



Pyrate News

The 11th day of March in the year Two Thousand and Twenty Three, Mill Town, Florida

Captain's Log 3.11.23

Booty Council Meeting, General Membership Meeting, Safety Committee Meeting, Duck Committee Meeting, Scholarship Committee Meeting, Renaissance Faire Committee Meeting... It seems like all we do is attend meetings.

Let me say this about the Pyrates, it is the committees that make this organization run smoothly. Without the organizational skills of the committee leaders, these events would not run as seamlessly as they do.

Many a Crew Member has spoken to me in private and expressed their astonishment as to the ease at which an event is operated, until they are the one in charge. The event chairs quickly discover that every event looks easy because of all the hard work completed weeks and sometimes months in advance.

Organizing committees, determining logistics for setting up and tearing down before and after the event, gathering volunteers to help work before, during and after the event. These are only a few of the "behind the scenes" actions that must take place to make every event a success and appear "so easy."

I want every Pyrate to take a moment and thank the Crew Members who step up every year and take charge. These thankless volunteers spend hours establishing working relationships with many others, both in the Pyrate organization and outside the organization. Without their leadership and ability to take on the challenges of running an event for the Pyrates, these events would never and could never be completed.

I tip my tricorne cap (more on the definition and history of a tricorne in a moment) to everyone who has ever assisted their Captain by "wrangling cats." They work in a manner that is best described by the late Blackwater Bones as "Leading from within." Without your efforts, no Captain would be successful. Thank you.



Tricorne Caps

The tricorne or tricorn is a style of hat that was popular during the 18th century, falling out of style by 1800, though not called a “tricorne” until the mid-19th century. During the 18th century, hats of this general style were referred to as “cocked hats”. At the peak of its popularity, the tricorne varied greatly in style and size, and was worn not only by the aristocracy, but also as common civilian dress, and as part of military and naval uniforms. Typically made from animal fiber, the more expensive being of beaver-hair felt and the less expensive of wool felt, the hat’s most distinguishing characteristic was that three sides of the brim were turned up (cocked) and either pinned, laced, or buttoned in place to form a triangle around the crown. The style served two purposes: first, it allowed stylish gentlemen to show off the most current fashions of their wigs, and thus their social status; and secondly, the cocked hat, with its folded brim, was much smaller than other hats, and therefore could be easily tucked under an arm when going inside a building, where social etiquette dictates that a gentleman should remove his hat. Tricornes with laced sides could have the laces loosened and the sides dropped down to provide better protection from the weather, sun, and rain.

Tricornes had a rather broad brim, pinned up on either side of the head and at the back, producing a triangular shape. The hat was typically worn with one point facing forward, though it was not at all unusual for



soldiers, who would often rest a rifle or musket on their right shoulder, to wear the tricorne pointed to the left to allow better clearance. The crown is low, unlike the steeple hats worn by the Puritans or the top hat of the 19th century.

Tricornes ranged from very simple and cheap to extravagant, occasionally incorporating gold or silver lace trimming and feathers. In addition, military and naval versions usually bore a cockade or other national emblem at the front. This style of hat remains in use in a number of countries to the present day as an item of ceremonial dress.

Safety First

From the beginning, the Blackwater Pyrates were formed in order to clean the Blackwater River, preserve our Maritime History, and to improve Boater Safety. Today, our Officers (Captain, Quartermaster and Coxswain) continue to work toward creating a safer boating experience for everyone by teaching (and sometimes preaching) Boater Safety.

Every Pyrate who has ever taken on a leadership role in this great organization has helped provide the leadership for improving boater safety on our waterways. So I want to thank all those who have come before us, and those who will be our successors. Boater safety is everyone's responsibility, but we Pyrates continue to work toward educating all boaters and their passengers so we may all enjoy our waterways.

With that said, our Coxswain (Stew Burner) has continued following the lead of his predecessor (Way Big Tom) by organizing and leading the Safety Committee. The goal of the committee is to reduce the possibility of injuries, not only on the water, but in all of our events and daily activities.

The Safety Committee has previously worked with our Event Leaders in preparing Standard Operating Guidelines to assist in identifying best practices before, during and after events. Thus far, the committee has identified several better practices for performing our sometimes routine tasks, and we continue to "practice what we preach" by conducting all of our activities safely and without incident.

I appreciate the goal of the Safety Committee and I hope all Event Leaders will take the time to work with this group to help identify risks and reduce the chances for injuries during our events as well as during our everyday lives.

