



# RELATIVE BEARINGS

Latitude 29.28



Longitude 81.08

Official Publication Of The Flagler Beach Yacht

**Commodore's Corner — Richard Sirbu**  
Commdore@FlaglerBeachYachtClub.com

**December 2022**

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*HAPPY HOLIDAYS TO ALL FBYC MEMBERS, YOUR FAMILIES and OUR FUTURE MEMBERS.*

As you know, the Commodores Ball will be held on December 16<sup>th</sup> at Channelside. The Commodores Ball is our main event of the year where we welcome in the new year and thank our FBYC board of directors for serving for the past year.

It has been a wonderful year and I thank all of you for the privilege that you provided to me to be your Commodore. I enjoy being with all of you and look forward to participating with you as a member of Flagler Beach Yacht Club.

Richard



### Melaleuca

During these times when even going to the coffee shop is frowned upon, I am so thankful for home delivery!

Melaleuca, an online shopping store, has over 500 products.

Everyday household essentials like: hand sanitizer, disinfectant, hand soap, bath and body, immune boosters, coffee, tea, granola bars, etc.... delivered to your door.

Please contact me with any questions or if you would like more information.

Michelle Kelly – 386-283-1113  
Email – mani1516@hotmail.com



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**Vice Commodore — Kim Hunt**

**Vice-Commodore@FlaglerBeachYachtClub.com**



# FBYC Social News

Wow what a year. Hard to believe it is coming to an end. We had the 30th year celebration and many more memories. A great close to our social events this year was the golf outing at Cypress Knoll. Many thanks to Steve Plump and Tom Lucci for taking the lead on this event. Everyone had a great time and the venue was perfect. Congrats to Joel Houslander and his team for lowest score.

My sincere thanks to the whole club for all your hard work helping make our social events spectacular. It has been my honor and pleasure to serve as your vice commodore. Please give your support to Darla Allison our new vice commodore. I know she has some fun things planned and club participation is appreciated.

Phill and I have made many great friendship in this amazing club and know they will last a lifetime. Wishing you and your families a very Happy Christmas and healthy, prosperous, fulfilled New Year.



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***Rear Commodore — Nick Ward***

**Rear-Commodore@FlaglerBeachYachtClub.com**



I hope everyone survived the hurricanes and Thanksgiving!

I'm writing this before the November meeting, but I expect that we will be welcoming 6 new members then: Bill & Joyce White, Scott & Lorraine Denoro, and Man & Quinn Bui. Please make them feel welcome!

Many thanks to Nick Bereda who called all our members – most of us several times – to compile a list of what I like to call “Sharable Skills”. Since knowledge comes from experience, our group is undoubtedly very knowledgeable about boating, maintenance, safety, and a host of other things involving the water. By helping each other we can all learn more and get to know other members better. I will be adding a column to the Individual Member List that indicates the skills each volunteer has agreed to share. If you have a need for some help or information in those categories, give them a call. I've found that a lot of assistance can be had for the price of a beverage to enjoy during the “challenge” ...

If you haven't responded to Nick but have knowledge or skills that may be helpful to our members, please let either of the Nicks (Nick Bereda 386-445-1157, or Nick Ward (770-827-1766) know so we can add your contribution to the list. Thanks in advance!

This being the last newsletter of the year, I want to thank everyone who helped me learn and do my job as Rear Commodore this past year. If I've been re-elected by the time you read this, I'll know I didn't hose it up too badly, and with the “knowledge” (see above) I've gained I expect to do better next year!

Respectfully submitted, Nick Ward

Rear Commodore

***Fleet Captain – Jim Kelly***

**Fleet-Captain@FlaglerBeachYachtClub.com**



# Maritime Moments

I can't believe the year is almost over. While we didn't get to do all the Maritime events, I had wanted to do this year, I think we had a pretty good year on the water. I am sure we will have another great year on the water with the new Fleet captain. He has a lot of good ideas for the year. I would like to thank all the people that helped with the events for this year. From the leads, co-leads, and all the members that are ready to jump in and help when needed. This will be my last newsletter article, well at least as Fleet Captain. Next month I will be writing as the Commodore. Thank you for the opportunity to be the Fleet Captain this year and thank you for Electing me to continue to serve the club as the Commodore for 2023. I look forward to another great year.

