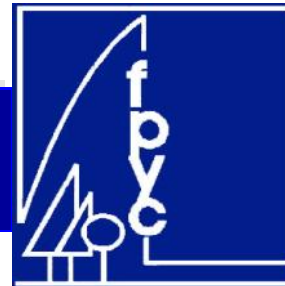




SCUTTLEBUTT



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May 2010

Fifty Point Yacht Club

2010 Issue # 5

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FPYC EXECUTIVE 2010

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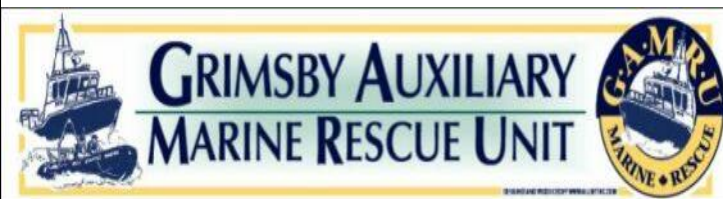
Director at Large

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 (289) 235 9577

If you would like to volunteer in any area please e-mail the director and let him or her know. The board is a small group and your participation in any way will be appreciated.

NOTES FROM GAMRU JOHN MCINALLY

The spring is here and the boats are now in the water. Water levels on Lake Ontario are now down significantly. This is very unusual for this lake and can cause some considerable concern for boat owners, so please be extremely careful. GAMRU's cutter No240 wintered at 50 Point again this year as I am sure you are all aware. The crews spent a huge amount of time painting and getting the boat ready for the season. We have completed a few upgrades to the engines this year and hopefully we have been able to reduce the amount of smoke from the two diesel engines. The boat left 50 Point on Monday night and travelled to Foran's Marina for the summer where the channel is very shallow and the clearance down the centre is only 2 to 3 feet. The east side of the channel has more depth and presently is around 7 feet. GAMRU has a newer RHI this year, I'll tell you more about it in the next article.....Please, have a safe summer and wear your life jackets.



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FROM THE HELM

"The pieces of a ship taken by themselves will sink. But when combined together will take you anywhere you want to go." Anonymous Boater prior to Launch.

With most of our "ships" now in the water, we have the makings of a new season of adventure and fun. Our Club's seasonal program was initiated with the Spring Splash, which by most accounts was a refreshing change from previous venues. Your Board, combined with the assistance of our experienced volunteers, have made some wonderful plans for us all to enjoy. It takes a significant amount of effort just to regenerate the status-quo, however, we are committed to exerting the extra effort required to make some improvements based on your feedback.

In this issue of the Scuttlebutt you will see the signs of change; new faces, new venues and new ideas. However, the only way that we can validate our accomplishments is by member participation. We have made some changes to our flotilla cruising plans, social venues and added a sailing Regatta. We are bringing in some member volunteers to help out with specific events and allowing them to run things as they see fit. This will enable us to realize some of the fresh ideas that many of our gifted members have to offer. This new operating model also allows some of the members to interact with the Board and realize some of the rewards of volunteer service to our Club.

Our Club is somewhat analogous to the quote above in that it runs on member involvement and participation: it is our lifeblood. With it we can do many creative and enjoyable things together; without it we are left with a bunch of boats parked in the same basin operating independently. For most of us the choice is obvious.

Best Wishes for the 2010 Season,
Paul Pelletier, Commodore - FPYC



The Story Continues

Last year was a tough one for the boating community. The recession had a negative impact on the price of boats and the poor weather certainly affected the boating season.

That is all behind us now and we are navigating a new course where the boat market is definitely improving.

We are pleased to announce that Harbour Yachts is now the Eastern Distributor for Lopolight Navigation lights. For more information on Lopolight please visit our web site at www.harbouryachts.ca



At Harbour Yachts brokerage remains our primary focus and it would be a privilege to work with Fifty Point Yacht Club members.

John Haynes john@harbouryachts.ca
Ron Smith ron@harbouryachts.ca

905-842-1111



NOTICE TO ALL BOATERS

As Received from Susan M. Hyndman,
Secretary, Council of Commodores

Please be aware that the water level in the gap going into Bluffers Park Yacht Club, Cathedral Bluffs Yacht Club, Scarborough Bluffs Yacht Club and Highland Yacht Club is between 4 & 5 Ft. at this time.

The Basin Federation is dealing with the City on this matter and further information will be provided when a resolution is reached.

Proceed With Caution!

