



# RELATIVE BEARINGS

Latitude 29.48



Longitude 81.13

Official Publication Of The Flagler Beach Yacht Club Inc.

February 2025

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



Wow, what a busy month January was! Well, maybe not for everyone, but it sure was for me: Previous Commodores made this job look pretty easy, but... it ain't! Many thanks to Jim Kelly and Doris (and Lori) for their invaluable help teaching me the computer tricks I need to know ( I'm sure those files I saved are in there somewhere).

So the weather torpedoed the January Maritime event, but the Social side is going strong. BZ (that's Well Done) to Vice Commodore Ilyse and her able assistant Director Diane for exhibiting incredible flexibility and making the Fire in the Bricks event a success. There were a lot of changes put out pretty quickly and I hope everyone who wanted to attend got the word.

With the weather FINALLY warming up, it's time to get back to boating! Remember, if for some reason you can't take your own boat (what? Your boat doesn't run? How can that be?) to a Maritime event, just call Fleet Captain Bob and he'll make sure you get a ride.

I look forward to seeing everyone this month at Beachfront Grill on the 13<sup>th</sup>, the General Meeting on the 20<sup>th</sup>, and the Oyster Hunt on the 22<sup>nd</sup>. Many thanks to the Leads and Co-leads for these events – they don't just happen by themselves, it takes a couple of "Chiefs" and a few "Indians" for them to be successful. If you can help out with any of these gatherings, please contact the Leads and volunteer. "Many hands make light work."

Safe Boating!

Nick Ward

Commodore



***Vice Commodore — Ilyse Pinette***

**Vice-Commodore@FlaglerBeachYachtClub.com**



Wow! January was a very busy month.

The month started out with our 2025 social planning meeting on January 9<sup>th</sup>. I want to send out a big thank you to all who attended and volunteered to take the lead of either general meetings or social events. The calendar is looking exciting with all of the upcoming events we have in store for the club. I am still looking for some volunteers for meetings and socials and I am also looking for new members to be a co-lead with a seasoned member to learn how easy and fun it is to help out.

Our first general meeting of 2025 was well attended and I believe everyone had a great time!

The Board made a wide variety of delicious soups and our members helped with all of the sides and desserts from homemade sourdough and artisan bread, yummy Uncrustable sandwiches, and loads of desserts. We are so grateful to all of the members that contributed as we all know it takes a village.

For our January social/maritime unfortunately mother nature did not cooperate but we were able to regroup quickly and Fire in the Bricks agreed to host us last minute. There were 28 members in attendance the food was delicious, drinks were flowing and conversation and laughter was in the air.

Save The Dates!

February's General Meeting:

Thursday February 20<sup>th</sup> @ 6 pm

**[Link to Feb General Meeting on the 20th:](#)**

Theme is your favorite family tradition. Quinn and Peggy are taking the lead and we will be celebrating foods that are traditional in your homes. It could be grandma's favorite recipe or something you bring to the Superbowl party every year because everyone expects it. We are still looking for volunteers for set/up, clean/up and food volunteers. Please reach out to Quinn or Peggy to help these ladies out.

February's Social Event:

Thursday February 13<sup>th</sup> @ 4:30 Happy Hour and Dinner

Location: Beach Front Grill

2444 S Ocean Shore Blvd, Flagler Beach

**[Link to Feb Social event on the 13th:](#)**

***Vice Commodore — Ilyse Pinette***  
**Vice-Commodore@FlaglerBeachYachtClub.com**

March General Meeting  
Thursday March 20 @6pm  
Breakfast for Dinner/PJ Party  
Please reach out to Lauren and Diane to help with volunteering

March Social Event:  
Friday March 21<sup>st</sup>  
A night of dancing with Tim Rippey  
Anastasia Catholic Church/Celebration Hall  
5205 A1A S St Augustine



***Vice Commodore — Ilyse Pinette***  
**Vice-Commodore@FlaglerBeachYachtClub.com**





**Rear Commodore — Jim Russo**

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As a group we completed our first month of 2025; it was quit busy. I had the pleasure of inducting Rich and Kim D'Alessio into the club as new members. Rich Van Dort met Rich and Kim D'Alessio and invited them to be apart of FBYC. So glad he did; thank you Rich Van Dort.

Bob and Kris Solms brought two potential members, Randy and Tammi Wolfe. They recently moved to Palm Coast from the great state of Oregon.

Beachside Grille, Loopers and The Landing Strip once again will provide FBYC with a sponsorship. So when you patronize any of these fine establishments, please let them know you were there. Either tell the manager or just leave a FBYC business card. This goes a long way.

The quality of the most recent name tags has not met the Boards standards. Therefore, through a recommendation FBYC is working with a new name tag company. Hopefully, the recent order will be of outstanding results.

Lastly, the great support at the January meeting was appreciated. I must admit, I was a little nervous. I want to represent the FBYC in a positive way. Your kind and supportive words were reassuring. For this I THANK YOU ALL.