Additionally, our Coxswain (Stew Burner) has asked to add a section to the monthly newsletter. He wants to call it Coxswain's Korner. His part will be to supply monthly messages concerning safety.

As mentioned above, safety is an all inclusive subject. Boater Safety is a primary concern of the Blackwater Pyrates however, the overall safety of our members at Pyrate events and in our every day lives is also a concern.

So the Safety Committee and our illustrious Coxswain, Stew Burner, will start providing some safety tidbits to the newsletter. This month's addition will be concerning safe boat handling and is provided by Stew Burner. I hope everyone enjoys it and learns from it.

Also, if anyone has some suggestions for changing the name of the Safety portion of the newsletter, please reach out to me and/or Stew Burner with your suggestion. All ideas will be reviewed and similar to the Pyrate naming process, if you don't come up with a Pyrate approved name, the Pyrates will provide one at no cost.

Just remember how Shhhh got her name. For you newer Pyrates, just ask one of our Legacy Pyrates.

Coxswain's Korner

Practical Boater

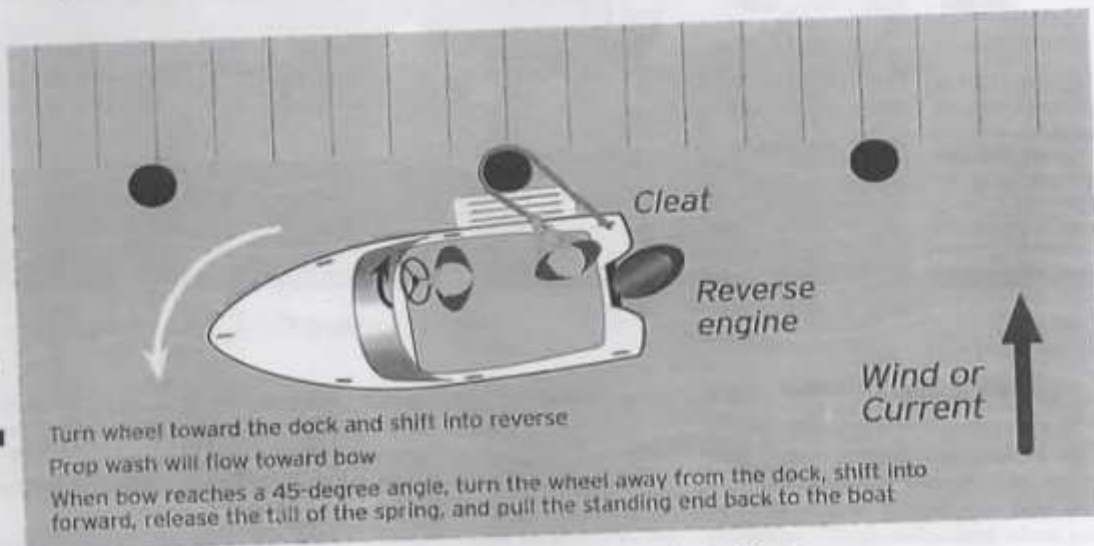
BOAT HANDLING

BY FRANK LANIER, BOATU.S. CONTRIBUTING EDITOR

MANEUVERING WITH LINES

Docklines are for more than just tying up your boat. They can help you maneuver in tricky situations. Here are 5 techniques you should know, just in case

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.



1. Springing off the dock bow-first

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.