CBYC Board of Directors



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Let's take a moment to thank the advertisers who make this publication possible every month. These businesses believe in Fifty Point Yacht Club and look forward to serving you with the products and services they offer right from investment advice to yacht brokerage.

Thanks to all the returning faithful advertisers like Barry Lamont at Sea-Tech, Glen Weatherdon at Investors' Group, Lori at Mason's The Store, the folks at Sportech and, of course, John & Ron at Harbour Yachts in Oakville. Watch for Dundee Wealth at Sailpast where they will be our principal sponsor for 2010.

Welcome to our newer advertisers including Above the Waterline and The Landing along with Chameleon Graphics, Print Media Consulting and Park Place Bed & Breakfast.

We used to get advertisements in Scuttlebutt by coaxing members who had businesses to donate an ad but now suppliers clearly see the market we serve and count Scuttlebutt as a viable part of their marketing strategy. In this spirit I ask each and every one of you to consider our advertisers for your shopping needs and be sure to tell them how much we appreciate their support.

If you too would like to advertise in Scuttlebutt e-mail me at pcharles@lara.on.ca and I'll send you a rate card.

FPYC PHOTO CONTEST

Dust off your cameras, load that memory card (or roll of film!) wipe your lens and charge your batteries! It's time for the FPYC Annual Photo Contest. Contest opens May 1st and ends September 1st, 2010.

Please send all your submissions to Joanna Suan (icsuan@gmail.com), or photos may be placed on a CD or DVD and dropped off at H17 (Platypus).

Some general guidelines:

- * Contest is open to FPYC members only
- * Photo must be of nautical nature or themed
- * Digital photos must be a minimum of 2000 x 1500 pixels
- * To ensure your photos are the best they can be, make sure your camera setting for the "image size" is set to the highest resolution possible. On most cameras this would be seen as "L"

Thanks to our generous sponsor, Harbour Yachts, we'll be offering prizes again to our top 3 winners, who will be announced at the Commodore's Ball later this fall.



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Back row: Dave Lindo, Rob Lindo, Joe D'Aurizio, CMA, CFP®; Christina Lovett.
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WELCOME TO OUR YOUNGEST MEMBER

The Commodore and Board of Fifty Point Yacht Club would like to join the members in welcoming our youngest member, Charlotte Sydney Duffield. Born on February 4th, 2010 in Guelph, Charlotte is taking over command of Kiwi Dream and she is hoping to direct crew members Colleen Looker and Steve Duffield through an enjoyable summer of cruising. Rumour has it that she may be training them for racing also.



Late in April Charlotte was seen supervising the stepping of Kiwi Dream's mast and Rob Howe later declared that she was great to work for. So if you are on C dock drop by and say hello. She's always happy to have visitors.

HATS OFF TO YOU!



Thanks to all who ordered FPYC jackets. FPYC ball caps will be available throughout the season or until supplies last. Contact Grace Nyman or any board member to get your hat.

ALTONA IN THE BAHAMAS

Ralph Stolberg and Wendy Hodgson left Fifty Point last fall to sail south. They are now in the Bahamas and send this report.



Imagine that you're sailing where the depths register 40 feet under your keel, yet even through the chop you can see, with perfect clarity, the sandy bottom mottled with patches of sea grass. Your bow points south, scrub covered islands slip slowly past to starboard, while to the east, crystal turquoise waters deepen through a whole spectrum of blues to the endless sapphire of

Exuma Sound. The only constraints that rule your days are the wind, weather, and how much water you have left in your tanks. In the afternoon, you drop anchor at Cambridge Cay in the Exuma Island chain of the Bahamas and decide to spend a few days. In addition to the necessary boat tasks, you'll relax in the sun, snorkel reefs and caves, hike the Cay to explore the variety of vegetation and pristine beaches, read, and visit with other cruisers in the anchorage. That's life aboard Altona these days. Of course, the flip side of this is that yet another cold front is coming our way, so we'll probably spend another night rocking like crazy, hoping our anchor will hold, and wishing for a long, hot shower to really get the sticky salt off. But hey, everything has its down side!

