

# The Full Deck

## Commander's Message

On Saturday 15 2011 we held our annual Change of Watch and general membership meeting at Denny's located on Sherman Way near the Van Nuys airport. We had 21 in attendance with our guests District Commander Mike Mann and P/D/C Ronnie Mann. Also in attendance were District Secretary Rosemary and Frank Radomsky.

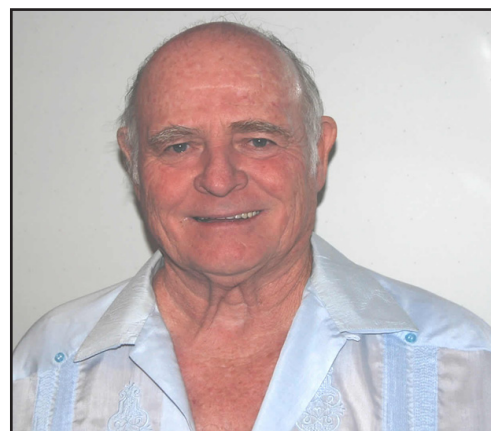
The meeting room was large, private and accommodating. The service could have used an additional waiter but this was small price to pay to be able to order off the menu which tends to slow the service.

After the new bridge was installed and sworn in by D/C Mike Mann, the Tom Cod honors were done by Past Chief Tom Cod Frank Radomsky.

My remarks entered around the need for members to come forward and volunteer for some of the appointed positions. We need help at the boat shows, proctoring in our safe boating classes and simply volunteering suitable to your particular talents and skills.

Our bridge meetings are held at Galpin Ford's conference room on the first Thursday of every month. We have an informal dinner at the Horseless Carriage restaurant 6:00 PM before the meeting, everyone's invited to join.

Cdr. Ken Henry, SN



## Executive Department

### Kayenta George, S

Being a first time attendee and participant of the Host Rooms competition shared a little more light on our Organization as a whole. The coming together, participation and enthusiasm are just a few things that showed when we work together as a unit we can create something unique, special and educational. It was also evident that as individual squadrons we enjoy a little competition with each other. All in good fun.

#### Learning Wise

The conference that I had the most interest in was a side bar presentation from the CDR, XO AO and Squadron Officers workshop. The brief presentation was presented by Ventura Power Squadron (did not catch presenter's name) on Communication. During this presentation we learned how we could utilize Google Gmail, Google Documents and Google Voice, as a way to communicate with the public for free.

Through Google Gmail we can send out public messages, archive our attached documents and have one email account for member messages to be carbon copied. Through Google Documents we can organize documents by each officer; archive legal documents; have access to easy distribution of templates and graphics; but most importantly help document hand off at Change Of Watch occur more smoothly.

Google Voice offers a great way to receive and make free calls within the U.S. With the ability to pick your own number all calls made to this number will actually be directed to your previous cell phone (almost like call forwarding without the hassle). All phone messages left are archived and automatically e-mailed to multiple members. These members are whomever you give (name) at the time of set up such as: CDR, SEO, A O.



In the technological day and age that we live in today a tool such this one is an effective and efficient way to communicate with the public and your squadron.

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## Rules Committee Report

The rules Committee has been hard at work revising the squadron bylaws to bring them in line with changes that have occurred at national since our original charter was approved. Copies of the revised bylaws will be available for your review at the June barbeque scheduled for 6/25 at the home of the Georges. The bylaws will be presented to the membership at the following meeting to be held in conjunction with a barbeque at the home of the Hoadleys on July 16. A 2/3 vote of the members present at that meeting in favor of approval is necessary to accept the bylaws. In the interim, the bylaws can be reviewed online at the squadron website: <http://www.usps.org/TheValley>.



In Memoriam  
Steven L. Wolfe, SN  
September 23, 1932 - March 11, 2011

Steve Wolfe joined the squadron as a retired professor. He came up through the ranks as did most of us serving eventually as commander, squadron education officer and even a short stint as District Assistant education officer. He completed all of the courses available through USPS and rightfully earned the designation of Master Mariner.

Steve was very persuasive. One of his most notable achievements was that while commander he convinced Alina to take on the task of editor of our squadron publication – the “Full and By”. At the start of this assignment Alina quickly recognized that she did not appear to have the credentials of other members of the squadron like advanced grade designation of S, AP, SN, etc after her name. Nor did she have the office designation of current or past anything having never served as an officer on the bridge. She felt an appropriate designation was necessary to be accepted as a reputable editor. So, she designated herself as Alina Lopo, Director Of Publication Emeritus or Alina Lopo, DOPE. It obviously worked since those publications created under Steve’s watch were some of the best we have ever had.

Steve was one of only a handful of members that built his own boat. He skippered that craft at numerous squadron on the water activities. Steve Wolfe never lost sight of his teaching instincts. He was always a teacher first and took a genuine interest in people he was involved with. One notable example was when several of us enrolled in the instructor qualification course held at Al Irwin’s home. One of the participants was Millie Hess. She admittedly felt a bit out of her element in that course but Steve recognized this at the outset and provided the encouragement she needed to begin to enjoy the class and achieve a successful pass for the course. His continued encouragement convinced her to serve as squadron secretary which she held for two terms.

In summary, he brought people together and encouraged them to expand and grow. He was always interested in getting others to continue their boating education and would provide whatever assistance he could throughout the journey. Steve had a very positive impact on the squadron and its members. He will be missed by all.

# Squadron Educational Officer

Ray Paul, AP

1. Current Classes:
  - 2 active Students in JN – Took Sites in January.
  - 1 active Student in ID.
  - 1 active student in N.
2. There is no ABC 3rd ED Class running at this time. Currently working with DWP to arrange a class for their employees.
3. The current Class Schedule is always available on the squadron website: [www.usps.org/thevalley](http://www.usps.org/thevalley).



