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Official Publication Of The Flagler Beach Yacht Club, Inc.

November 2017

Commodore's Corner — John Green

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Inside this Issue

Vice Commodore	3
Rear Commodore	5
Maritime	6
Beware what Lurks Below	8
Calendar	12
Birthdays	13
Store	14



I would like to thank VC Cindy Franco for filling in for me at the October meetings. Denise and I missed our first meeting of 2017. We returned on Thursday from a River cruise up the Danube from Budapest to Germany but we were just wiped out.

I am just sorry I missed Tinker Bell, again.

It was a rough month for the club. We lost Dennis Dean and Jay

Mitchell and Jill Hunt was in a serious automobile accident. Our prayers are with all affected by these events.

Jeanne introduced Richard and Karen Sirbu as our newest members, Linda Jaeger opened the floor for nominations for the 2018 Board and Ed and Liz Caisse hosted our Pirate Night themed meeting. Thanks to all.



Continued on next Page

PAST COMMODORES



1992-1993	Tom McBride	2003	Pat Slattery	2011	Rich Franco
1994	Ed Finney	2004	George Barnett	2012	Greg Hansen
1995-1996	Tom Johns	2005	Pete Poole	2013	Randy Meyer
1997-1998	Denis Thornton	2006-2007	Mike Cocchiola	2014	Len Dignard
1999-2000	John Darrow	2008	Claudia Towne	2015	Bob Jaeger
2001	Paul Van Buren	2009	Jane Gaulding	2016	Joe Lindholm
2002	Howard Graves	2010	Dee Cocchiola		



Commodore's Corner — John Green - Cont.

John Green jag50@bellsouth.net 386-517-6760

At the November meeting the Election Committee will present the following slate of candidates for the FBYC Board of Directors. They are: Cindy Franco, Commodore; Jeanne Meyer, Vice Commodore; Ray Oakes, Rear Commodore; Susie Moya, Secretary; Carol Sposato, Treasurer; Mike Triano, Fleet Captain; Frank Ruffalo, Fleet Captain; Ed Caisse, Director and John Green, PC Director. Suzanne Timko will complete her two year term as Director. As there are no additional candidates, Secretary will cast a single vote to confirm there election.

Thanks to each of you for supporting our club.

The club is reviewing the current by-laws hoping top clarify certain sections that were not clear. Thanks to the following Past Commodore's for there efforts; Claudia Towne, Rich Franco, Len Dignard, Randy Meyer, Jane Gaulding and Dee Cocchiola. There recommendations should be present to the board in November and then later to the full membership.



If you have not attended our past Ball's because the distance was too far or the cost too high, get your calendars out. This year's Commodore's Holiday Ball is set for December 1st at the Channel Side venue located at the site of the old Palm Coast Yacht Club facility. Catering will be by award winning RPS Catering out of Ormond Beach. They will also provide the bar service and provide very reasonably priced beer, wine and cocktails. There is a sign-up sheet with eight people per table. Get a group together or join in another table but get your name on the list.



**Food
Collection**

The food drive normally held in October has been moved to November. Denise has taken on the food drive for the past 3 years with donations going to the food bank at St Vincent DePaul. If you have another charity you would like to share our giving with let Denise know. Be prepared to take the food with you when we leave the meeting.



The Pine Lakes Club golfing outing originally set for September 14th has been re-scheduled for November 9th. The nine hole gold tournament is \$20 per person and will be a shotgun start at 2PM. A social will follow at 4PM with happy hour pricing. We have 24 golfers sign-up and over 40 for the social afterward.

Happy Boating,

John

**Vice Commodore — Cindy Franco**

cwindybrae@aol.com 386-986-3358



FBYC Social News

October was a fun-filled month for FBYC members. We had a huge crowd attend the Commodore's Social at The Anchor of Flagler Beach where there was plenty of laughter and an abundance of delicious food and drink. Thank you to the staff for a great evening.

Thank you to Liz and Ed Caisse and their volunteers for their lead of our annual Halloween meeting.



