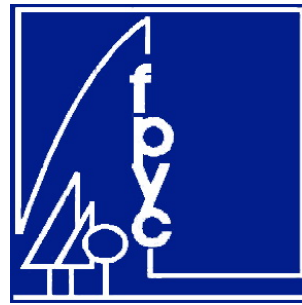


Scuttlebutt



September 2017

Fifty Point Yacht Club www.fpyc.ca

2017 Issue #8



Photo by Sue Fletcher



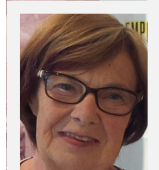
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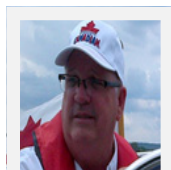
Commodore
Stephen Middleton
samiddleton@sympatico.ca
(905) 562-5276



Vice-Commodore
Jay Kirk
filmtech74@gmail.com
(416) 587-6369



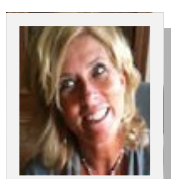
Secretary
Betty Van Klink
elizabeth.vanklink@yahoo.ca
(905) 563-0829



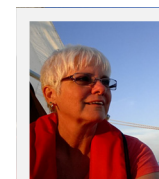
Treasurer
Jeff Shrubb
pogo26@cogeco.ca
(905) 561-9348



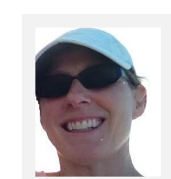
Social
Bill Wickett
billwickett@gmail.com
(519) 841-8509



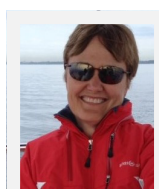
Social
Kim Short
Don.kim.wood@gmail.com
(905) 627-4088



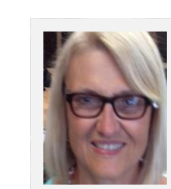
Membership
Cindy Shrubb
pogo26@cogeco.ca
(905) 561-9348



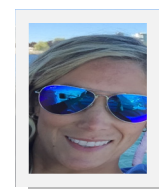
Membership
Chris Pollard
Tom.pollard@sympatico.ca
(905) 309-1082



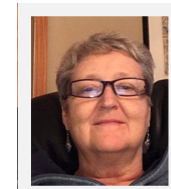
Cruising
Sue Millar
fpvc.cruising@gmail.com
(519) 623-7821



Cruising
Judie Galvin
jgalvin119@yahoo.ca
(289) 679-0522



Director-at-Large
Heidi Kirk
heidijkirk@gmail.com
(416) 587-6369



Communications
Jayne Herring
jayneherring9@gmail.com
(519) 622-3719

From the Bridge...

Stephen Middleton, Commodore

September



Welcome to the September issue. I hope you all had an opportunity to get out on the water in August; although for extended cruising, finding a suitable weather window was not without some challenges. This summer was less about reasonable transitions from good weather to not so good weather and more like some maniacal prankster was playing with the ON/OFF switch. Click - beautiful boating weather. Click - high winds and big waves. Click - severe thunderstorms and squall warnings. Click - hail. Sometimes all in the same day. And the theme continued this past weekend - Labour Day. Click - fall weather. Click - strong south west winds and big waves. Click - cancelled or curtailed cruises. I trust everyone who ventured out made it home safe and sound.

I was fortunate to spend August in the 1000 Islands. With the help of a friend I took Asherah down the lake at the beginning of the month. First, a midnight departure for a calm 12.5 hour run to Cobourg. Then, a short nap, dinner in town and settle down for a restful night's sleep. Click - plans interrupted by massive thunderstorm system requiring 2 am scramble to stuff every available fender between the hull and the concrete wall of the pier. Then a great sail in strong south west winds down to Presquille Bay, through the canal (bonus, it was free this year) and thorough the Bay of Quinte. One more leg brought us to Trident Yacht Club to pick up the better looking half of the crew who came by road. Ann was back and forth a couple of times. She lucked into five days of perfect boat time, which by Ann's definition requires both an unbroken stretch of warm, dry weather (night time showers are acceptable) and a mooring ball in an island anchorage. This time it was Camelot Island. A spot we haven't been in for some years because it is usually a little too shallow with the keel slightly deeper than the concrete slabs anchoring the mooring balls. This year, no problem.

The weather prankster was asleep at the switch for five days, so in keeping with the established pattern, on day six, Click - severe thunderstorm with squall warning and tornado watch. Got to admit, that last bit was a worrier. We were heading for Ganannoque with the idea of getting a pump out and then continuing on to Trident later in the morning so that Ann could head home. We realized that Trident was too far to make in time and Gan was full, so we tucked into the most sheltered anchorage we could find to ride it out.

