



# Scuttlebutt



November 2018

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

2018 Issue #11

## Batten down the hatches, winters coming!



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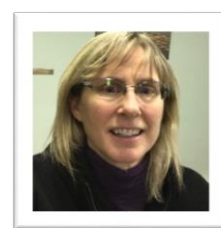
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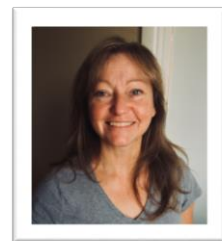
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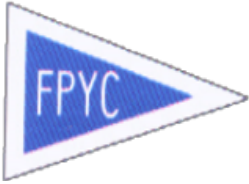
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## *Commodore's Message*

Hello Everyone,

The time has come, and the long count down of 165 days left until launch date is on. I hope everyone is out of the water by now, winterized and ready for 2019.

What an amazing turn out at the Commodores Ball. If you missed it, wow what an epic event. From the formal black ties to the long gowns everyone really looked stunning and who would have known that most boaters are actually professional dancers too. I think at one point 95% of the room was on the dance floor getting their groove on to the live band. Thanks again to Kim Short and Peter Collins for another wonderful job executing this event and what a memorable slide show done by Deb Hauser with this years' spectacular pictures sent in by all of you. Job well done to all!! And of course The Beacon for providing such a great venue.

Please do not forget the AGM on November 24th at 2pm. I hope to see you there.

We are also hoping to start up Pub Night again at Limani once a month look out for the dates.

HAVE A WONDERFUL WINTER!!!

SINCERELY,

Jason Kirk



**NOTICE  
OF  
ANNUAL GENERAL MEETING**

SATURDAY, NOVEMBER 24, 2018  
2:00 p.m.

at

Ingleddale House  
Fifty Point Conservation Area

Nominees for FPYC Board of Directors for 2019:

Cruising  
Director-At-Large  
Director-At-Large  
Membership  
Social  
Social

Paula Burgin  
Wayne Bryant  
John Fletcher  
Donna Shepherd  
Steve Burgin  
Susan MacDonald

## 2018 Annual General Meeting

### Agenda

- Opening remarks
- Marina report
  - Conservation Foundation presentation
- Review of 2018
  - Membership
  - Social
  - Cruising
  - Communications
  - Racing
  - Reciprocals
- Treasurer's report
- Outlook for 2019
  - Budget objectives and Implications
- Board of Directors
  - Thanks to retiring Directors
  - Welcome new Directors
- Other business
- Adjournment



A photograph of a vast field of red poppies in full bloom, stretching towards a dark, silhouetted treeline under a twilight sky. The text "We Remember" is overlaid in a white script font, with a small red maple leaf icon above the letter 'e' in "Remember".

*We Remember*



Monday November 12  
to Saturday November 17



# 2018 ONLINE AUCTION

It's that time again! Help support  
**GAMRU South Shore Search And Rescue**  
by taking part in our biggest fundraiser of the year

**[32auctions.com/GAMRU2018](https://32auctions.com/GAMRU2018)**

- All contributions welcome!
- Deadline for donations November 7th
- Tax receipts available for donated items with a retail value of \$25+ (not applicable for gift cards or certificates)
- Questions? Visit our Facebook page or email [auction@gamru.ca](mailto:auction@gamru.ca)
- Online bidding starts at 5pm November 12th and ends at 12pm November 17th
- Bid high & bid often!

**WE NEED YOUR  
HELP TO RAISE**

**\$15,000**



## ***Electronic Flares: Time To Pitch The Pyrotechnics?***

*By Mark King, Power Boating Canada*

Want to start an argument on the dock? Ask a pleasure craft operator what they think of having to carry flares on board their boat. From the cost to purchase, to the four-year expiry date, to the expressions of confusion about how to use them, and what to do with all the old expired flares that are piled up in the bottom of the locker, you will no doubt get an earful.

While flares have been great to have when they are needed, perhaps modern LED technology has overtaken the need and usefulness of flares, not to mention the expense and disposal issues.

Perhaps it's time that Transport Canada helped you pitch the pyrotechnics on board your boat.

## **U.S. Coast Guard has Embraced Electronic Flares**

Last year, the United States Coast Guard approved a new electronic flare. An emergency signaling device that can be carried in place of flares on a pleasure craft in the United States. Manufactured and distributed by Weems & Plath the SOS Distress Light is a battery operated LED Marine Flare that flashes SOS and is visible for up to 10 miles for about six hours.

This particular device received a [Canadian Safe Boating Council](#) Award (CASBA) this year for the best new safety product at the awards ceremony in Toronto in January. Carried with a distress flag, the US Coast Guard approved it for day use and it was approved for night use on its own.