Jim Russo  
Rear Commodore FBYC



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**Fleet Captain — Bob Solms**

**Fleet-Captain@FlaglerBeachYachtClub.com**

**Maritime Newsletter February 2025**



**AHOY!!!** It was an honor to get formally introduced as the Fleet Captain for FBYC 2025. I am looking forward to working with everyone in the club to make this year full of Amazing Maritime Events. I still need-  
ing to find a lead and Co-lead for the following event:

Novembers Maritime Event to Cassen Park to go either to the Grind or Ormond Garage

The upcoming event in February is our Oystering Event. Here are the details:

The event will take place on February 22. All the boats will need to meet at **Matanzas Inlet** at 9:15. We will be departing **Matanzas** at 10:45 and head to **Bings Landing** for the Oyster Roast. Those that are coming to enjoy the Oysters via car, should plan on arriving to **Bings Landing** at 11:40. These times may need to be adjusted to fit the tide schedules so that our oyster hunting is happening at Low Tide. The leads for the event are Nick Ward and Dean Doner.

PLEASE REMEMBER YOUR MARINE RADIOS FOR ALL MARITIME EVENTS

Beginning at our February Meeting there will be opportunities for training. There will be a set up for knot tying and Cleat practice. I am also interested in hearing suggestions from the club members on what types of training you would like to have to assist in making your boating experiences more enjoyable. I look forward to hearing your suggestions.

**[Link to Feb Maritime event on the 22nd:](#)**



**The Landing Strip  
at the  
Flagler Executive Airport**



***Fleet Captain — Bob Solms***

**Fleet-Captain@FlaglerBeachYachtClub.com**

## **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.

**Continued on next Page**



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

**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.

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

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.

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.

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**Fleet Captain — Bob Solms**

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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 outdrive 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.

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**Treasurer — Doris Houslander**

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## Calculations from the Treasurer:

The first month of the year is already behind us— hopefully, our New Year’s resolutions haven’t followed suit!

As mentioned during the general meeting, our accounts remain in great shape. A detailed summary will be available at most general meetings for those interested. Please note that we do not publish this information in the newsletter as it is open to the public. For our monthly meetings, we allocate funds to allow the meeting lead to purchase items specific to each meeting’s theme. Whenever possible, we encourage the use of existing supplies such as plates, utensils, napkins, etc. - check with the Vice Commodore for these items, along with more information regarding your budget. We also appreciate members’ contributions whether it is food, beverage or other types of donations.

One important item I forgot to address during January’s meeting is the need for a volunteer to audit our books. This annual task, typically completed during the first quarter, involves reviewing our financial records to ensure they align with bank statements and verifying receipts for expenditures. The process takes about 1–2 hours and is ideal for someone with an auditing background or a knack for analyzing financial documents. If you’re interested in helping or would like more information, please reach out to me at [treasurer@flaglerbeachyachtclub.com](mailto:treasurer@flaglerbeachyachtclub.com).

Wishing you continued balance in your checkbook and life,

Doris Houslander  
 FBYC Treasurer

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

|                |        |
|----------------|--------|
| Kathy Imbriani | 7-Feb  |
| Yara Medina    | 8-Feb  |
| Lauren Kent    | 11-Feb |
| Jodi Keefe     | 12-Feb |
| JoAn Migliozi  | 12-Feb |
| Marsha Barry   | 16-Feb |





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## FBYC Ship Store

Happy New Year! We hope everyone is staying warm and ready for a fun-filled 2025! Stop by the Ship Store at the February meeting and we will be happy to help you select the perfect FBYC appeal to meet all your boating needs. Please share any ideas or input on new items for the club is always welcome. 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 and Tammie know FBYC and it's a great way to see what they have. Visit them or view their website at: U Name It 10 Hargrove Grade Palm Coast, FL 32137 Website: <https://www.unameitapparel.com> In addition, our printed or foil burgee is currently available on t-shirts and koozies through our own member Mike Ferreira. Other products could be made available upon request We are looking forward to working with you and taking your order at our February meeting! Be sure to come see us if you haven't already!

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](mailto:jumpingjodie@comcast.net)

Kris Solms at 863-899-7703; email: [krissolms@gmail.com](mailto:krissolms@gmail.com)



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**Past Commodore**

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- 1994 Ed Finney
- 1995-1996 Tom Johns
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- 2002 Howard Graves
- 2003 Pat Slattery
- 2004 George Barnett
- 2005 Pete Poole
- 2006-2007 Mike Cocchiola
- 2008 Claudia Towne
- 2009 Jane Gaulding
- 2010 Dee Cocchiola
- 2011 Rich Franco
- 2012 Greg Hansen
- 2013 Randy Meyer
- 2014 Len Dignard
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- 2016 Joe Lindholm
- 2017 John Green
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- 2021 Joel Houslander
- 2022 Richard Sirbu
- 2023-2024 Jim Kelly