Here I feel compelled to add some notes about rules for successful anchoring:

1. If in any doubt about the right anchor size for your boat, get the bigger one. (Alternate version of rule #1 - If any of the crew expresses the opinion that you are choosing an anchor that is too small, get the bigger one.)

This rule I learned the hard way when we bought Asherah some 13 years ago. Believe me, getting up in the dead of night to reset the anchor, or returning from a lovely winery dinner to see your anchor light moving steadily along the coast of Waupoos Island toward Prince Edward Bay, or all of the above, will very quickly take the joy out of the thought of another night at anchor. In addition, in the case of a violation of the alternate rule #1, the story will haunt you for the rest of your sailing days.

....continued

From the Bridge...

2. Don't skimp on scope. As a rule of thumb, seven times depth for overnight, ten times depth if heavy weather is forecast.

This lesson I learned over several years of observing other boats that didn't follow the rule. So, back to the storm. Tucked in behind Lindsay Island, watching the wind build. Depth of twelve feet with one hundred and twenty feet of rode (chain and line) in the water. Four other sail boats and a houseboat in the anchorage. All the other sail boats dragged. Two due to a failure to observe rule #2 and two because, for some inexplicable reason, they decided that rafting together, on a single anchor, in a major storm, was a good idea. It isn't. This should perhaps be rule #3. Once reset, they all stayed put for the duration. The houseboat, unfortunately, had not heard of either rule #1 or #2 and at my last count, had reset his anchor four times.

The next morning we woke to find him just off the dock of a nearby cottage, about 500 hundred feet from his last anchor point. I should clarify that none of the above action occurred directly upwind of Asherah, so I was able to observe with a degree of detached calmness.

The next day, storm over, we made our way to Trident, where we heard that gusts up to 60 knots were clocked at the Kingston Yacht Club, and Ann left to take the paved route home. I headed out for a few days of solo island sailing while I waited for the crew for the return trip to arrive.

The journey home from the 1000 Islands is very often a slog directly into wind and waves. The contrariness of this year's weather, however, gave us a great bonus. We departed a Waupoos anchorage, tacking out through the False Ducks in a brisk southeasterly and turned downwind on a broad reach, bound for Cobourg. We would have made port in great time if the captain hadn't neglected to release the tension off the starboard lazy jacks. A connecting ring spliced into the line snapped (did I say very brisk southeasterly, lots of pressure on the line), so we cut the first day short by ducking into Presquille Bay to drop the main and spend the night at the public dock while we rigged a temporary fix.

The next day was an easy run to Cobourg as the wind backed to the north. The following day, the last of August, was one of those rare, perfect days of sailing. We left our slip in Cobourg at 9:00 am with a strong north wind and 50 nautical miles and 7.5 hours later we pulled into Cathedral Bluffs. Now the sail boaters are thinking "yes, very nice run", but the power boaters are doing the math and thinking "yeah, so what?" or in the case of the real hard-core group "yeah, so what happened to make you 5 hours late?" The thing you need to keep in mind here is this - No Fossil Fuel was harmed in the making of this voyage! Sorry, yes I know, low-blow and too smug by half.

Continued....

From the Bridge...

On a much more serious note; as I write this article hurricane Irma is devastating the Caribbean and on its way to Florida. Reading the reports brings home just how fortunate we are to have exactly the weather we do. Here, so far, complaining about the weather is mostly a curious pastime. For others it is life and death.

Our thoughts are with all of those in the storm's path. Of the FPYC cruisers who have made the big trip south, most are on the hard for the hurricane season. I hope the boats weather it well. The exception is Nahanni V with John, Kathryn, Simon and Wavey onboard. The last location shown in their blog is Grenada which, as far as I can tell, appears to have been spared the worst of the storm. I trust they are holed up somewhere safe. *Note: We have just received a blog update and they are anchored near Prickly Bay, Grenada and all is well.*

One final item: unless we find a candidate for Communications director, the next Scuttlebutt could be the last. Jayne will finish her term with the publication of the October edition. If you can help in this capacity, now is the time. More to follow on this and the nominations for other board positions for 2018 in the final issue of Scuttlebutt next month.

Stephen

NOTICE OF ANNUAL GENERAL MEETING

FPYC

SUNDAY, NOVEMBER 19TH

2:00 P.M.

Ingledale House

More info to follow....



FPYC 2017 Commodore's Ball Details

Date: November 4, 2017

Time: Cash bar at 6:00, Dinner at 7:00. Dancing to a live band, Introduction, after dinner

Location: Jordan Beacon Harbourside Hotel and Suites
2793 Beacon Blvd., Jordan ON

Cost: \$55 per person

Menu: Salad,
choice of entrée req'd at time of ticket purchase

- Prime Rib with Yorkshire pudding
- Chicken Supreme
- Salmon Filet with lemon dill sauce

All with roasted potatoes & fresh vegetable medley
Rolls with butter
Dessert, Coffee/Tea

Accommodation:

Hotel has reserved a block of 10 standard rooms available at \$99.95 for the night of November 4. Cut off date for these reservations is Oct 1, 2017.