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 before-

hand 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

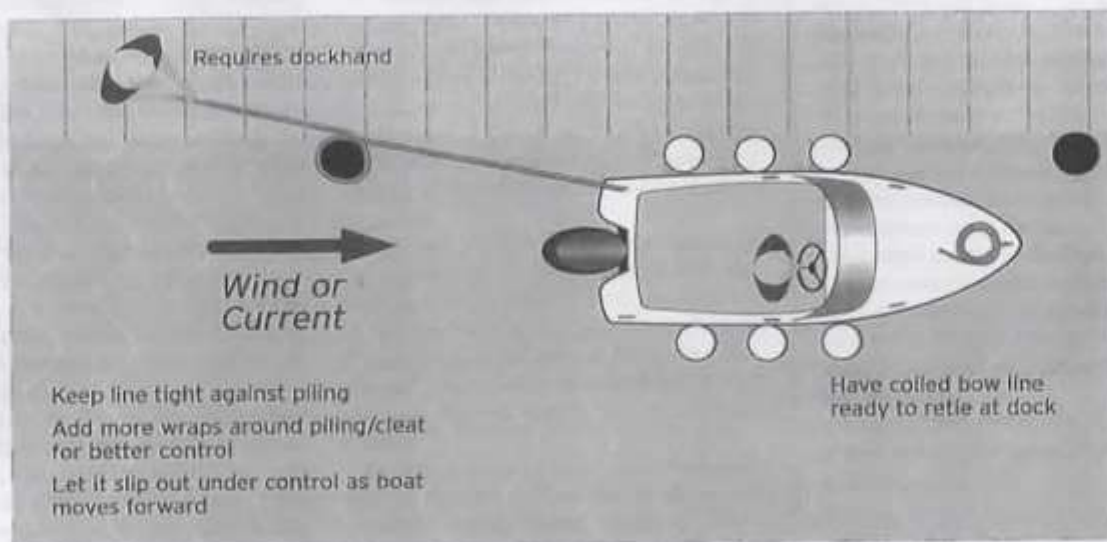
Springing off the dock bow-first

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.

Coxswain's Korner



Visit this article at [BoatUS.com/Expert-Advice](https://www.boatUS.com/Expert-Advice) to see a diagram of springing off the dock stern-first as well as how-to videos.



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.

3. Checking a line

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.

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.

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.

CONTROLLED MANEUVERS

When the wind pipes up or you're dealing with a strong current, there are a number of ways docklines can be used to move or shift a boat without the need to get underway. These techniques allow you to adjust the position of a vessel or even shift to another berth while using the docklines to maintain control of the situation.

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.

1. Untie all docklines except the stern

Coxswain's Korner

Practical Boater

BOAT HANDLING

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 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.

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

4. Flipping a boat

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

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.

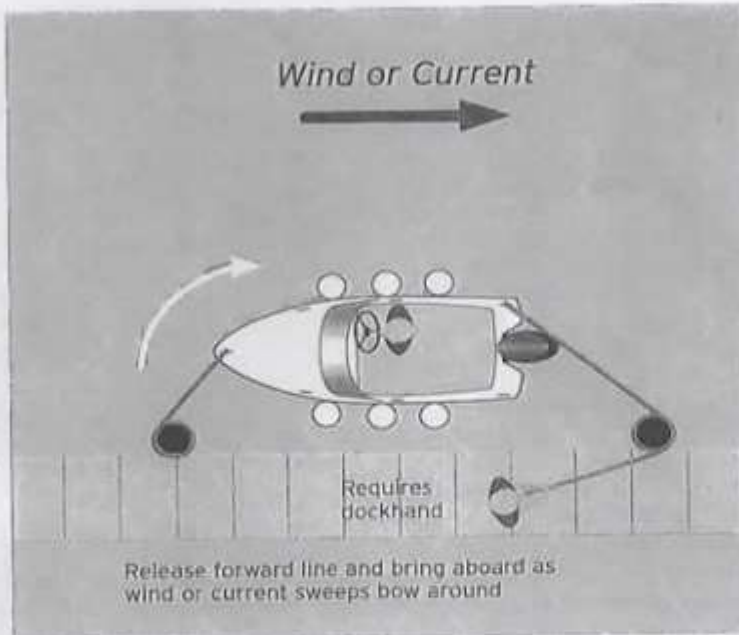
» Revisit a technique when training new crew members or if there are fewer crew members on board than usual. No maneuver should be attempted if undercrewed or the crew is too inexperienced.

» Length and strength of line needed must be assessed in all situations. – F.L.

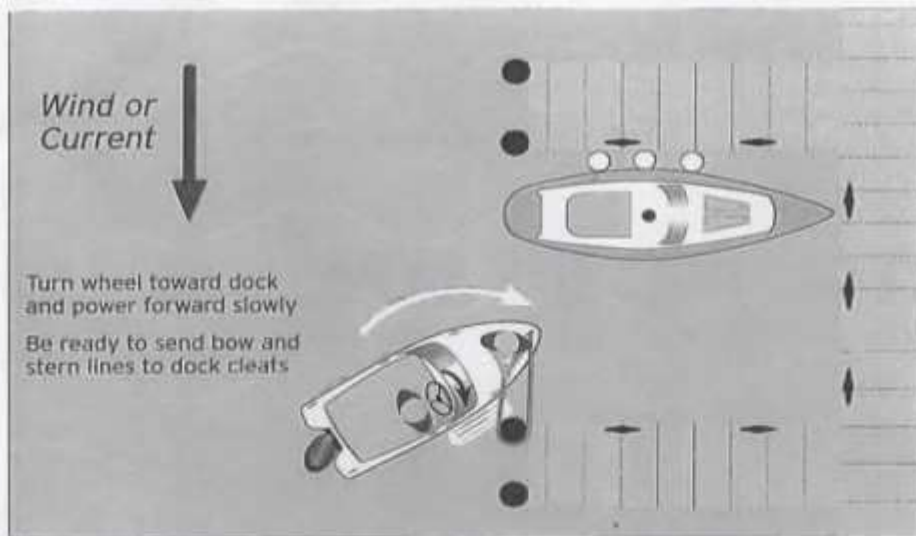
point. Prepare to shorten the line.

