

RELATIVE BEARINGS

Latitude 29.48



Longitude 81.13

Official Publication Of The Flagler Beach Yacht Club Inc.

November 2025

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Commodore's Corner — Nick Ward Commodore@FlaglerBeachYachtClub.com



Your Commodore has been out of the country for the last month, and the FBYC didn't sink!

That tells me two things: 1) Our club Officers (and supporting leads and volunteers) really have things under control, and 2) maybe my job isn't that critical after all? Well, I'm not going to lose any sleep over that, so let's get to the important stuff:

Elections: Our annual election of officers will take place at the November meeting on the 13th. PLEASE NOTE THAT THE MEETING WILL BE ON THE **SECOND** THURSDAY OF THE MONTH, NOT THE THIRD. Please make every effort to attend so

we have a quorum and can complete the vote in accordance with our bylaws.

Food drive: November is when we collect food for St. Vincent de Paul. Please be generous with your donations, there are a lot of people in need these days. SVDP does not prepare food, they only distribute what has been donated, so focus on canned and packaged items. Sometimes it's hard to know what to get to donate, so here's a suggestion: Just get stuff that you would like to have in your own pantry, I'm sure it will be appreciated.

Commodore's Ball: There is no online signup for the Commodore's Ball, you must sign up at the meeting, or call/text me at (770) 827-1766 to sign up. ALL TICKETS (\$75 members, \$90 guests) MUST BE PURCHASED NO LATER THAN NOVEMBER 13 AT THE GENERAL MEETING. If you Zelle the money to Doris, be sure to add a note saying what the payment is for. And it wouldn't hurt to include your choice of entree also (prime rib, salmon wellington, or chicken francoise).

Check the Vice Commodore, Fleet Captain and Social Director articles for the latest upcoming events and be sure to sign up. Let's finish out the year on a strong note!



Fair winds, Nick Ward

Continued on next Page

Commodore's Corner — Nick Ward Commodore@FlaglerBeachYachtClub.com





Commodore's Corner — Nick Ward Commodore@FlaglerBeachYachtClub.com





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Vice Commodore — Ilyse Pinette

Vice-Commodore@FlaglerBeachYachtClub.com



October General Meeting Recap

Another successful meeting is in the books—and what an event it was for the FBYC! Our Chinese auction, led by **Darla Allison**, **Jeanne Nix**, **and Nancy Maylum** along with a fantastic crew of volunteers, was a huge hit. The variety of donated items was amazing, and the energy in the room made for a really fun evening. Thank you to everyone who donated and participated—we hope you're enjoying your new treasures!

We also mixed things up with dinner this month and tried a **baked potato bar** with all the toppings. It was a big hit and absolutely delicious! And as a special surprise, we even had a visit from Mr. Potato Head — adding a little extra fun and humor to the night!

Great job to all the ladies who worked so hard to pull together this meeting—your efforts truly shined!

🧩 November General Meeting

Pate: Thursday, November 13th

Time: 5:00 PM

Please note: this month's meeting is on the **second** Thursday, not the third.

Theme: Election Night & Food Drive

Event Leads: Your Board — Nick Ward, Ilyse Pinette, Jim Russo, Bob Solms, Doris Houslander, Diane Doner, Jim Kelly, Ruthie Russo.

It's **Election Night** for our nominated board members, and your attendance is important so we can reach quorum. Please remember to RSVP—your response helps us plan properly.

To make it even more enticing... dinner is on the Board!

Come enjoy a great meal, relax, and spend time with friends while we take care of club business and give you a well-deserved night off.

Annual Food Drive

November is our month of giving! We will be collecting **non-perishable food items** to donate to **St. Vincent de Paul Church**. Please consider bringing items that require minimal preparation—ideal for children or adults—and do not need refrigeration.

Vice Commodore — Ilyse Pinette

${\bf Vice\text{-}Commodore@FlaglerBeachYachtClub.com}$

Suggested items:

- Peanut butter
- Pasta & rice
- Cereal
- Canned soups
- Canned vegetables

Canned tuna or chicken

Every contribution, big or small, makes a meaningful difference for local families in need this season.