So now on to the last maritime event for 2022. We will be having the annual Caroling on the Canals on December 10<sup>th</sup>. We will begin the caroling at 11:30 at the marina and we will be following the same route as last year. This route is through the C and F section. Below is a map with approximate times of areas we will be passing. If you know anyone that lives on this route, please let them know so they can come listen to our wonderful signing ability. You can also let people know that they can see us from the Long Creek Nature Preserve (the park across from Channel Side) we will be passing that location twice. This year we will be giving a prize to the best decorated boat in the parade. As for the carols, we will be broadcasting on an FM radio station. So please check your boat Am/FM radio to see if it works. If not, any FM radio will work. I will be sending out the station this week. If you still need to sign up, please let me know. You can call, email, or text me. 386-225-6481 [jameswkefbyc@gmail.com](mailto:jameswkefbyc@gmail.com). One last thing for the caroling. This is a fun event and we do have some members who do not have access to a boat. So if you have room on your boat and are willing to take other members please reach out to the members that don't have boats. You can also let me know that you have room, and I can let you know who might need a ride.

After the caroling we will be having a Potluck picnic at Herschel King Park. This will begin at 3:00. The club will be providing the Meat/Protein, if everyone can bring a dish to share, we will do what we all seem to do best which is Eat, Drink, and have fun socializing.

Some general information, this isn't maritime, but it is some information that I need to relay to the club.

The New Year is coming so that means we need to start planning the events for 2023. In the beginning of January, we will be having our planning meetings. When everyone filled out their application, they selected that they wanted to be on the social or maritime

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***Fleet Captain – Jim Kelly***

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committee. Well, its that time. We plan on having the meetings at the church this year and we will be sending out a blast with the date and time. These meetings are important to attend because this is when we present ideas and schedule events. So if you have ideas for events please let us know and bring them to the meeting. Again, we will be sending a blast with all the info once we finalize the dates with the church.

One last thing, THANK YOU to everyone that contributed to the food drive. The church greatly appreciated it. Your donations help local families here in Flagler. When I dropped off all the food, they told me they have an average of 60 families a week that come and get food from them. If anyone would like to donate, please let me know and I can get you the information.

Caroling Route with approximate times of arrival:



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## **FOOD DRIVE**





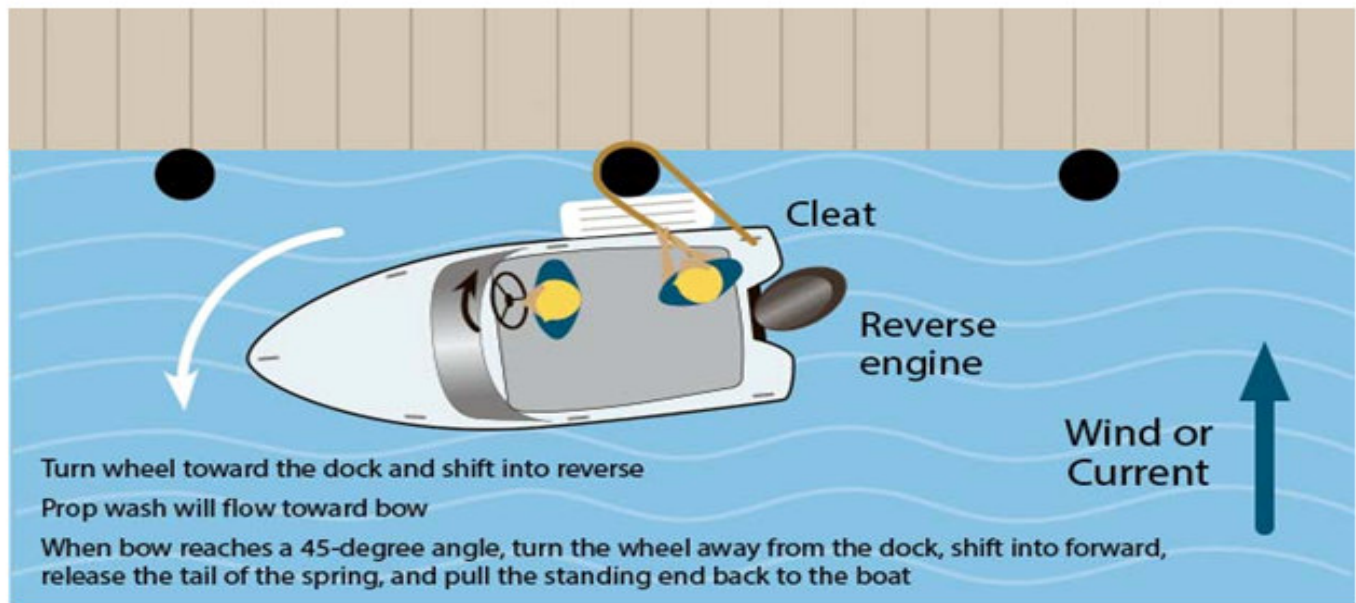
***Fleet Captain – Jim Kelly***

**Fleet-Captain@FlaglerBeachYachtClub.com**

This month’s maritime article is about Docking. while this article can help the newer boaters it can also help us seasoned boaters as well. We’ve all been in those tricky less than ideal situations and if you haven’t, you will. This information came from BoatUS’s website. Here is a link to the website and article. It has a few video’s showing some of these techniques.

[Maneuvering A Boat With Docklines | BoatUS](#)

## Docklines are for more than just tying up your boat. Here's 5 techniques that can help you maneuver in tricky situations.



*Springing off is a great technique if you need to get off the dock and have a boat in front of and behind you, such as at the fuel dock, or the wind/current is pushing you against the dock.*

To those in the know, our docklines offer a bounty of potential beyond simply keeping our boats snugly tied at the dock. These include their use in maneuvering a vessel in tight quarters or under adverse circumstances, such as high winds, strong currents, no motor, or lack of crew. Here are a few basic techniques that allow your docklines to go above and beyond their normal duties.

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***Fleet Captain — Jim Kelly*****Fleet-Captain@FlaglerBeachYachtClub.com****Springing Off**

When the wind is up and you're pinned against the dock, it's time to use probably the most well-known of the dockline-assist techniques — springing off. Use a spring line and sturdy dock cleat or piling to angle yourself off of a dock. Requirements are a couple of large fenders and a crew member, one that has been briefed on the procedure beforehand and knows what's expected. Steps will vary, depending on whether you want to leave the dock stern-first or bow-first, and other circumstances such as wind strength, current, and proximity of other boats. But basically, in each case, the spring line is looped around a dock cleat or piling located amidships, with both ends attached to the boat at the end opposite to the end that you want to move away from the dock. In both cases, the lines are attached to the vessel on the side that is against the dock.

**Technique 1: Springing Off The Dock Bow-First**

1. Place fenders between the boat and the dock at the stern to prevent damage. Instruct the crew member to observe and adjust the position of the fenders as necessary throughout the maneuver to protect the boat.
2. Rig a spring line from the aft cleat on the boat, loop it around a dock cleat or piling that is located roughly amidships of the boat, then run it back on board to the same aft cleat. Secure (cleat it off).
3. Remove all other docklines.
4. Station the crew member at the stern line, where they'll unwrap the top turn of the spring line, keeping a turn around the cleat and holding the bitter end of the line.
5. Shift the engine into reverse, placing tension on the line.
6. Turn the wheel (rudder) toward the dock, which will cause the bow to swing out.
7. When the bow reaches a 45-degree angle away from the dock, shift the engine into forward while turning the wheel away from the dock.