Other manufacturers are following up with their own devices and soon there may be even more available to boaters who want safety but don't want explosives on board their boat.



Flares have been in use for distress purposes since the mid-1800s. The bright light produced by the discharge of a flare would signal a vessel in trouble. They have worked well, but they have a limited exposure time and in many instances, they were discharged before anyone could really react. In most cases, however, flares are purchased, end up in a locker, and are never used. In the wet marine environment, it is difficult to keep them dry and easily accessible.

And disposal is another matter. One illegally dumped flare can contaminate 900,000 litres of water. Old flares collected in the boat can be dangerous. And it is not often easy to find a safe disposal site. It is estimated that some seven million flares expire each year and less than ten percent are disposed of properly.

In many cases, flares remain on board and move to a new owner when a boat is sold.

The electronic flares developed for the US market have many advantages over traditional flares. The intense white light produced by the electronic flare is visible for 10 miles and it runs on three alkaline batteries that can be checked and replaced as required.

This also means with extra batteries on board, the SOS light can last much longer than six hours. According to the manufacturer, the light is activated with a simple twist, it floats on the water, and it is submersible if it happens to end up in the water with you. Not something you can do with flares, let alone trying to light them in the water.

## Electronic Flares are More Environmentally Friendly

These eco-friendly electronic flares are non-toxic and use rechargeable batteries, after the initial cost, operating and maintenance charges are low.

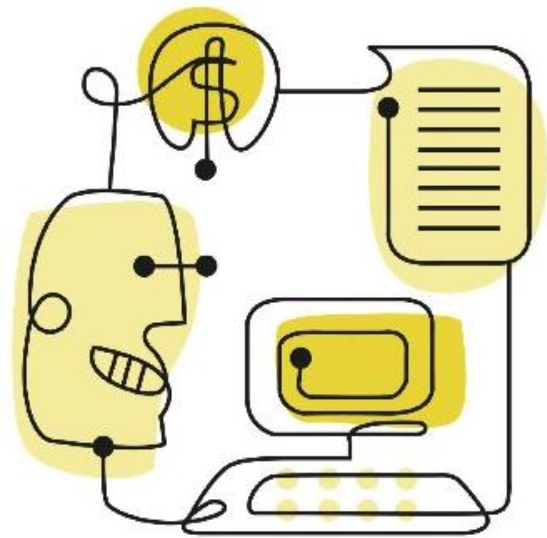
So far Transport Canada has not made any move to replace the traditional pyrotechnic devices. According to Peter Trogden, President of Weems & Plath, discussions with Transport Canada officials have not yielded results and he is not immediately hopeful. However, a solution may be on the way.

Member of Parliament Gord Brown from Leeds-Grenville–Thousand Islands and Rideau Lakes, and a boater himself, is about to introduce a Motion in the House of Commons to study the issue of replacements for pyrotechnic devices. Brown's riding borders the 1000 Islands and encompasses a [large portion of the Rideau Canal](#) both areas in which there are a large number of pleasure boats. "An eco-friendly solution that lasts longer than flares and doesn't require such careful handling in an emergency, just seems logical for pleasure craft," says Brown.

**His motion, that will be introduced either in June or early in the fall sitting, would call on the Transport committee to study the issue and report back to the House. If nothing else, it will shine a light on the possibilities that technology is bringing to emergency safety on the water.**



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## ***Time to Sink Zinc***

*By Craig Ritchie, Canadian Yachting*

*For years, we've all used zinc anodes to protect our engines and other metallic parts from corrosion, but growing evidence of its long-term toxicity has brought zinc under the microscope. With newer alternatives proving to be more effective and less expensive, why do we keep buying the stuff?*

### **Zinc Alternatives**

Fortunately, zinc isn't the only game in town when it comes to protecting our boats. Non-toxic alternatives exist, starting with aluminum. Aluminum anodes have numerous advantages over zinc, starting with being far more effective. In fact, aluminum's superiority to zinc as an anode material is so overwhelming that it has completely displaced zinc as the number one choice of engine manufacturers worldwide.

“All of the engine manufacturers now put aluminum anodes on their product,” says Szwez . He should know, since CMP makes anodes for virtually every major engine builder in the marine industry. “Mercury, BRP, Honda, Suzuki, Yamaha, Volvo Penta – all of them use aluminum. It’s by far the most effective anode material there is.”



The greatest benefit to aluminum over traditional zinc is that modern alloys simply allow aluminum anodes to do a better job of reacting in the water to focus corrosion on themselves. Beyond that, aluminum anodes last up to 50 percent longer than zinc anodes of comparable size. Aluminum is also much lighter in weight than zinc, and most importantly, it’s completely non-toxic. There really isn’t a down side, which is why aluminum anodes are considered to be a premium product compared to the old-style zincs.