RSVP Reminder

Please use the calendar links to RSVP for all events. Click here to go to the Calendar

November 3rd Social: The Landing Strip. Click here to sign up and get more info

November 8th Social: Top Gun Daytona. Click here to sign up and more info

November 13th General Meeting: Please click here to let us know you are coming to the meeting for the election and Food bank donation

November 19th Social: Loopers Par & Grille. Click here to sign up and more info

Be sure to indicate whether you will attend or not—accurate headcounts make a big difference in planning!





Vice Commodore — Ilyse Pinette

Vice-Commodore@FlaglerBeachYachtClub.com

October Social Recap:





Abigail Santiago, CFP®, CLU® Financial Advisor Managing Partner

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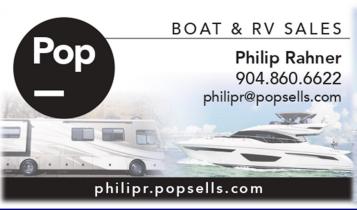




Vice Commodore — Ilyse Pinette

Vice-Commodore@FlaglerBeachYachtClub.com









Rear Commodore — Jim Russo Rear-Commodore@FlaglerBeachYachtClub.com



NO update for November





The Landing Strip

at the

Flagler Executive Airport



Fleet Captain — Bob Solms

Fleet-Captain@FlaglerBeachYachtClub.com



From the Fleet Captian

AHOY!!! I hope that everyone is enjoying the weather change and taking advantage of spending time on the water. Unfortunately, we had no Maritime Event in October due to weather. We will be scheduling the return of the Treasure Hunt and lunch at Beaches next year. Our next Event will be taking place on November 15. We will meet at the Ormond Municipal dock and walk to The Garage for lunch. Please make sure to sign up for the event on the Calendar. We want all the Ladies that participated in Suddenly in Charge to look at their

calendars for a date to schedule the on the water portion of the class. I am looking forward to seeing everyone at the November Meeting.

Docking a Boat in Wind



Docking a boat in wind and/or current doesn't have to be hard. Just come alongside the dock and push the little joystick in the direction you want the boat to move, right? But for those of us who don't have the luxury of one of today's incredible multi-engine outboard control systems — or of a bow thruster, or even the superior maneuverability of a twin-screw inboard boat — docking in less-than-ideal conditions is still a challenge.

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Fleet Captain — Bob Solms

Fleet-Captain@FlaglerBeachYachtClub.com

Upcoming Maritime events:

November 15th: Ormond city dock and lunch at Ormond Garage

December 14th: Caroling on the canals followed by the Club Picnic

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- 5. 4. Steer it like a forklift
- 6.5. The upwind/current side of the dock is easier
- 7.6. Take it slow

Six Rules to Remember

That's largely because there simply is no universal formula. Between wind, current, dock and boat there are just too many variables to allow for step-by-step instructions. Even taking the wind, current and dock configuration out of it for the moment, every boat behaves differently.

Current, for example, exerts more force on deeper draft boats than shallower draft boats. Higher profile boats are more affected by wind than lower profile boats.



Fleet Captain — Bob Solms

Fleet-Captain@FlaglerBeachYachtClub.com

Some boats — usually light hulls with higher bows — quickly swing stern-to-the-wind, while others drift naturally across the wind. Even propeller selection affects how a boat responds to throttle and steering inputs in tight quarters.

Even though there isn't a one-size-fits-all procedure to learn, there are a few fairly simple rules and concepts that govern tight-quarters maneuvering in wind and/or current. Learn those, and you can then use them to adapt to each unique situation.

1. Keep the boat in gear for maximum control

Outboards and I/Os don't steer very well when they're out of gear. This sounds obvious, but it's easy to forget under pressure, and it happens all the time — a skipper approaches the dock moving a little too fast, pulls the throttle back to neutral to "coast" the rest of the way in, but keeps right on working the steering wheel.

Will the boat steer? Sure, as long as it's moving forward, but not nearly as well as it does in gear. The lower unit of the outboard or I/O still acts as a rudder, but without thrust from the prop, the steering effect on the boat is much smaller — and diminishes gradually to zero as the boat coasts to a stop.