Our adventure began when Altona departed 50 Point Marina on August 31, 2009. The mast came down at Oswego, and we travelled the delightful Oswego and Erie Canals down to the majestic Hudson River, where the mast was raised again. New York City was an exciting stop, and despite the anxiety of navigating through one of the busiest harbours in the world, it was quite an experience to motor-sail past famous landmarks like Ellis Island and the Statue of Liberty. Our first taste of the Atlantic Ocean was a delightful night sail down the Jersey coast to Cape May where we picked up the Delaware Bay and C&D Canal into the Chesapeake. Our weather for this first part of the trip was magnificent, but after the Annapolis Boat Show, the weather turned nasty and we scuttled down the Chesapeake, picking up the Intra Coastal Waterway at Norfolk, Virginia. From here to Florida was a delightful voyage of discovery, mostly motoring through a variety of landscapes and towns steeped

in history. The highlights were our transit of the Great Dismal Swamp, the hospitality of towns like Elizabeth City, and a festive Thanksgiving dinner hosted by the boaters in St. Mary's, Georgia. In Florida, St. Augustine and Cape Canaveral were terrific, and we had the pleasure of a visit from John and Andrea (Windseeker on C Dock) over Christmas and New Year's. We had a couple of days of sailing on Biscayne Bay and offshore in the Hawke Channel to Key Largo, but then the weather socked in again for the coldest snap we've had.

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The Gulf Stream crossing to Bimini at the beginning of February was more than a little rough, but gave us some experience of what it's like to ocean sail in less than ideal conditions. It also dramatized the necessity of NOT sailing to a deadline. Bimini was a favourite stop, and not only because 2 of our daughters joined us there for a visit. What a great little island with the friendliest people, and our first sight of that glorious tropical turquoise water with a sugar sand beach! In Nassau, we had lots of time to sightsee and reprovision while we waited

out the nasty weather. I should explain that nasty weather down here means winds between 20 and 40 knots with a north component, and temperatures in the high teens. This year is apparently unusual because we've endured cold front after cold front every three-four days. Even though this produces rough nights at anchor, more stays in Marinas, and lots of time waiting for weather windows for the next open water passage, it's usually pleasant ashore. I've spent wonderful days hiking the islands or wandering the towns with my camera, soaking up the sun and the sights.

Now we're cruising the relatively remote Exumas, can do a little more actual sailing, and while the cold fronts are still only days apart, they've lost a lot of their teeth. In these beautiful Cays, we're discovering the delights of snorkelling the colourful reefs and caves with their abundant fish, and rejoining cruisers we've met along the way who now seem like long lost friends. I can only say that if you've ever thought of cruising south, don't hesitate. We've had 7 months of a wide variety of experiences, and met truly great people who have one thing in common: a love of boats. The weather may have been less than ideal, we're doing without luxuries and conveniences we take for granted in Canada, and have had to learn to do basic tasks (like baking bread and fixing many things on the boat) ourselves, but there's a lot to be said for self sufficiency and we wouldn't have missed a day of it. As long as we can find a sheltered anchorage nearby when we need it, any day on the water is better than one spent ashore, and the best thing is that we're free to go wherever we choose to point Altona's bow. Don't just dream. Do it!



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WHY USE A BROKER? PART 1



By Ron & John – Harbour Yachts Inc.
Editor's note: Both Ron & John have been fantastic supporters of Fifty Point Yacht Club and we encourage you to support them also.



Boat transactions, no matter the size of your vessel, usually involve a financial transaction of some significance and in today's economy we all have to be prudent when it comes to dollars and cents. If you had an income tax problem, would you attempt to handle it without the help of an accountant? If you had a legal question, would you deal with it without the help of a lawyer? Considering the small upside cost and the large downside risk, it would be wise to use the services of a certified Yacht Broker when buying or selling a boat.

WHEN BUYING A BOAT

Professional Yacht Brokers have access to reliable multiple listing services that can be used to find the boat that meet the buyer's needs. A broker's participation in professional associations also provides excellent connections to find boats that are not officially on the market or are not being actively marketed by the owner.

A Yacht Broker can assist in the selection process by helping the buyer clearly define their needs and by providing objective information needed to evaluate each boat.



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Yacht Brokers can help in the negotiation process. There are a number of negotiating factors, including but not limited to price, financing, terms, date of possession and often the inclusion or exclusion of repairs and furnishings or equipment. There may be give and take associated with every step and often it is good to have an objective, experienced broker to help sort it all out, to prepare a purchase agreement and to manage the money.

Yacht Brokers can provide local information on different yacht services, such as, engine repair, dockage, and inspection services.

An experienced and professional Yacht Broker will advise the buyer throughout the due diligence process.

Providing a list of Accredited Marine Surveyors to conduct a marine survey and then helping to interpret key findings of the survey are two key functions of a knowledgeable and experienced broker.