Ironically, the greater life span of aluminum anodes has led to sales resistance when boaters come to buy replacements. “Aluminum doesn’t erode anywhere near as quickly as zinc does, so customers look at the anode and think it isn’t working,” says Szwez. “If anything, we haven’t done a good job of communicating the fact that aluminum anodes simply last longer.”

The company also needs to do a better job of teaching customers that not all aluminum anodes are the same, says CMP president, John Mitchell. The best anodes are either made from virgin aluminum, or recycled from high-quality alloys that might have been originally used in precision equipment or as high voltage power lines. “It’s one thing to repurpose premium alloy, and quite another to melt down low-grade scrap,” says Mitchell. “It sounds unbelievable, but there are suppliers out there who buy old, used-up anodes from shipyards, melt them down, then sell them right back to the same shipyards they sourced them from. No one is any the wiser until the next haul-out, and that’s when the finger-pointing starts. We sell anodes to a number of buyers around the world including military customers, so we adhere to a strict ISO




9001 Quality Management System, and our alloys are chemically tested constantly, so they're guaranteed to meet the most stringent specifications. Otherwise, without some sort of third-party quality certification, how do you know what you're getting?"

CMP applies the same quality focus to its magnesium anodes, which provide an even more effective option for boats that operate strictly in fresh water. Magnesium offers an extremely active electro-chemical voltage range, giving it a substantial protection edge that surpasses that of zinc and even aluminum.

"In fresh water, nothing beats magnesium," notes Szwez. "We don't recommend magnesium in saltwater environments because it's too effective, to the point it dissolves and disappears in such a short time it could leave the hull temporarily unprotected if the owner doesn't notice. In saltwater, it dissolves like an antacid tablet. But in freshwater, it's far and away the best protection you can get."

Both aluminum and magnesium not only out-perform traditional zinc anodes, but they're also less expensive. The cost of zinc has increased substantially in recent years, rising from a level of approximately US\$0.70 per pound in December 2015, to approximately US\$1.44 per pound today. "Zinc costs have basically doubled," says Szwez. "Beyond that, it's a heavy material so warehousing is a pain, and the shipping costs are enormous. You could probably justify the expense if it was a premium product, but it isn't. Aluminum and magnesium are both much better alternatives, and they're both less expensive."

**So, non-toxic alternatives work better than zinc, last longer than zinc, and cost less than zinc. Why on earth do we keep using the toxic stuff?**



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Where is it?

October picture was the entrance to Picton Harbour.

Any guesses on this one?

Photo by Deb Hauser

## PHOTO CONTEST

Thank you to the following members for their wonderful entries in the photo contest. A sneak peek of the entries and winners will be shown at the Commodore's Ball and the top 10 will be gracing the cover of Scuttlebutt over the 2019 season.

Lee Brubacher  
Paula Burgin  
Garry Cooke  
Tara Dinyer  
Mark Duce  
Tricia Hampson

Karyn Maddeaux  
Kelly Morrison  
Nancy Verbunt  
Julie Wickett  
Don Wood



## Welcome to Pub Night

We are very pleased and excited to bring back Pub Night, coming in January of 2019! What a great opportunity to reconnect with friends, share Christmas stories and enjoy a great meal.

It will be held at Limani Restaurant and the cost will be \$20 per person. Karyn Maddeaux will accept e-transfer for payment and no ticket will be required.

Please stay tuned for date and time information and we look forward to your support and seeing you.

Steve Burgin

## Apparel Update



Your Board Members are looking into additions to our new line up for Spring. We would love to have your input on what you would like to see. Some suggestions have been golf shirts and 3 in 1 jackets. If there is something you would like to see in the line up, please let me know at [info@fpyc.ca](mailto:info@fpyc.ca).

Deb Hauser



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## Ladder Safety

Hi there. I'm sure that everyone's boat is out of the water for this season, but I would like to bring up something that usually doesn't get mentioned until the Spring.

OK, here it is ..... ladder safety! Yes, ladder safety. Since I retired last year, I have more time to do cleaning and waxing my own boat, a task that for the most part is done in the spring. I thought that since I had the time I would do this task when my boat came out of the water, so as to lighten the work in the spring. I was surprised to see how many boaters do this, hence the reminder for ladder safety.

- NEVER stand on the top step of a ladder.
- DON'T over extend your reach
- ALWAYS make sure the ladder is fully opened and legs are level and secure
- Preferably, don't work on a ladder if you are there by yourself. Mishaps can happen, so better to have someone nearby if help is needed.

All these tips are pretty much common sense, but sometimes we just need to be reminded.