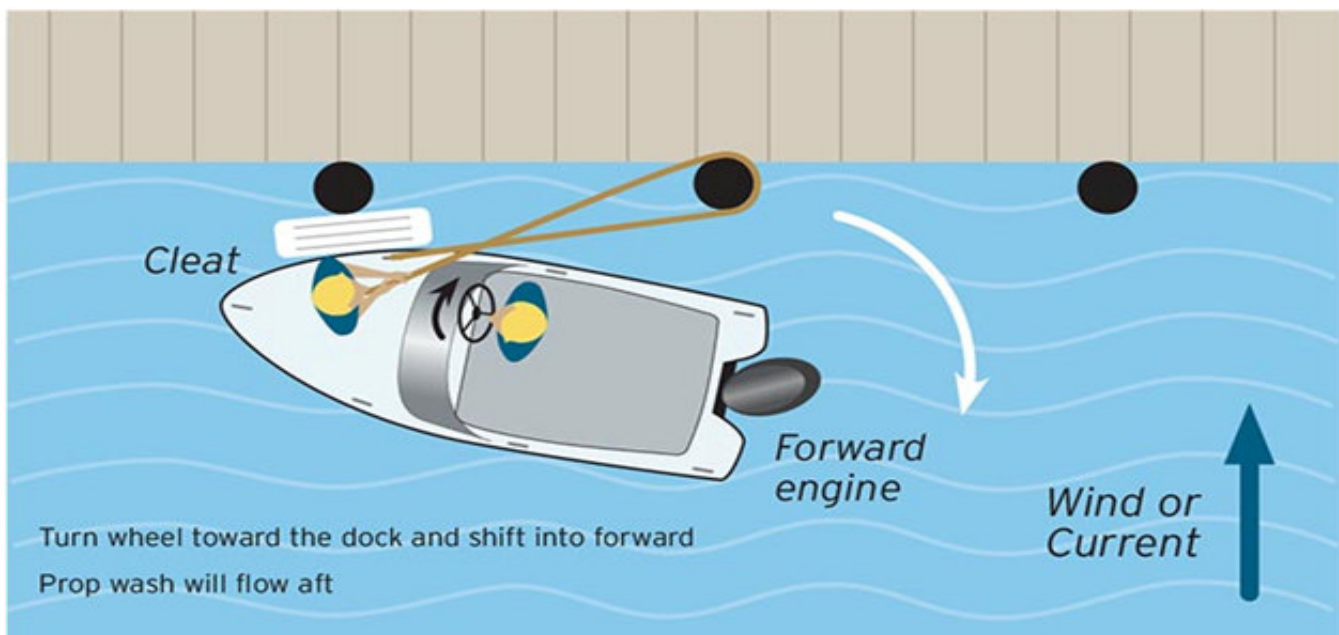
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8. As tension is removed from the spring line, the crew member releases the tail of the line or bitter end, grabs the cleated end of the line, and quickly pulls the line free of the dock cleat or piling and onto the vessel.
9. Once well clear of the dock, bring the fenders on board.

**Technique 2: Springing Off The Dock Stern-First**



1. Place fenders between the boat and dock at the bow to prevent damage. Instruct the crew member to observe and adjust the position of the fenders as necessary throughout the maneuver to protect the boat.
2. Rig a spring line from the bow cleat of the boat, loop it around a dock cleat or piling that is located roughly amidships of the boat, then run it back on board to the same bow cleat and secure.
3. Remove all other docklines.
4. Station the crew member at the bow line, where they'll unwrap the top turn of the spring line, keeping a turn around the cleat and holding the bitter end of the line.
5. Shift the engine into forward, placing tension on the spring line.

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6. Turn the wheel (rudder) toward the dock, which will cause the stern to swing out.
7. When the stern reaches a 45-degree angle away from the dock, shift the engine into reverse while turning the wheel away from the dock.
8. As the tension is removed from the spring line, the crew member releases the tail of the line or bitter end, grabs the cleated end of the line, and quickly pulls the line free of the dock cleat or piling and onto the vessel.
9. Once well clear of the dock, bring the fenders onboard.