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Fleet Captain — Bob Solms Fleet-Captain@FlaglerBeachYachtClub.com



The lesson here is simple: don't approach the dock quickly and then pull back to neutral a few yards out to slow down. Instead, get slowed down first and then approach the dock in gear at dead idle so you'll have maximum boat control at all times.

Yes, there are docking situations that require more power than idle, but they're infrequent. There are also situations that call for drifting or coasting, but the better you get, the less time you'll spend in neutral. Practice using minimum throttle and keeping the boat in gear as much as possible when docking.

2.

Given a choice, always dock into the wind and/or current

If the wind and/or current are moving parallel to the dock and you're able to approach with your bow into them, they can actually make docking easier by giving you more directional control at a slower speed.

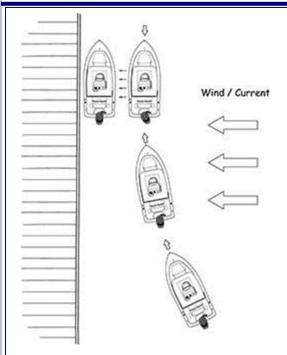
Think about a 3 knot current running parallel to the dock, for example. With a bit of forward throttle, you can hold your boat stationary in relation to the dock and yet still remain in gear with full steering control. That means you can simply "walk" your boat sideways in the current toward the dock with small steering inputs.

Continued on next Page



Fleet Captain — Bob Solms

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The problem with docking with (instead of into) the wind and/or current is that you have to be moving to have steering control. In forward gear, that means you're moving at least the speed the wind/current is pushing you plus the speed the engine is pushing you. And with much wind or current at all, that's faster than you want to contact a dock.

The solution is to dock in reverse. If, for example, you're approaching a dock extending out from a leeward shore with a strong wind at your back, keep your stern into the wind and use intermittent reverse power to control your boat.

Let the wind push your boat toward the dock, but use reverse power and steering to slow your drift as needed and "walk" your boat across the wind.

When the situation allows, you can also back up against the wind/current. If you're approaching a dock running parallel to the shore of a river or tidal channel, for example, try going slightly downwind or down current of the dock and then approaching in reverse. Since boats steer more from the back than the front (see below), it's actually surprisingly intuitive to maneuver in reverse against the wind or current.

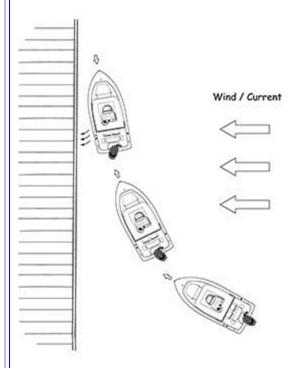


Fleet Captain — Bob Solms

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3. Given a choice, always dock on your port side.

Right-hand rotation propellers — those that turn clockwise in forward — pull the stern of the boat laterally to port in reverse and to starboard in forward. This effect, known as prop walk, is most pronounced at slow speeds. At higher speeds, the increased water flow over the lower unit minimizes the tendency to "walk" sideways. (Note that multi-engine boats are almost always set up with counter-rotating props to negate prop walk, so this rule really only applies to single outboards and I/Os.)



As you idle up to a dock on your port side and shift into reverse to check your forward motion, the prop will naturally walk your stern toward the dock. In most situations, you'll also have to turn the helm to port while shifting to reverse, but at least with the dock on your port side, prop walk is working for you rather than against you.

In calm conditions, with a little practice, you can actually use prop walk to pull your stern to the dock without even turning the wheel. As you approach at a shallow angle in forward idle with the dock to port, shift into reverse and apply some throttle. The boat will slow and stop while also moving laterally to port.



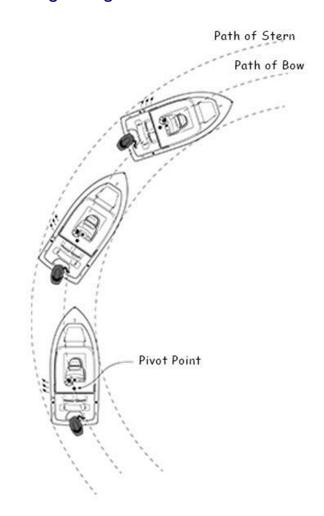
Fleet Captain — Bob Solms

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4. Steer it like a forklift, not like a car.