Pirates were out in force vying for prizes and booty. Our volunteers provided chili and dessert and I don't believe there was a bean left over in the pots. A special thank you to my assistant "Tinker Bell". He was a great help with crowd control although I made need help in the future reigning him in.

The success of our meetings and club events is a testament to the hard work and dedication of our members and makes this "The Best Little Boat Club".



We will be voting for the 2018 FBYC board in our November meeting. John and Joyce Yetter along with assistance from Danielle Pierro will be the leads for "Pizza Night". Please contact them if you are able to help with setup of clean up. This will be our last general meeting for the year and it always proves to be very popular.

***Vice Commodore — Cindy Franco — Continued***

cwindybrae@aol.com 386-986-3358

Upcoming Events:

FBYC Golf Outing, Thursday, November 9th Pine Lakes Golf Club.

Shotgun start 2 PM, Social 4 PM. John Green Lead. There will be prizes for Men and Ladies Long Drive, Closest to the Pin, Longest Putt and winning Team

Commodore's Ball Holiday Party, Friday, December 1st, Channel Side, Palm Coast, 6 PM. \$54 members and \$60 guests. John Green and Cindy Franco Leads.



Annual Ladies Christmas Luncheon, Thursday, December 7th, Halifax Plantation Golf Club, 11:30 AM. Please contact Nancy Epstein and Jeanne Meyer.

Stetson Mansion Christmas Tour Thursday, December 14th. The cost is \$25 per person and payment is due by our November 16th meeting. More info will follow regarding carpools and lunch following the tour.

Contact leads Cindy Franco or Janet Clerke with questions.

As we approach the end of 2017 take a moment to reflect on this past year with the club. What events would you like to participate in again? What new ideas would you like to see your board work on for 2018. Let us know. We're here for you.

Happy Boating,

Cindy

Continued on next Page



Rear Commodore - Jeanne Meyer

meyerpalmcoast@cfl.rr.com



It's hard to believe we've turned the page on yet another month on the calendar. October definitely was not good month for some people, Hurricanes and tropical storms, flooding left a lot of damages to some parts of our town. Losing a couple of our members Dennis Dean, Jay Mitchell due to illness, and another member Jill Hunt involved in a serious accident. Please keep them and their family in your thought and prayers.

Inducted at our October meeting were Karen and Richard Sirbu (non-boat- owner) But soon to own one. Two applications are pending for a board approval for November, they are boat owners.



An applicant must at least attend a meeting, a social, and a boating event before the board considers your application. Initiation Fee \$175, membership \$100.

Save the Date – Dec. 7, 2017 Start - 11:30 AM to 3:30PM



Ladies Xmas Luncheon at Halifax Plantation \$25PP

Contact: Nancy Epstein – 586 -3045

Jeanne Meyer 338 -1538

RSVP LIMITED SITTING

*Classic Cobb Salad Turkey, bacon, egg, tomato, avocado, blue cheese w/balsamic vinaigrette

*Oven Roasted Pork Loin w/country gravy, mashed potatoes & veg. medley

*Beef Tenderloin Tips Marsala with oven roasted potatoes and Veg. medley

*Chicken Francaise over Penne Pasta

*Hot entrees come with salad

*Dessert Mini trio – Cheesecake, Cannoli, Chocolate cake Raspberry drizzle

*Reg. and Decaf. Coffee and Hot Tea, Ice Tea upon request, preset water/lemon

**** We will not be able to change food selections after December 1****



Maritime Moments

There is no October event to report on as the New Smyrna Beach trip was canceled as a result of Hurricane Irma.

The following is a list of Maritime events we have planned through the end of the year.

November 28-30th, St. Augustine Night of Lights. As this is being written the St. Augustine Municipal Marina has partially reopened. They sustained significant damage during Irma. There was some question whether or not they would be able to accommodate us this year but they have our sign up list and we think they will have space for all of us. Their big concern is being sure we all have electricity. Alan Hendry is the lead and Toni Mincin is the co-lead if you have any questions.