**Technique 3: Checking A Line**

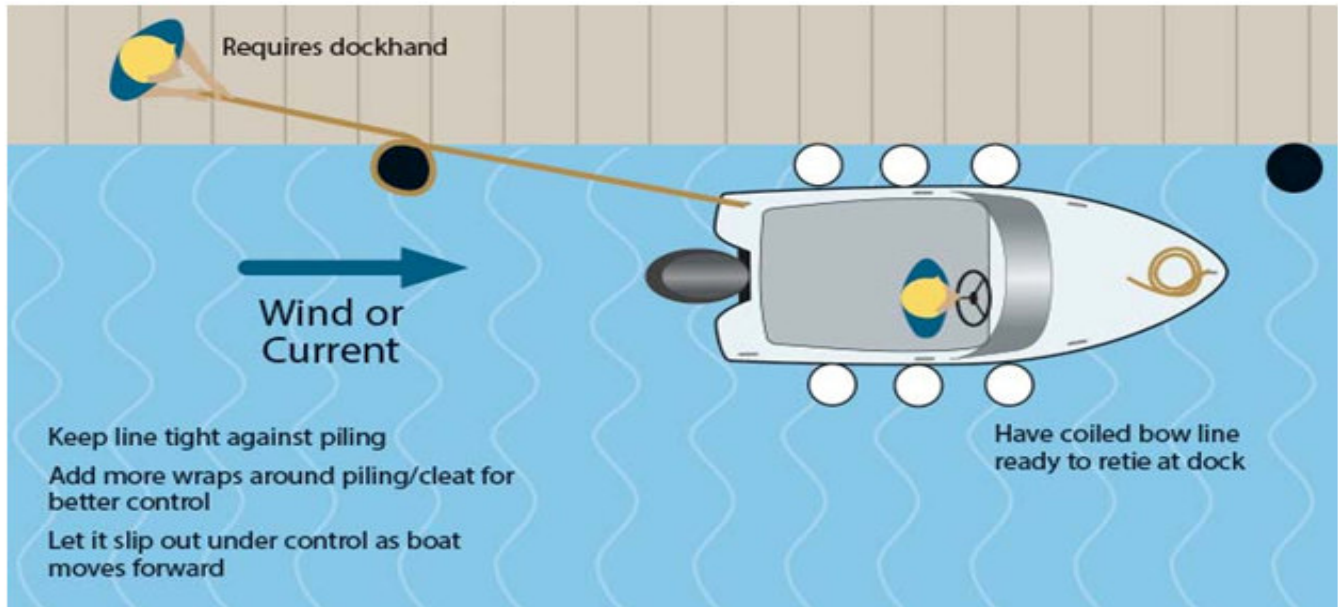
This technique allows you to use a cleat or piling to adjust a vessel's position, or move it along a dock in the direction of the prevailing wind or current. Checking a line allows you to adjust or feed line out while using the strength of a cleat or piling to maintain control.

Let's say you're moored port side to a dock and need to shift your vessel forward a few feet to free up space for another boat to dock at your stern. The wind is howling, but luckily blowing from your stern and along the dock in the direction you need to move. Use the wind to move your boat along the dock while keeping it under control with your port stern line.



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*A half turn on the piling or cleat should be plenty, but add more wraps if you need greater leverage for a larger boat or stronger current.*

1. Untie all docklines except the stern line. If it looks like the wind might blow the bow away from the dock, have someone hold the bowline while walking along the dock.
2. If the stern line is tied directly to the dock, loosen the line at the port stern cleat, but keep a half turn (or more, if needed) on the cleat while holding the bitter end of the line, applying tension to prevent it from paying out.
3. When ready to shift the boat, reduce pressure on the line slightly, allow the line to pay out in a controlled manner.
4. Once the boat has shifted to the desired position, check the stern line by wrapping it around the cleat and securing it as normal.
5. If the stern line is looped around the dock cleat and attached back at the stern cleat, the process would be very similar. In this situation, one end of the stern line would remain attached to the cleat. When ready to shift the vessel, feed out more line from the bitter end while checking it as described above.

**A couple of notes:** The above scenario assumes the stern line is strong enough and of sufficient length to reposition the boat to the new location. If not, replace it

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with a longer line prior to shifting. Once secured, you may need to shift the stern line to another dock cleat or piling, if there is another one that is better positioned.