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



Coxswain's Korner



5. Docking in strong parallel current or cross wind

(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.

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


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

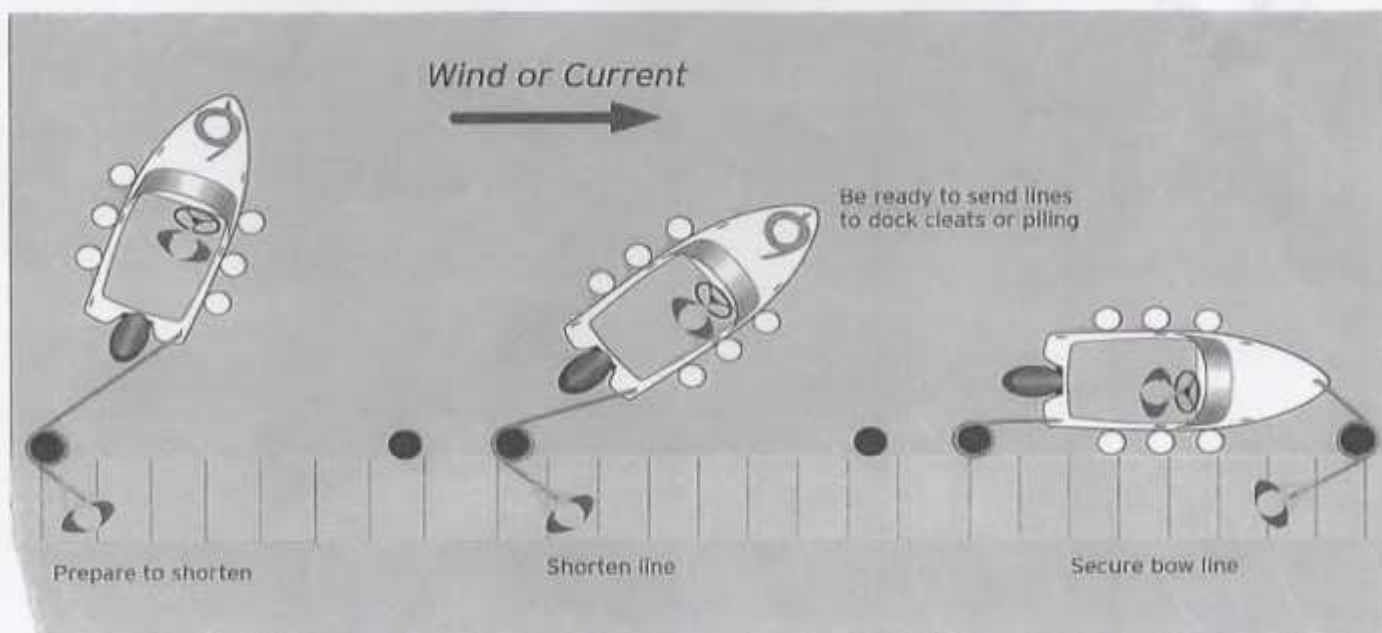
1. Have a crew member attach a dockline to the starboard bow cleat and stand at the ready.

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. 



Renaissance Faire

The 2023 Renaissance Faire was another tremendous success for the Blackwater Pyrates and our Duck Adoptions. The Event Chairperson for the Pyrates was Frenchie and she was assisted by Bottoms Up and a flock of Duck Committee Members.

The Gulf Coast Renaissance Faire & Pirate Festival Officials have been requesting that the Blackwater Pyrates participate for years. Unfortunately, our commitment has always been to the Riverwalk Arts Festival and we were unable to pool enough resources to accommodate 2 events simultaneously.

A few years back the Arts Festival depleted its resources and was unable to put on the annual event. Consequently, the Blackwater Pyrates were able to test the waters and participate in the Renaissance Faire at the Santa Rosa County Fair Grounds.