If you are not coming by boat please join us for a social gathering on the dock on Tuesday November 28 around 3:00. Bring a chair (if you can), snacks and of course BYOB. The marina does welcome day boats but will not take reservations for them and we do not have a sign up list.

If anyone is interested in staying overnight in a nearby hotel there are three listed below. None are willing to hold rooms so make your reservations early if you plan to stay. They are in no particular order. There are many other hotels, B&B's and Airbnb to choose from.

The Bayfront Inn (Very close to the marina and downtown)
138 Avenida Menendez, St Augustine, FL 32084, Reservations: 844-223-7405
Rates for Tuesday starting at \$119 with free parking

Hilton St. Augustine Historic Bayfront (Very close to the marina and downtown)
32 Avenida Menendez, St Augustine, FL 32084, Reservations: 904-829-2277
Rates for Tuesday starting at \$169, parking is valet only at \$25 per day

Edgewater Inn (across the Bridge of Lions on the water)
2 St Augustine Blvd St Augustine, FL 32080 Reservations: 904-825-2697
Rates for Tuesday starting at \$119 with free parking



December 9 Caroling On The Canals at 11:00 AM. Boats should meet up right at the intersection of the intracoastal and the canal by the Palm Coast Marina. As we depart the marina tune your FM radio to 87.7. If there are no technical glitches we should all hear and sing the same songs at the same time. We will email a blast before the event with an attachment that has all the lyrics for you to print copies as needed for your boat. If you are not able to print copies please contact Alan Hendry at 386-246-1736 to make arrangements to pick them up at his house. Please monitor channel 68 on your VHF.

Following the Caroling there will be a party at Susie and Bill Moya's house at 2:00 pm. Please do not arrive early. The club is providing hot dogs and hamburgers. Please bring a dish or something to share and your own drinks. The address is below.

22 Old Oak Drive South
Palm Coast, FL 32137



This article seems particularly appropriate following the heavy rain and very high tides over the past couple of months.

Beware What Lurks Below

By Ron Alcus, BoatUS Magazine

Striking submerged object claims are the second most frequent type that BoatUS Marine Insurance sees. If you can't avoid it, know what to do if you hit something in the water.

In my three decades as an accredited marine surveyor, I've seen struck submerged object (SSO) claims that involve floating logs, pilings, dock timbers, tree branches, moorings, dredge pipes, floating nets, crab traps with lines and buoys, sunken cars, refrigerators, shopping carts. ... I can go on and on. If it's in the water, someone has hit it.

By the nature of their designs or usage, some vessels are prone to striking submerged objects more than others — particularly those with deeper drafts or planing boats capable of higher speeds. Beyond the boat, vessels that operate in shallow bodies of water or in busy ports where there is a lot of commercial construction, or those around tidal shorelines or river mouths with fallen trees or branches or other debris, have a much greater chance of striking a submerged object.

For most boaters, the question is not if they will strike a submerged object, but when, which explains why one question I'm routinely asked: "What should I do if my vessel strikes a submerged object?"

The well-being and safety of you and your passengers is priority number one, while taking action to mitigate further damage to your vessel is priority number two. Then I offer the following game plan:

- 1. First, when you realize that you may have struck a submerged object, bring the vessel to dead slow or stop.**
- 2. If you're in danger — assume that you are — have everyone on board put on a life jacket** if they haven't already.
- 3. You or a crew-member should immediately check all of the bilges to confirm that the vessel is not taking on water.** If it is, do what you can to slow or stop the water flow. Stuff the hole with a rag, bedding, or whatever you have on board until help arrives.
- 4. Determine that you're not aground.** If the engines have stalled, try to restart them. If they start, try shifting forward and reverse to confirm you haven't lost propulsion. If you're in an area where the boat is drifting and may drift up on a sandbar or into a bridge, dock, or other vessel, anchor your vessel if possible.