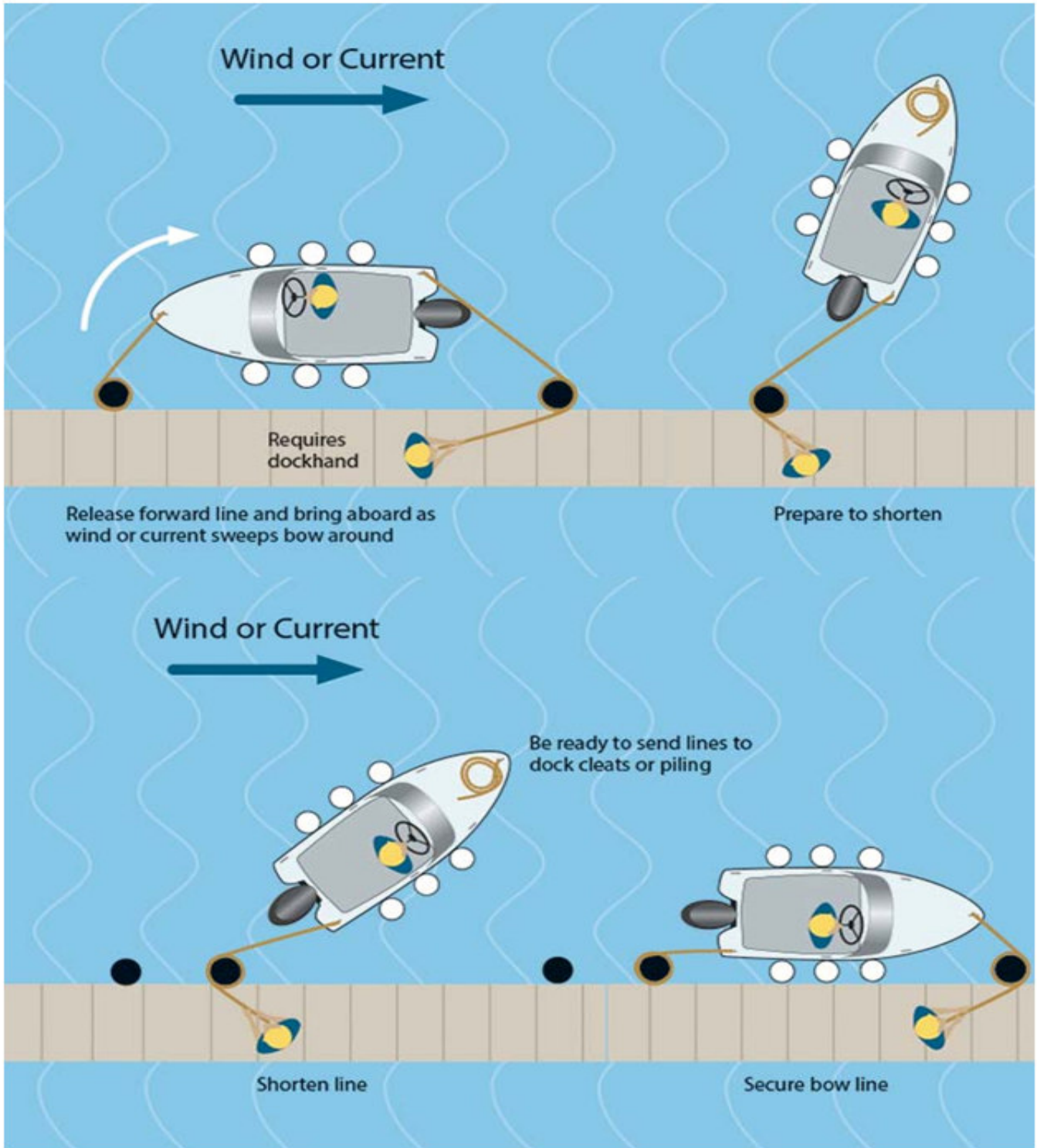
If there is concern about keeping the vessel under control (due to stronger winds or current) you can have a crew member check the bow line as well during the maneuver. Finally, you can also use checking to control a vessel in other situations. When docking during high wind or current situations, a dockline with one or two wraps around a piling can be used to control movement into a slip or berth by simply adjusting pressure on the line.

#### Technique 4: Flipping A Boat

Flipping a boat is a technique that allows you to change the bow/stern orientation of your vessel without starting the engine. It's used when a vessel is tied alongside a dock with a strong current or wind running parallel to the dock.