With Stewey and the Blackwater Pearl as backdrops, the Duck Committee worked with our Event Chairperson and a new era was born. The Renaissance Faire was a perfect fit for the Pyrates as well as a great draw for the event itself.

During the past several years, the Pyrates have been able to adopt out flocks of ducks in support of the Great Mill Town Duck Race. Each year we have exceeded our expectations and had a great time doing it.

Last year we set the all time record for duck adoptions during a single event with approximately 38 pages (760 ducks) adopted over two days, totaling over \$3,800 dollars in revenue.

This year we set the single day event total record with over 21 pages of ducks adopted out (421 ducks), totaling over \$2,100 in revenue.

A special thank you goes out to our Event Chairperson, Frenchie, and her assistant Chairperson, Bottoms Up, for leading the event. Additionally, I want to thank the Duck Committee, Technical Crew and all the volunteers who worked during the 2 day event. The Blackwater Pyrates were proudly represented.



March Raiding Party

The continuing success of our monthly Raiding Party showed at the March meeting of the Blackwater Pyrates. The gathering at the Gym on Willing Street brought about 30 members to our local establishment. For those of you unaware of who, what, or where the Gym is, The Country Gym Bar and Grill is a recently opened bar and restaurant serving cold beverages and hot food. It is owned and operated by a couple of Pyrate friendly gentleman named Joe Dunne and Anthony Thomas.

The environment is similar to the TV show Cheers, “where everyone knows your name.” It is located next the Veteran’s Memorial in downtown Milton, at 5198 Willing Street. It is a multiple story facility with the occasional live music on the ground level, and a pool table in the backroom.

Good food, cold drinks and friendly people. That is the order of the day for the Gym.

We could all use a “good workout” at the Gym.

A special thank you to our BWP Raiding Party Coordinator, Lovie, for organizing another successful event.



The Blackwater Pyrates “working out” at the Gym for the March Raiding Party

Blackwater Pyrates 2023

January	February	March	April
8 (Not) Change of Command 11 Scholarship Mtg 12 Booty Council 18 General Mtg	4 Milton Mardis Gras Parade – Krewe of Airship Pirates 4 Mardis Gras Flotilla - POLT 9 Booty Council 15 General Mtg	4-5 Renaissance Fair – Duck Adoptions 8 Safety Mtg 9 Booty Council 15 General Mtg – Crew Duck Adoptions Begin 18 WWSRE	8 Poker Run 12 Safety Mtg 13 Booty Council 19 General Mtg 22 River Clean Up/Earth Day * 29 New Member Party
May	June	July	August
10 Safety Mtg 11 Booty Council 17 General Mtg 20 Boater Safety Week* Blessing of the Fleet USCG Boat Insp ? Boater Safety Class	3 Lighted Boat Parade in Ward Basin 14 Safety Mtg 15 Booty Council 21 General Mtg Duck adoption paperwork and \$\$\$ due	4 Great Mill Town Duck Race*** 8 Blues Cruise 12 Safety Mtg 13 Booty Council 19 General Mtg- Membership Dues	5 Lighted Boat Parade 9 Scholarship Mtg 10 Booty Council 16 General Mtg 19 Destin Crawl
September	October	November	December
13 Safety Mtg 14 Booty Council & Scholarship Mtg 16 Upper River Clean Up * 20 General Mtg 23 History Lecture*	7 Skull Island Retreat 12 Booty Council 14 Oktoberfest 18 General Mtg- Scholarship Award 20/21 Ghost Walk	4 Blues Cruise 8 Safety Mtg 9 Booty Council 15 General Mtg	1 Christmas Lighted Boat Parade 6 Budget Meeting 13 Caroling with the Pyrates 31 Red Solo Cup

*Core Mission Revised January 12, 2023 ***All Crew Participation





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*The
Great Mill Town
Duck Race*



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Texas Roadhouse - Milton

Vinyl Planks 4 Less - Billy Yates



*The
Great Mill Town
Duck Race*



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Weddings



*The
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Duck Race*



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Helmsman Level \$100

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Leek Small Engine
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Oops Alley - Pace
Oscity Labs – Brewton
Mason's Restaurant
McCombs Electric Htg & A/C

Mike Ryan's Truck & Auto
Accessories
Milton Garden Club (\$300)
Muddy Paws – Grooming by
Haylee
Nick Cote's Transmission
Paradise Screen Printing
Pawpaw's Small Engine
Pensacola Bay Brewery
Primerica Financial Services
RM Integrations
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Ritchey's Service Center
Riverwalk Hair Exhibit



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