This year a friend of mine lent me his scaffolding system and I found that to be a much safer and easier way to go about washing and waxing a boat, with a lot less climbing up and down. Food for thought for the next time you see something like that on sale somewhere.

Hope everyone has a great "off season"

Be safe!

Dean Maddeaux



The advertisement features a black flip-flop sandal with the word "SOLE" on the insole, set against a background of a sunset over water. The BioPed logo is in the top left corner. The main text reads "10% OFF\* SANDALS FOR YACHT CLUB MEMBERS". At the bottom, it says "FOOTCARE FOR SMOOTH SAILING AT BIOPED GRIMSBY!" followed by the address and contact information for BioPed Grimsby.

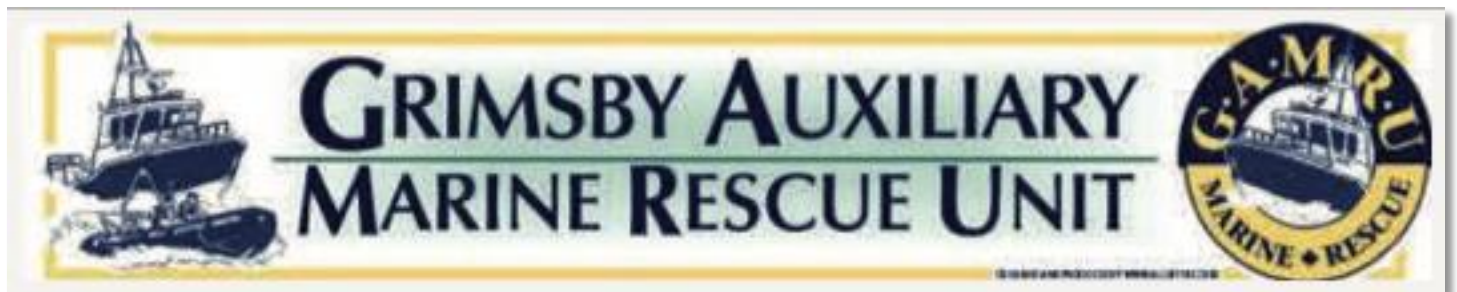
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A Group of Volunteers with the Canadian Coast Guard Auxiliary Dedicated to The Safety of Life on The Waters of South Western Lake Ontario.

## Karyn's Kitchen

This dish is a favourite of ours that I am often asked to bring to family dinners and I always make it for Christmas dinner too. I have also made it a few times for potlucks at the marina, including Thanksgiving get togethers. I hope that you and your family will enjoy as well. You can make this dish ahead of time up to a day ahead, but if doing so I would recommend adding the brown sugar/butter mixture just before re-heating, in order to avoid burning. Enjoy!



### **MAPLE ROASTED CARROTS**

3 lbs fresh carrots  
1 large onion  
10 cloves of garlic, peeled  
4 tbsp olive oil  
2 tbsp maple syrup  
2 tbsp brown sugar

1 pkg Knorr Roasted Garlic Onion Recipe mix  
8 Sprigs of fresh thyme  
1 tbsp dried parsley  
1 tsp salt  
½ tsp pepper  
¼ cup butter, melted

Peel carrots and cut into pieces on the diagonal, approx 3 inches long each.  
Peel onion and cut into eighths.  
Put into large bowl with garlic cloves, olive oil, knorr recipe mix, salt and pepper.  
Mix well and place on large cookie sheet so carrot pieces are in a single layer.  
Place in pre-heated 350 degree oven. Roast carrots for half hour and turn.  
Mix brown sugar with melted butter and parsley, pour evenly over carrots.  
Continue to roast another half hour.  
Remove from oven and add maple syrup and mix. Serve immediately.  
Serves 8 to 10 people.







*Follow along with our FPAC club members on their travels!*

**John, Kathryn, Simon & Wavey Middleton**  
[Nahanni V](#)

**Friday, 17 August 2018**

[Nahanni V at Sea: The Wreck Edition](#)

It took a long time to write this blog. Over five months. I have written it over and over in my head, but until now, I could not bring myself to tell the whole story of *Nahanni V*'s untimely end. I can come up with lots of reasons and excuses, but I guess it comes down to not being ready to write it all down.

So, get a drink and maybe a tissue. Here goes.



For the full story, click on the link above.

## Items of Interest

FPYC is not endorsing these sites but they may be of interest to our Club members.

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### **Sail-World**

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

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### **Canadian Yachting**

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

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### **Sail-World Cruising**

<https://www.sail-worldcruising.com/newsletter/6112>

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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**

Tips for Boating in the Great Lakes

<https://www.getmyboat.ca/resources/top-destinations/472/tips-for-boating-in-the-great-lakes>

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