Let's say you used the current as a brake when docking and are now oriented bow into the current, port side to the dock. The problem, however, is the current will shift and be running in the opposite direction by the time you are ready to leave. You want to take off with the bow into the current because of lack of space between you and the other boats around you. Use lines to reverse the boat's orientation while maintaining control and not becoming unattached to the dock.

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*Flipping a boat allows you to change its orientation along the dock without having to use the engine.*

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1. Attach a line of sufficient length to the opposite stern cleat — in this case, the starboard stern cleat. Route this line aft of the transom and attach to a cleat or dock piling down current from the cleat the port stern line is attached to, placing the port line on top so you can release it first.
2. Place fenders along the starboard side of the vessel. Position them as you normally would when docking. Have someone aboard to offer the bowline to someone on the dock.
3. Free all lines from the dock and leave them on board, with the exception of the starboard stern line.
4. Push the bow away from the dock. The current will catch the bow and swing it away from the dock, while the starboard stern line will act as a pivot point. Prepare to shorten the line.
5. Once the boat is laying starboard side to the dock, secure it as normal. It may be necessary to shorten this line as the maneuver progresses to avoid having your boat move too far back, fouling another boat.

**Note:** As a precaution, the captain (or someone who can operate the vessel) should stay onboard while flipping the vessel or performing most of these operations. Often having the engine running in neutral, ready to be shifted into the gear appropriate for the circumstances, can add an extra measure of safety should things go awry.

While you can do this maneuver singlehandedly in a pinch, having an extra set of hands on the dock to cast off the bow line and keep the transom from bumping the dock as the vessel pivots is highly recommended.

### Technique 5: Entering A Slip With A Strong Parallel Current Or Crosswind

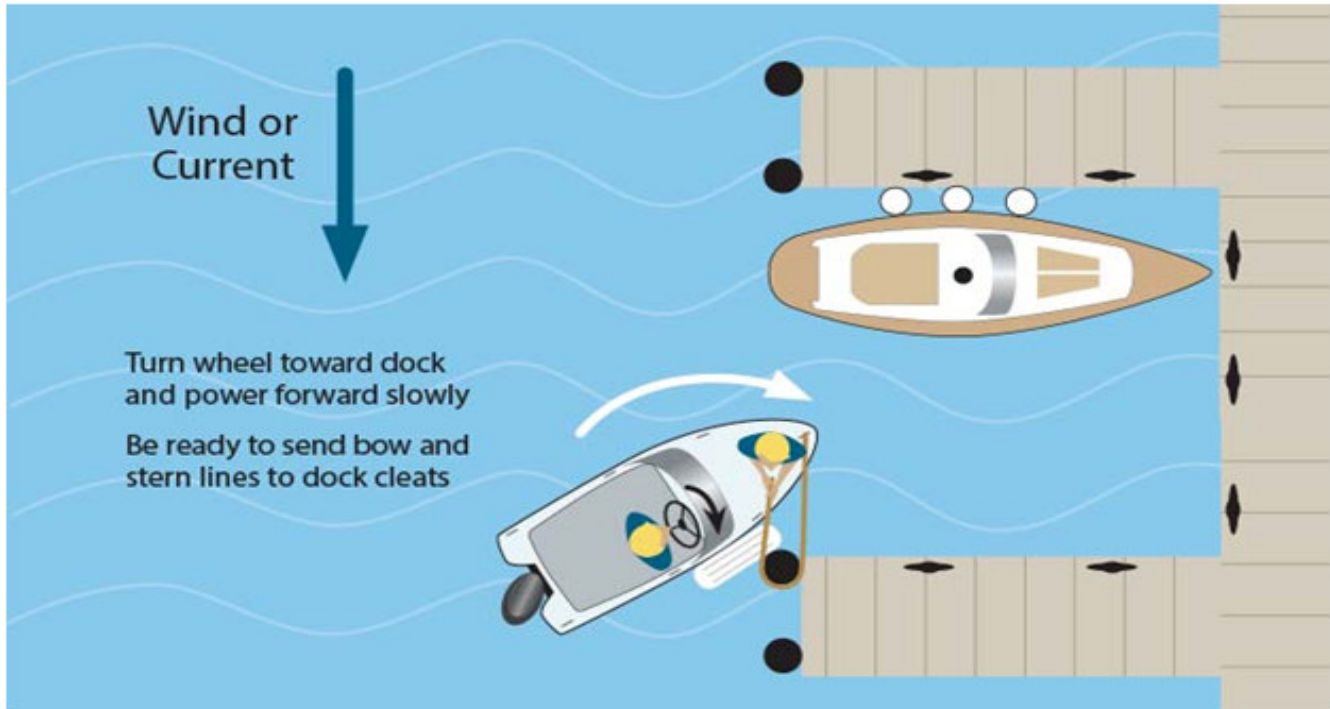
Coming into a slip with strong parallel current or wind can be tricky, but the use of docklines can once again help keep things safe and under control.