The Yacht Broker can assist in yet another key step, making sure that the title to the yacht is clear. Title indicates ownership of the yacht and can be mired in a confusing status of past owners or rights of access. If the yacht is a foreign flagged yacht, set up as a corporation, a co-ownership, or existing under any number of other special circumstances, the services of a professional yacht broker will become even more valuable.

A Yacht Broker will guide you through the closing process and make sure everything flows together smoothly.

NATIONAL LIFEJACKET DAY - MAY 20

Has your lifejacket hugged you lately?

The Red Cross needs your help! Drowning research shows that almost all boaters who drown were not wearing a lifejacket (or not wearing it properly done up). Although the law only requires having a lifejacket on board your vessel, survivors of boating mishaps unanimously stress that “Close by isn’t close enough.”



What’s Your Excuse?

Every year, almost 200 Canadians drown while boating. Most of these, 87%, are not wearing a lifejacket, or do not have it properly done up. This summer, Red Cross encourages all boaters, at all skill levels, and in all kinds of watercrafts to drop the excuses. Make sure that everyone in the family is zipped and clipped into their lifejacket before you step foot in the boat. And remember to be a good role model for young boaters too – don’t just make kids wear lifejackets, wear your’s too.

Today’s Lifejackets: Comfortable and Stylish

Lifejackets have come a long way in recent years. No more bulky, orange “life preservers”. Today’s lifejackets are comfortable and stylish. You can find even find lifejackets designed for specific activities including water skiing, fishing, kayaking and rafting.

[Mustang Survival](#) is proud to partner with the Canadian Red Cross for National Life Jacket Day. For 40 years Mustang has been committed to providing life support solutions. Through constant innovation and the application of new technologies, Mustang is the leading supplier of quality flotation and hypothermia protection products to the most demanding users – from anglers, sailors and power boaters to the Coast Guard, jet fighter pilots and even NASA astronauts.

For more information on how to choose a lifejacket, visit www.wearalifejacket.com, a new web site produced by Red Cross partner in safety the Cook-Rees Memorial Fund for Water Search and Safety.

Find a New Member Contest

Find 2 new members and receive a free burgee !

Offer valid all Summer !

For every two members you introduce to the club you'll win a free burgee. It's as easy as that. A new member is one who has NOT been a member for at least two years. Just ask them to note your sponsorship on their membership application. We'll do the rest.

And special thanks to Ken Elms for suggesting this at the last Annual General Meeting!

Scuttlebutt

SPRING SPLASH



A Quick Refresher on the Rules of Racing – Part 1 of 2

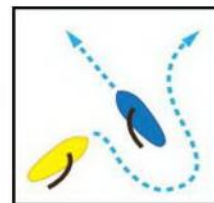
By Troy Farncombe, Illustrated by Joanna Suan

All of us boaters, either sail or power, are familiar with most of the Rules of Boating: for example, power boats must give way to wind-powered vessels while sailing under sail. In sailboat racing, however, there are many more rules that racers should be aware of. Knowing what rights you have, as well as what rights other racers have at any given point, make for a much more friendly and enjoyable race. This month, we'll look at a few of these rules and they apply to racing, specifically, we'll look at Rules While Under Way. These rules are taken directly from the ISAF 2009-2012 Rules of Sailing book, available at <http://www.sailing.org/tools/documents/RRS2009-2012-%5B5950%5D.pdf>

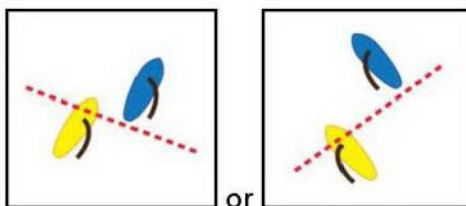
Right of Way while Under Way

Rule A.10 - When boats are on opposite *tacks*, a *port-tack* boat shall *keep clear* of a *starboard-tack* boat.

This rule is true regardless of the direction of the boats in relation to the wind. That is, boats sailing downwind must also obey this rule. A tack of a boat is defined as the side opposite to the boom side, or in other words, the windward side of the boat.

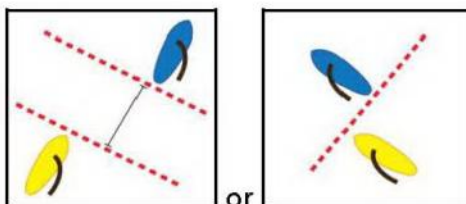


Rule A.11 - When boats are on the same *tack* and *overlapped*, a *windward* boat shall *keep clear* of a *leeward* boat.



