Place zucchini onto prepared sheet and drizzle with olive oil  
Sprinkle with Parmesan mixture  
Place in oven and bake until tender, about 15 minutes  
Then broil for 2-3 minutes or until crisp and golden brown

*"The only thing I like better than talking about food is eating food"*  
John Walters

*Meet your New Executive!*  
*Cindy Shrubbs - Membership Director*

I was born and raised in Hamilton Ontario and I spent my first 17 summers at our family cottage at Featherstone Point on Lake Erie. My Dad had a 14 foot O'Day sailboat named "Gandy Dancer" and although I didn't sail with him, I had a love for water and boats.

I met Jeff in 1990 and together we learned to sail in a 17 foot dinghy. Jeff continued to sail as Race Crew and I sometimes went along as extra ballast when needed. Our interest in boating extends from radio control models to watching freighters and tug boats at the Burlington Lift Bridge and the Welland Canal.

We have always had an admiration for those boaters who were actually on the water and in 1998 we became the proud owners of a 17 foot Siren names Lorelei. We spent many years enjoying our little boat. We sold the Siren in 2009 with the dream of moving up to something a little bigger. Well, that did not take place for many years, but finally in September of 2013, we became the very proud owners of POGO! a 26 foot Nonsuch. We sailed our new boat over to Fifty Point on a Thanksgiving weekend in 2013 from Hamilton and have been actively involved in the Fifty Point Yacht Club ever since!

You can find Jeff, Cindy and Gibson living the dream on POGO! at C37.



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## Pub Night - March 3rd

We have a great presentation arranged for March 3, 2015, at the Judge & Jester Pub in Grimsby (*in the back room*). Brian Sommers will be presenting some slides and information on his experience chartering a catamaran in the Caribbean.

Come out for a social evening of food, conversation, and discussion. *(Please contact Garry Cooke to confirm that you are attending so we can let the pub know how many people to expect - contact information can be found on Page 2).*

We normally order meals at 6:30pm, and will have the presentation/discussion usually about 7:30.

Please contact either me or one of the executive if you would like to share something with the club members and do a presentation in a future pub night.



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## SAIL

- 30' Hinterhoeller Redwing- 1968.....\$19,900  
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40' Hughes Centre Cockpit..1987..perfect liveaboard cruiser  
extensive refit, volvo diesel, bowthruuster.....\$98,900  
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## POWER

- 36' Trojan Tri-cabin-1977.....SOLD.....  
34' Sea Ray 340 Sundancer-2002...freshwater only, twin 6.2L  
Mercs, low hrs, genny, Reverse A/C...much more...\$83,500  
34' Carver Santiago 634 -1991.Reverse A/C..Newer Canvas...  
low hours...very clean!.....REDUCED!.....\$29,900  
34' Mainship.1979...Diesel,(650 hrs), Genny, Bowthruuster,  
new cockpit enclosure, clean, great condition.....SOLD....  
32' Carver Mariner -1987- well maintained with many  
recent upgrades, enormous interior, turnkey.....\$29,900  
31' Sea Ray Sundancer-1998- clean, V drives, A/C, dinghy,  
sternthruuster, storage cradle, much more.....\$59,900  
30' Maxum 3000 SCR- 1999-...low hrs on twin Mercs, Air,  
heat, windlass, much more, clean.....\$43,900  
30' Bayliner 300 Cruiser- 2007-.....SOLD.....  
29' Thundercraft Magnum 290..1989.....\$19,500.  
28' Four Winns Vista 288 2006...beautiful, low hours, and  
immaculate.....\$68,900  
28' Bayliner 2858 2002- ...low hours, very clean one owner  
boat, custom winter cover.....\$39,900  
28' Bayliner 2858 2001 - ....SALE PENDING.....  
27' Maxum 2700 SCR- 2000- ...one owner, low hrs, A/C,  
newer canvas, well maintained.....\$28,900  
27' Rinker Fiesta Vee 270-2005- ...only 200 hrs., reverse A/C,  
recent survey, fully equipped and turnkey!.....\$37,900  
27' Cadorette Eagle-1990, low hours twin 454 mags,  
tri-axle trailer ('06).....try your offer!.....\$29,500.

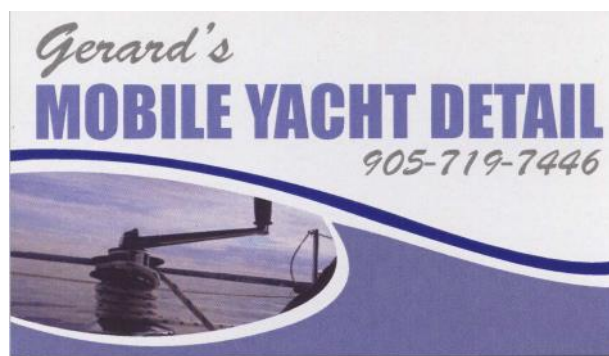
\*\*\*Go to [www.NorthSouthYachtSales.com](http://www.NorthSouthYachtSales.com) for more info\*\*\*



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**Fifty Point Yacht Club**  
2015 Membership Application



Name \_\_\_\_\_ Name \_\_\_\_\_  
(Two members per boat)

Address \_\_\_\_\_ City \_\_\_\_\_

Postal Code \_\_\_\_\_ Phone \_\_\_\_\_ Cell \_\_\_\_\_

E-Mail 1 \_\_\_\_\_ E-Mail 2 \_\_\_\_\_

Boat Type: Power ☐ Sail ☐ Interested in Sailing fun races and social BBQs ☐

Boat Name: \_\_\_\_\_ Dock Assignment \_\_\_\_\_

Boat Make/model \_\_\_\_\_

- ☐ New Member or Non renewal last year (initial burgee included)..... \$ 190.00  
☒ Renewal membership (before March 31<sup>st</sup>)..... \$ 165.00  
☐ Renewal membership (March 31st and after, allow 3 weeks for processing)..... \$ 190.00  
☐ Social Membership..... \$ 45.00  
☐ Replacement burgee..... \$ 15.00  
**Total Amount Enclosed**..... \$ 165.00

FPYC will draft a membership list with your name, boat name, dock number and contact information to be distributed to members only, (it will only be published in paper format for members and not published on the website).

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

Signed by \_\_\_\_\_

**We Need your Help!!**

**FPYC needs volunteers to run your club. Please identify an area of activity where you can help and someone will contact you to discuss specific dates and events:**

- Club Cruise Captain..... ☐  
Social Event..... ☐  
Racing..... ☐  
Officer of the Day..... ☐  
Commodore's Ball ..... ☐

**Thank You!!!**

Please send in your completed membership application as soon as possible to the following address:

Make cheque payable to: Fifty Point Yacht Club  
Deadline for \$165 membership renewal: March 31, 2015

Mike Shaw  
318 Leacock Avenue  
Oakville, Ontario, L6H 5J1

Clear

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