It's easy to make the assumption — especially when things are happening fast and you're acting reflexively — that boats steer like cars. But that's not the case at all. Instead, they steer more like forklifts, which have the steering tires in the back.

When a car turns, assuming no slippage, the front tires follow an arc with the rear tires following a slightly smaller arc inside the path of the front tires. On a boat, though, it's the bow that follows the smaller arc, with the stern making a wider arc behind it and the whole thing sliding sideways. One way to understand the behavior of a boat making a hard-over turn at idle speed is to visualize a car that's "drifting" around a sharp curve. The car's front wheels stay closer to the inside of the turn and slide less, while its rear wheels slide through a larger arc and the whole car slides somewhat laterally.





Fleet Captain — Bob Solms

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When it comes to docking, keep in mind that you're steering your boat's stern more than its bow. On most recreational outboard and I/O boats, the pivot point is around a third of the way back from the bow. In other words, if you're idling forward in a straight line and turn your helm hard over to starboard, the first and biggest effect is that your stern will shift to port. Then your bow will start moving to starboard, with the boat "rotating" around a spot closer to the bow than the stern.

All of this is most important when you're leaving a dock, especially one that the current and/ or wind is pushing you against. If you try to simply turn the helm away from the dock and shift into forward — like you would when pulling away from a curb in your car — you're just going to push your stern into the dock.

In calm conditions with a boat under 30 feet or so, all it takes is a good shove away from the dock to give you the clearance you need to pull away in forward. With wind and/or current pushing your boat against the dock, try leaving the dock in reverse. Turn your helm hard away from the dock and have a crew member shove your stern away from the dock as hard as safely possible. Then immediately shift to reverse idle and back well clear of the dock.

In extreme wind and/or current, or with a boat that's too big to shove around by hand, you can use docklines to get clear of a dock you're being pushed against. Tie a line from a bow cleat to a point on the dock closer to midships, using fenders to protect the hull side. Then turn the helm hard over toward the dock and shift to forward idle. The engine thrust will push the stern away from the dock, while the line holds to bow against it. Then release the line, shift to reverse and back away.

5.

The upwind/current side of the dock is easier but not always better.

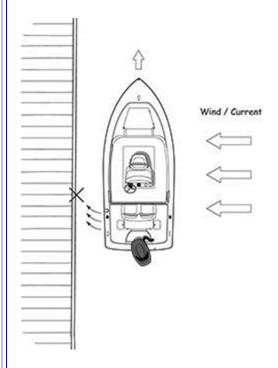
With a wind/current moving perpendicular to a dock — at a boat launch on the shore of a river, for example — there's a side of the dock that conditions want to push your boat against and a side of dock that conditions want to push it away from. For simplicity, let's just use the terms upwind and downwind.



Fleet Captain — Bob Solms

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The upwind side of the dock is generally the easiest side to dock on. That's because you can stop the boat a few feet from the dock and simply let the wind or current push you the rest of the way in.



There's lots of room for error. The drawback to docking on the upwind side is that once you're docked, conditions will keep pushing your boat against the dock. Depending on the severity of the conditions, and the construction of the dock, this can potentially damage your boat and can also make it difficult to leave the dock.

Docking on the downwind side, on the other hand, means the wind/current holds the boat off the dock and also makes it easier to leave the dock. But approaching from the downwind side is more challenging than from the upwind side. Generally speaking, you'll want to approach the dock at a sharper angle, turn along the dock as late as possible and be prepared to use more reverse power than normally required. Steering and throttle inputs will need to be crisper and more precise overall. As soon as the boat comes alongside the dock, the wind/current will start pushing it away again, so crew should be ready to step quickly to the dock with lines.



Fleet Captain — Bob Solms

Fleet-Captain@FlaglerBeachYachtClub.com

6. Take it slow, smooth and deliberate.

Perhaps the most important thing to master for any tight-quarters maneuvering situation is to keep a cool head. At the end of the day, it's almost as much a mental challenge as a matter of skill. If you lose your cool and start acting reflexively, bad things happen.