Since the leeward boat has the right of way, it is possible for this boat to drive up the windward boat and force them into a tack. However, if sailing downwind, the leeward boat has the right of way and can force the windward boat into a gybe.

Rule A.12 - When boats are on the same *tack* and not *overlapped*, a boat *clear astern* shall *keep clear* of a boat *clear ahead*.



This rule is pretty self-explanatory. A boat clear astern must keep clear of the boat ahead and cannot drive into it.

...continued on page 13

Rule A.13 - After a boat passes head to wind, she shall *keep clear* of other boats until she is on a close-hauled course. During that time rules 10, 11 and 12 do not apply. If two boats are subject to this rule at the same time, the one on the other's port side or the one astern shall *keep clear*.

A boat cannot tack in order to block another boat and force her to change course. If two boats tack at the same time, the port-side boat, or the boat behind the leader must stay clear during the tack.



Rule A.14 – A boat shall avoid contact with another boat if reasonably possible. However, a right-of-way boat or one entitled to *room* or *mark-room*

(a) need not act to avoid contact until it is clear that the other boat is not *keeping clear* or giving *room* or *mark-room*, and,

(b) shall not be penalized under this rule unless there is contact that causes damage or injury.

Rule A.15 - When a boat acquires right of way, she shall initially give the other boat *room* to *keep clear*, unless she acquires right of way because of the other boat's actions.

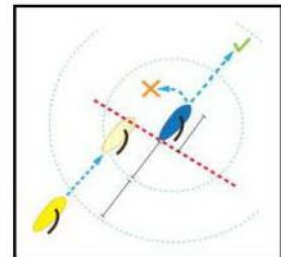
Rule A.16.1 - When a right-of-way boat changes course, she shall give the other boat *room* to *keep clear*.

Rule A.16.2 - In addition, when after the starting signal a *port-tack* boat is *keeping clear* by sailing to pass astern of a *starboard-tack* boat, the *starboard-tack* boat shall not change course if as a result the *port-tack* boat would immediately need to change course to continue *keeping clear*.



Rule A.17 - If a boat *clear astern* becomes *overlapped* within two of her hull lengths to *leeward* of a boat on the same *tack*, she shall not sail above her *proper course* while they remain on the same *tack* and *overlapped* within that distance, unless in doing so she promptly sails astern of the other boat. This rule does not apply if the *overlap* begins while the *windward* boat is required by rule 13 to *keep clear*.

This rule relates to being overtaken by another boat (something I have a lot of experience with). If a boat overtakes another boat within 2 boat lengths, starting from clear astern, the passed boat cannot alter course to force the overtaking boat to change course. In other words, the boat being overtaken cannot sail above her proper course until it is safe to change course.



In Part 2, next month, we will look at rules as they relate to rounding the marks. This part of racing is typically one of the most anxious parts, so knowing and abiding by these rules will make for less anxious sailing.

Scuttlebutt

May 2010

S	M	T	W	T	F	S
					Membership Renewal	1 Jacket Dead-line
2	3	4	5	6 R/C Racing	7	8
9	10	11	12	13 R/C Racing	14	15
16	17	18	19	20 R/C Racing	21	22
23	24	25	26 Big Boat Racing	27 R/C Racing	28	29 Sail-past
30	31					

June 2010

S	M	T	W	T	F	S
		1	2 Big Boat Racing	3 R/C Racing	4	5 Black & Blue Cruise
6	7	8	9 Big Boat Racing	10 R/C Racing	11	12
13	14	15	16 Big Boat Racing	17 R/C Racing	18	19 Oakville Cruise
20 Oakville Cruise	21	22	23 Big Boat Racing	24 R/C Racing	25	26 Beach BBQ
27 Royal Hamilton Cruise	28	29	30 Big Boat Racing			

July 2010

S	M	T	W	T	F	S
				1 R/C Racing	2	3
4	5	6	7 Big Boat Racing	8 R/C Racing	9	10
11	12	13	14 Big Boat Racing	15 R/C Racing	16	17
18	19	20	21 Big Boat Racing	22 R/C Racing	23	24 Royal Hamilton Cruise
25	26	27	28 Big Boat Racing	29 R/C Racing	30	31 Cathedral Bluffs Cruise

August 2010

S	M	T	W	T	F	S
1	2	3	4 Big Boat Racing	5 R/C Racing	6	7
8	9	10	11 Big Boat Racing	12 R/C Racing	13	14 Boulevard Club Cruise
15	16	17	18 Big Boat Racing	19 R/C Racing	20	21 Lake-shore Commodore's Cruise
22	23	24	25 Big Boat Racing	26 R/C Racing	27	28 FPYC Regatta & Anchor Cruise
29	30	31				

Make sure to have a copy of your Insurance Policy on board

May 20th is National Lifejacket Day

SOCIAL REPORT

PAUL CHARLES (FOR JOHN HAMILTON)

On April 17th we certainly enjoyed the Annual Fifty Point Yacht Club Spring Splash. The food was fabulous the DJ was excellent, the venue was superb and our featured entertainer, Hannah Morrow wowed the crowd!