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5. Stay aware of your surroundings. I've seen cases where a vessel experiences a casualty, such as striking a submerged object, then experiences a second casualty because the vessel drifts into something else because the captain took his or her attention from the helm.

6. If the engine, transmission, and bilge seem OK, slowly accelerate the vessel and pay close attention for any evidence of noise or vibration. Watch your engine gauges closely to make sure that all systems are functioning normally. Putting the engine in gear or even starting it may cause increased water pressure or vibration, which may turn a nonleak into a leak. Inspect bilges carefully at this point.

7. Following such an event, bring the boat to your marina and ask them to check it over and confirm there's no damage. In some cases, this may require a diver to check under your vessel, or the marina may haul your vessel to inspect the hull, bottom, and running gear. Some insurance policies, such as those from BoatUS, will pay to have your boat short-hauled if there's a possibility of damage that could put the boat in further peril.

Avoiding SSOs

Striking something in the water can be expensive and time-consuming to fix. Sometimes the object may be floating on the surface or bobbing up and down or, worse, just below the surface. Usually, a careful lookout will help you detect and avoid a collision. Be extra alert when you're in an area known for mooring fields or crab traps. Be especially vigilant after storms or extreme high tides have occurred as canvas or debris may have blown into the water, or extreme high tides may have caused trees, wood pilings, or debris to float from the shoreline into the water.

Avoiding junk in the water and on the bottom is part good seamanship and part luck. If you're unfortunate enough to strike a submerged object, hopefully you'll be prepared, will understand what has occurred, and will take swift and prudent action to ensure the safety of your crew and vessel.

SSOs: Damage By Design

Regardless of the SSO threat being universal, the type of vessel, and the propulsion system that drives it, largely dictates the extent — and location — of where the damage is done.

Take a look to see if your boat fits one of these categories:

Outboard-Powered Vessel:

When a vessel with outboard motors strikes a submerged object, it's usually going pretty fast, which results in bent propellers, propeller shafts, and possibly damage to the lower gear housing. The outboard may kick up following a severe impact, which may result in damage to the trim and tilt system.

Continued on next Page



In the event of a severe impact to the outboards, there may be damage to the transom. If a line or a crab trap gets wrapped up in your prop, this may cause torsional damage to your drive system, which may result in a bent prop, spun hub on your propeller, chipped or damaged gears, or a bent, sheared or twisted prop shaft or vertical drive shaft. If the vertical shaft shears off, the engine will lose propulsion and will overheat if not shut down because the vertical shaft rotates the water pump impeller, located on the lower unit.

If you strike something in the water, the leading edge of your outboard leg and/or your prop may be damaged, so proceed slowly, especially if you feel a vibration. Because it's easy to tilt up an outboard, it's easy to inspect.

If only the prop is damaged and you have a spare, you may be able to replace it and get on your way. If you have twin engines, you may be lucky and only one is damaged, so you can get home on the other.

Inboard-Powered Vessel:

When a vessel with inboard power strikes a submerged object, it often results in bent running gears, such as props, shafts, struts, and rudders. A severe impact may tear out a prop shaft, strut, or rudder or may drive a strut through the hull bottom. This will result in the vessel taking on water. The vessel may jolt or come to an abrupt stop or may pitch forward, which may result in seawater rushing forward up the engine's exhaust.

In rare cases, the water can enter the cylinders through the exhaust valves, and because water does not compress, you may end up with a condition known as hydrolock. This could bend or break a connecting rod resulting in a catastrophic engine failure.

If you pick up a line in your props or shafts, you will experience a vibration. Again, if you have twin engines and the line is just wrapped around one prop, you can get back home on the other engine though, depending on conditions, you may be able to dive and cut away the offending line. If a line gets wrapped around both props or shafts, when in gear, it can wind up on both shafts and winch both shafts together, bending them and possibly damaging the struts, which again can cause the boat to take on water.

Impact can also cause damage to your transmission's clutches and your drive plate. You may find that you have no forward or reverse and you'll need a tow.