Try to do everything at idle speed, make smooth transitions between gears and directions and minimize time spent in neutral, when the wind and current are more in control of your boat than you are. And always keep in mind, there's no shame in aborting an approach. Better to back off, reset and try again than risk damage or injury.





Fleet Captain — Bob Solms

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$Fleet\ Captain\ --\ Bob\ Solms$

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Treasurer — Doris Houslander Treasurer@FlaglerBeachYachtClub.com





Calculations from the Treasurer

Happy Fall!

I will miss you at our last meeting of the year ,but will be back for the Commodore's Ball. You can send in your Commodore Ball payment via Zelle. If you prefer to write a check, send it to the PO Box, info below or give it to any of our board members. Remember to include your meal choice.

It has been, once again, a fun filled year with some new meeting themes which were a big success along with member favorites. How do these meetings get planned? In early January we get together to bring ideas forward. **You are invited to join!!** Start brainstorming now! Have an idea? Email the board or remember to bring the idea with you to the planning meeting.

There are 2 separate meetings, one for the social and one for the maritime, held on 2 different dates. You can and should come to both meetings no matter which committee you are on.

But Doris, which committee am I on, you might ask. Good Question! You can check out the FBYC webpage and go to the Members Tab, click on Members List. There you will have to use the password. If you do not remember it, please contact a board member.

Want to change the committee you are on? Just ask. Under the Members List, there are 2 PDF files. One file is for each individual member with their cell phone number, birth date, email address, committee, etc.

Doris Houslander



Treasurer — Doris Houslander Treasurer@FlaglerBeachYachtClub.com

The other PDF file has a line for each household which gives the house address and boat information.

We update these files at least twice a year, in January when the new board gets inducted and again in July after membership renewal time.

Thank you,

Need to make a payment?

You can Zelle the club at: <u>treasurer@flaglerbeachyachtclub.com</u>

Remember to include a note as to what your Zelle \$\$ is for.

Or make your check out to: FBYC

Mail it to: P.O. Box 2065, Flagler Beach, FL 32136 or drop it off at my house, I have 2 baskets hanging by my front door that you can use. If you opt for my house, please send me a text and let me know. Thanks!





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

November Birthdays		
Chuck	Banjak	1-Nov
Man	Bui	5-Nov
Summer	Perry	5-Nov
Jeanne	Meyer	7-Nov
Kris	Richter	7-Nov
Bob	Solms	9-Nov
Darla	Allison	10-Nov
Steven	Plump	10-Nov
Janet	Hendry	18-Nov
Rick	Allison	20-Nov
Mary Ann	Simard	27-Nov
Karen	Basany	30-Nov





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





Ship Store Newsletter

Happy November! Gobble, Gobble!!

"Shells sink, dreams float. Life's good on our boat." - Jimmy Buffett

The Ship Store will be open at our November meeting; stop by to see the merch! We have a few new items to share – FBYC windsock and microfiber FBYC hats. There is Caroling on the Canals t-shirt as well as a variety of FBYC shirts to choose from. Order or suggest ship store items at the meeting or by emailing the addresses below. If you have questions or would like to place an order at any time, please contact us at:

Jodie Keefe at 267-307-9373; email: jumpingjodie@comcast.net

Kris Solms at 863-899-7703; email: krissolms@gmail.com







FBYC— OFFICERS

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Director@FlaglerBeachYachtClub.com

Past Commodore

Jim Kelly

PC-Director@FlaglerBeachYachtClub.com





PAST COMMODORES

1992-1993	Tom McBride
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2004	George Barnett
2005	Pete Poole
2006-2007	Mike Cocchiola
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2009	Jane Gaulding
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2011	Rich Franco
2012	Greg Hansen
2013	Randy Meyer
2014	Len Dignard
2015	Bob Jaeger
2016	Joe Lindholm
2017	John Green
2018	Cindy Franco
2019	Jeanne Meyer
2020	Alan Hendry
2021	Joel Houslander
2022	Richard Sirbu
2023-2024	Jim Kelly