Many thanks to John Hamilton (who is away on a well deserved vacation as I write this) for pulling together all the details. With the help of Grace Nyman, Brian Weber and a number of other members the event went off without a hitch. But, as they say, a picture is worth a thousand words so I'll let the Spring Splash photos throughout this issue tell the story.

Next on the social agenda is the annual Sailpast and we are looking to have a record number of boats on the water for the official opening of the season including the Blessing of the Boats, the Sailpast and salute of the Commodore and the barbecue for all members and guests. Bring the family, bring your guests, dress up the boat and make a day of it.

If you have any questions about Sailpast please e-mail Paul Charles at pcharles@lara.on.ca and I will clarify it for you. Also this year we will be offering to set up new members with specific other members to guide them through the process.

See you on the lake!



New members Troy and Deb Hauser receive their burgee and membership cards from Commodore Paul Pelletier



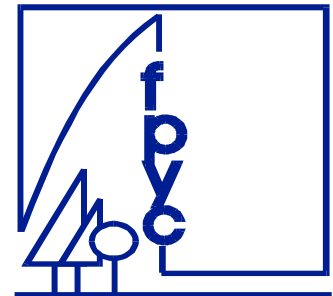
Alphabet pretzels weren't just for eating!



Ballerina Hannah Morrow delighted the audience with a wonderful performance just after dinner.



Past Commodore Betty Lou Munro and husband Brian share a few power boat stories with Ruby Weber



Scuttlebutt

SPRING
SPLASH
FPYC
2010



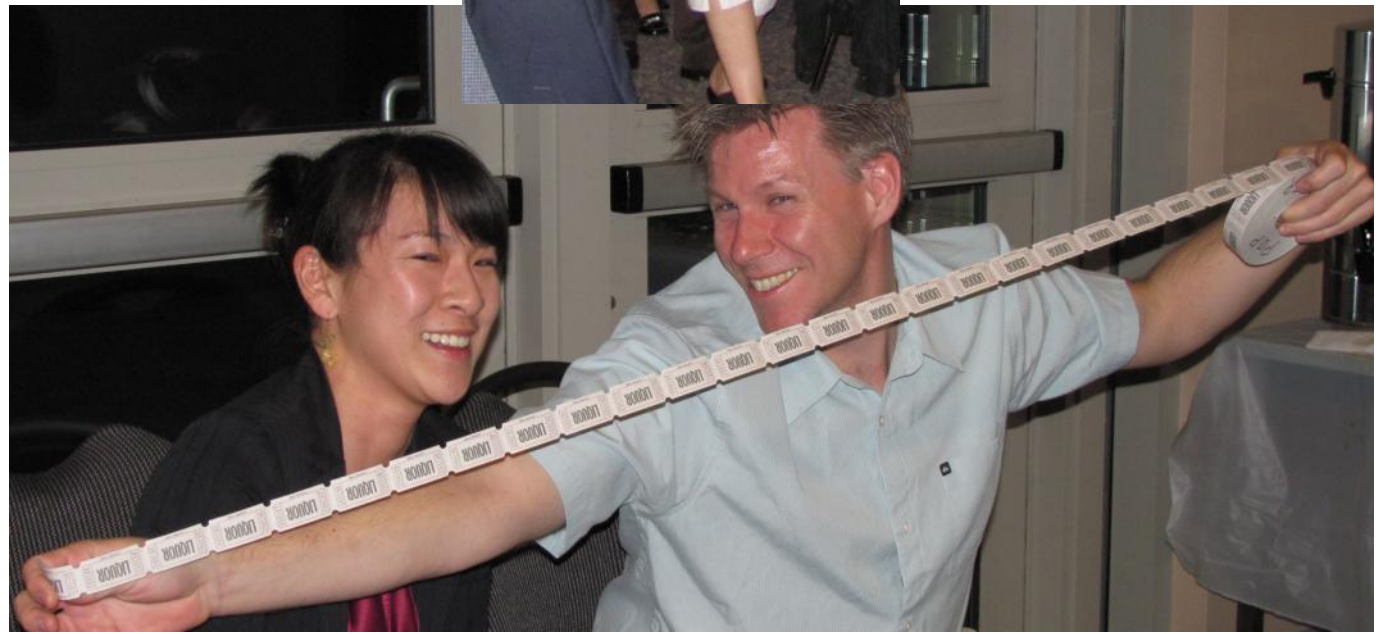
Above Peter & Pauline Iversen enjoy a few laughs!