In the scenario below, let's assume you're approaching a slip on your starboard side.

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*Tight slip and working against the wind/current? This technique will help you get into the slip safely and in a controlled manner.*

1. Have a crew member attach a dockline to the starboard bow cleat and stand at the ready.
2. Approach the slip while heading into the wind or current. Your speed should be just enough to maintain steerage (vessel control).
3. Angle into the slip and lay the starboard side of the boat (just aft of the bow) alongside the end piling of the slip which is downstream from the direction of the wind or current flow. The goal is to use the wind or current to intentionally pin the vessel onto the piling.
4. Have the crew member attach the bow line to the piling with a few wraps and hold the bitter end.
5. As you motor around the piling and into the slip, the crew member will use the line as a brake, letting it play out under control by checking the line as needed to warp the boat around the piling and into the slip.

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## **And Keep These Points In Mind**

- During the learning process, go slowly. Think out every step. Avoid undue risks; keep hands and other body parts out of danger. Always weigh which is the safest tactic to use.
- Practice breeds familiarity. Once you have the basics down for a particular technique or maneuver, practice as often as needed to execute it properly and maintain proficiency.
- Revisit a technique when training new crew members or if there are fewer crew members on board than usual. No maneuver should be attempted if undercrewed or the crew is too inexperienced.
- Length and strength of line needed must be assessed in all situations.



## Hoist a Tankard of Grog to This Month's Birthday Pirates

AARRGG



Christine Passiglia	4-Dec
Bill White	8-Dec
Joanne King	16-Dec
Greg Hansen	22-Dec
John Yetter	22-Dec
Joyce Yetter	23-Dec
Alan Hendry	24-Dec
Joyce White	26-Dec
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## FBYC Ship Store

Tis the Season! Don't forget about those holiday presents as it often takes a few weeks to get items in. We only carry a limited amount of inventory but we have a catalog with many items that are available for order. Stop by the Ship Store this month for help selecting the perfect items for everyone on your Christmas List.

You can also drop by U Name It with your own items. They have many samples there to help you find the right fit, weight and style. Embroidering your own items generally costs \$12. Joe knows FBYC and will help you make the best choice for your needs. Visit him or view their website at:

[U Name It](#)  
 10 Hargrove Grade  
 Palm Coast, FL 32137

Need help picking out that perfect gift? The printed or foil burgee is currently available on t-shirt. Many members loved the red, bronze and silver foil burgee for the holidays. We are also now carrying long and short sleeve swim shirts and engraved coffee mugs. Mike is willing to personalize your items with your name and/or boat name for a small additional cost. Stop by the Ship Store to see these new products. And if you haven't already ordered your t-shirt for caroling on the canals, we have a small number left, but you need to act fast!



We are looking forward to taking your order at our November meeting! Be sure to come meet us if you haven't already! (we are still learning everyone's names!)

**If you have questions or would like to place an order at any time, please contact us at:**

Linda Rosa at 201-281-8955; email: [linrosa769@gmail.com](mailto:linrosa769@gmail.com)

Cyndi Fazzone at 214-876-1878; email: [cyndi.fazzone@gmail.com](mailto:cyndi.fazzone@gmail.com)



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