Sterndrive (I/O) Powered Vessel:

When a vessel with a sterndrive strikes a submerged object, it often results in bent propellers, propeller shafts and possibly damage to the upper drive housing or lower gear housing. The out-drive could even be torn from the transom assembly.



When this happens, the vessel will lose propulsion and water will start to flood the vessel through the gimbal bearing, which is where the drive shaft for the outdrive penetrates the transom of the vessel. The gimbal bearing can be plugged with a rag or other available object to slow the water flow. The vessel will have to be hauled immediately. Lines or crab pots entangled in the prop may result in torsional damage to the outdrive such as a bent prop, bent or twisted prop shaft, twisted or broken vertical shaft and broken or stripped gears, broken U-joints, spun propeller hub or engine coupler, or stripped splines on the engine coupler or drive yoke shaft.

If it looks like it's just a bent prop, you may be able to get back home if you go slowly — too fast and vibration can cause further damage.



FBYC Calendar of Events

November 2017 Calendar of Events

November 9th	Golf Outing and Social at Pine Lakes
November 14th	Board of Directors Meeting
November 16th	General Meeting
November 28-30 th	St Augustine Night of Lights with 3-6PM on the 28 th Happy Hour on the Dock

For more information including directions, visit the Events section of the FBYC website. Click on Calendar and then the event you wish to access.



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Lydia Manoni	5 – November
Lynn Uribe	5 – November
Jeanne Meyer	7 – November
Kris Richter	7 – November
Richard Gallagher	14 – November
Nick Bareda	18 – November
Janet Hendry	18 – November
Doris Agee	19 – November
Kate Nelson	21 – November
Cindy Wilhemsen	25 – November
Karen Basany	30 - November

AARRGG



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bkelley1024@aol.com



FBYC SHIP'S STORE

Thank you to all for supporting the Ship's Store. Anyone interested in ordering FBYC T-shirts, we have true swatch color selector of 77 new colors. Ladies Anvil Tank tops available in Caribbean blue, yellow, haze violet, azalea, hot pink, heather grey, key lime and white: \$13 ea., XXL \$15 ea.

New Merchandise for Order

Large Rolling Cooler with FBYC Logo and Name \$52. Capacity 12 bottles of wine or 48 cans of beer, collapsible for easy storage. Colors available in Black, Red w Black, Twilight Blue w Black. One had push button extension handle extends to 21 inches. Dimensions 14" H x 14" W x 11" D.

Port Authority 12 Pack Cooler: colors available in Red/Blk, Gold/Blk, Royal/Blk, or Black: \$24 each.

In Stock – Limited Supply

Colored T-shirts, ladies tank tops, sleeveless Men's T-shirts: \$13.

20th Anniversary limited addition – Ladies large only \$10.

Any questions, please contact:

Contact: Liz Caisse @ 203-558-4275 or svttrk@gmail.com

See any Board member for more information

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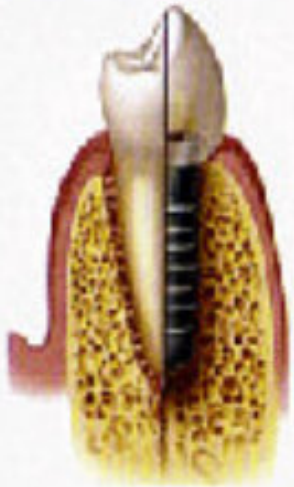
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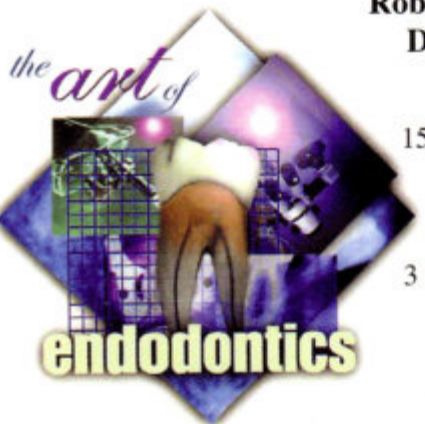
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