Above: New members Joe and Janet Palubski.



Left: Donna Donnelly led the dance!



Below: Troy Farncombe knows how to sell tickets!

YOU OUGHTA' BE IN MOVIES

On April 23rd Fifty Point was the set for the filming of an episode of "Connor Undercover II", a Family Channel TV series aimed at kids. This episode involved the daughter of the leader of a foreign country being hidden from the bad guys on a fancy boat. Sixty-five movie makers were on hand for the filming of the show which will be aired in September.

CONNOR UNDERCOVER II

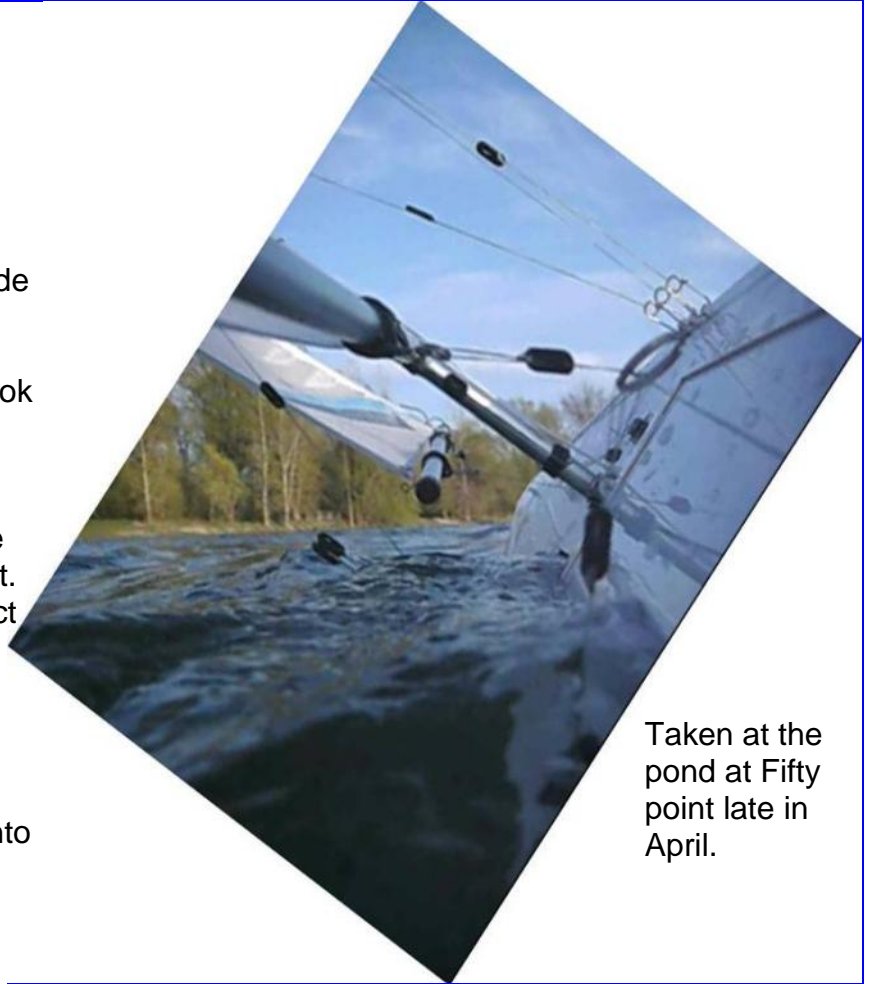


RADIO CONTROLLED SAILING

The R/C sailing has started for the season and the winds are high! Dave Goede attached a camera to his boat and you can see the results here. If you would like to see a video from the boat then look at You Tube through this link <http://www.youtube.com/watch?v=JJsVYMJHv1o>

Sailing is Thursday at 6:30 P.M. and we have a boat available for you to try it out. If you want to build your own just contact Paul Charles at pcharles@lara.on.ca or 905-547-MAST (6278) and I'll help you out.