Individual reservations may be made by calling the hotel directly at 905-562-4155

Tickets are available at the marina from the people below

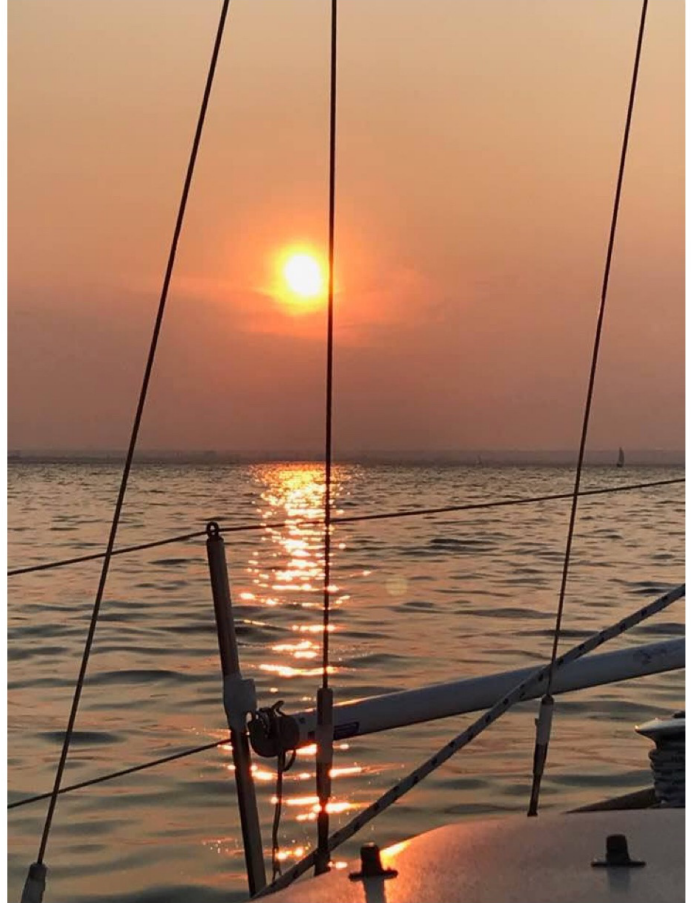
Tentative list below TO BE CONFIRMED

Bill Wickett A19 (Makin' Time) billwick@gmail.com 519-841-8509

Or

Ticket reservations through social@fpvc.ca with payment available through Interac e-transfer

SUMMER 2017 AT FPYC



SUMMER 2017 AT FPYC



SUMMER 2017 AT FPYC





Follow along with our FPYC club members on their travels!

Click on the word [BLOG](#) below to go to each site...

Steve & Lise Denison (Boat—GaYa)
'GaYa on the Move'

[BLOG](#)

Boat is on the hard in Florida.

Al & Laurie Pollard (Boat—Needfull Things)
'Needfull Things'

[BLOG](#)

Boat is on the hard in Florida.

John, Kathryn, Simon & Wavey Middleton (Boat—Nahanni V)
'Nahanni V At Sea'

[BLOG](#)

Hog Island ,Grenada





Photo by Chris Almeida



Ask to join FPYC - Fifty Point Yacht Club





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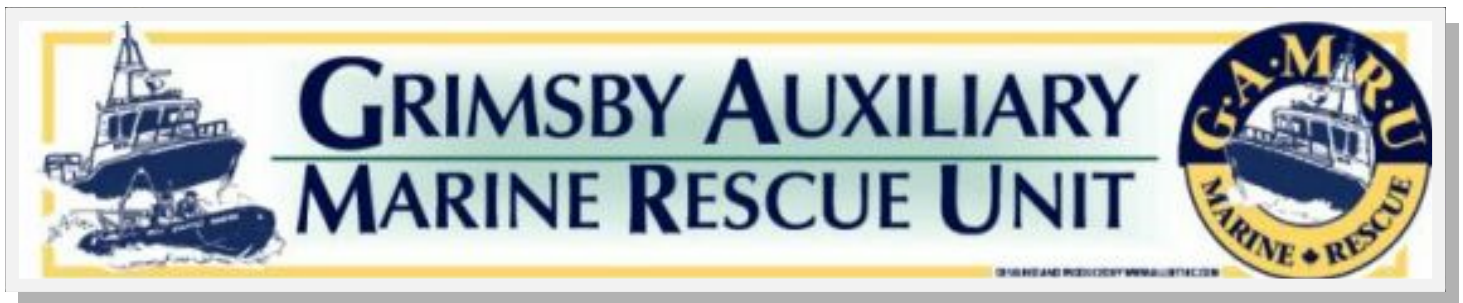


Photo by Betty Van Klink

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