The Victoria sailboats we are racing respond well and are a great way to sail without leaving the dock. You can be into the hobby for under \$250. See you at the pond.



Taken at the pond at Fifty point late in April.

CREW OVERBOARD?

Over the years I have been very much in favour of gender equality in language but I'm not sure about this one. Up to this point men were the only ones dumb enough to fall over the side of their boats (and don't go there with the statistics about the likelihood of a zipper being down) but now we talk about "Crew" overboard.

Either way Ken l'Anson has provided us with a very detailed report

on what to do in the very serious event of a person going in the water. The suggestions and diagrams are worth more than a casual look. The full report is on fpyc.ca and can be found on the cruising page.



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FIRST AID ON BOARD

At a recent Shellbacks meeting in Burlington the group was lucky to have retired medical doctor Patrick Sweeney talk to them on first aid on board. He spoke about procedures, training and the outfitting of a first aid kit that could be depended upon while you are on the water.

The following is a very short summary of the presentation and a list of the things most of us would be well advised to have on board even just around Lake Ontario. This article is not meant to be comprehensive but to spark your interest to educate yourself. The Red Cross Canada web site will get you started at www.redcross.ca.

CPR course:

Most of us are aware of the life saving benefits that an amateur can bring to a crisis simply by taking a course in Cardio Pulmonary Resuscitation and Dr. Sweeney started by asking how many in the room had taken a course. Virtually all hands went up and smug looks abounded until he pointed out that a course over two years old was hopelessly outdated. Oops! Perhaps one of you could organize a course for FPYC members!

Assessing a Head Injury:

Aboard a boat the likelihood of a head injury is fairly high so learn the signs of serious injury. They include disorientation and confusion; excessive or unequal dilation of pupils and vomiting.

Bleeding:

According to Dr. Sweeney most of us know that pressure is required to stop bleeding but most of us don't know HOW LONG the pressure needs to be maintained. Three minutes of pressure are necessary as a minimum whether the bleeding is from a cut or from the nose.

Infection:

Use an antibiotic cream to prevent infection in a cut, watch for redness or swelling which would indicate infection and don't use alcohol based cleaners on an open wound. Use antibacterial soap such as Hibitane.

Burns:

Cool any burn immediately, clean with Hibitane, apply antibacterial cream or a Bactigras Sheet.



First Aid Kit

Bandages—Dressings:

Band-Aids - various sizes
Steri-Strips - various sizes
Gauze squares - 3"x3" & 4"x4"
Conform Gauze bandage - 2" & 4"
Bactigras burn dressing
Hospital tape 1 non-irritating such as 3M Micropore
Tensor elastic bandage 2" & 4"
Antibiotic cream such as Spectrocin
Scissors
Hibitane bacteriocidal soap & soft nail brush

Medications:

Motion Sickness - Gravol, BioBands
Antihistamines e.g. Benadryl or Reactine
Immodium for diarrhea
Ant-acids e.g. Gelusil or Tums
Tylenol 500 mg. for pain
Ibuprophen for pain & inflammation

Optional:

Triangular bandage
Antibiotics
Splinter forceps
Tylenol 4

Please note that neither Fifty Point Yacht Club nor the writer assumes any liability for the accuracy or completeness of this information. For further information consult your pharmacist or medical practitioner.

BOATS AND NAUTICAL STUFF FOR SALE

At www.fpyc.ca members can advertise nautical items for sale. e-mail it to Paul Charles at pcharles@lara.on.ca . No charge to members of FPYC.



2008 5 hp Honda Outboard
Lightly used
for
two seasons on our tender.
Paid \$2134. Asking \$1400.
Contact Ron Taylor at 905-563-4743 or
(cell) 905-961-8511



Asterix - Shark
Hinterholler Hull 730 1968
\$ 7,000.00

White Hull in excellent condition. Bottom and keel are stripped epoxy sealed ready for VC or drysail teflon epoxy. Boat is measured and at minimum weight. Boat is fully equipped for cruising or racing. Comes with a complete set club race/cruise sails and a complete new set of Doyle Regatta racing sails Main,180,150, Jib & Spin used at the Shark worlds. 2 sails never been up. Newer mast. Original setup. dual axle trailer, Custom winter tarp. All kinds of gear. All ready to go. This is a great boat. She spent most of her life on Lake Superior. Cruising and racing the North Shore.

Randy St. Jacques -
redy468@sympatico.ca
905 467 5222



Equipment is only as good as its availability in a situation!