We have one student from Seal Beach signed up for Anchoring on Tuesday, May 17 from 7-9PM. The registration deadline is April 30.

We have one student from our Squadron signed up for ME-Communications starting on Tuesday, May 24 at 7PM. This course continues through July 12. The registration deadline is May 7.

The Marine Radio Seminar is scheduled for Tuesday, July 19 from 7-9PM. The registration deadline is June 28.

4. We are currently accepting orders for Name Tags and Squadron Polo Shirts.

Contact Ray Paul, AP to sign up for any of the course offerings or to place an order for squadron memorabilia. He can easily be reached via email at: [cscout01@earthlink.net](mailto:cscout01@earthlink.net)

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## Calendar of Events

Tuesday, May 3  
7:00pm Piloting class

Thursday, May 5  
7:00pm Advanced Celestial Navigation  
7:30pm Executive Committee Meeting

Tuesday, May 10  
7:00pm Piloting class  
Thursday, May 12  
7:00pm Advanced Celestial Navigation

Tuesday, May 17  
7:00pm Anchoring Seminar

Thursday, May 19  
7:00pm Advanced Celestial Navigation

Tuesday, May 24  
7:00pm Marine Electrical Systems - Communications

Thursday, May 26  
6:30pm District 13 Council Meeting

Thursday, June 1  
7:30pm Executive Committee Meeting

Saturday, June 25  
6:00pm BBQ and Squadron Member Meeting

Saturday, July 16  
6:00pm BBQ and Squadron Member Meeting

# USPS News

## USPS Members Receive Discounts on New Club Jeppesen Membership (4/7/11)

If you think nothing changes in your boating area, think again. Each week, the Coast Guard issues hundreds of changes for your boating area via the Local Notice to Mariners bulletin, and these changes are all included in the C-MAP by Jeppesen 2011 chart library.

USPS members new to Club Jeppesen are eligible for a reduced membership fee of just \$69 and a 25 percent discount on all products.

Club Jeppesen members are entitled to receive updated charts each year.

Visit Club Jeppesen or call 800-424-2627, option 1. Just identify yourself as a USPS member and have your membership number ready to start saving immediately.

The Spring 2011 chart library release includes new fishing information, more coverage areas and new detailed marina charts in addition to updated navigation chart data.

## ***USCG Special Notice to Mariners for Sailing Vessels and Yachts in High-Risk Waters Piracy off the Coast of Somalia and Eastern Africa***

### ***WARNING TO: U.S. Registered Yachts and Sailing Vessels***

The U.S. Coast Guard strongly advises against all operation of and travel by U.S. yachts and sailing craft, or by U.S. citizens on foreign-registered yachts and sailing craft, on the Gulf of Aden, Arabian Sea, Somali Basin and the western parts of the Indian Ocean. A U.S.-registered sailing vessel was hijacked by pirates in February 2011 off the southern coast of Oman in the northern Arabian Sea and all of its crew were tragically killed. This case is a stark reminder of the grave dangers of operating in these high-risk waters, especially by recreational vessels.

All mariners already in these waters are urged to register with the Maritime Security Centre (Horn of Africa) for up-to-date advice and guidance on passage round the Horn of Africa. They should also report regularly to the UKMTO (email: ukmto@eim.ae; Tel: +971 50 552 3215), giving location, course and speed, and plan their routing carefully to reduce the risk of an attack.

Piracy is a significant threat in the Gulf of Aden and the northwest Indian Ocean and has occurred in excess of 1000 nautical miles from the coast of Somalia. Up-to-date information about attacks and pirated vessels can be referenced from the EU Naval Force Somalia web site at <http://www.eunavfor.eu>. Sailing vessels are particularly vulnerable to attack due to their low speed and low freeboard. All mariners intending to sail through high-risk areas should reconsider the necessity of their travel and alternatives, such as transporting the vessel by yacht carrier.

Participants in yacht races and rallies in these high-risk areas are at great risk of attack. These events are often publicized and could draw attention from pirates, despite the security and safety measures that might be put in place. The U.S. Coast Guard strongly advises mariners not to participate in events that will require transit through high-risk waters.

Requirements and amplifying guidance promulgated by the U.S. Coast Guard for commercial vessels intending to transit high-risk waters are unaffected by this advisory.

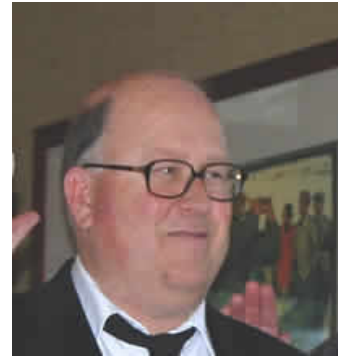
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## Squadron Treasurer's Report

Hal Hoadley, AP

The Treasurer's Department is in full swing with the End of Fiscal Year processing. This is when we "close the books" and prepare the final reports for the Fiscal Year 2010 - 2011. We are also preparing the required Federal Tax informational returns as well as preparing the necessary Tax information for Headquarters. In addition, for the first time, we are now required to file a State of California Tax form (done electronically) in addition to the Informational Returns for the California Attorney General.



Don't forget to handle your Dues Renewal through your e-mail if you have an e-mail account. This is the easiest way to do it. For those without e-mail, you will get a mailed notice some time before the end of April. If you don't get either an electronic notice, or a mailed notice, be sure to contact me and we will figure out why. For all of us who have been in USPS for more than 5 years, our Anniversary date is June 1 of each year, if you have joined recently, your Anniversary Date is the first of the month after the month in which your application was sent to USPS Headquarters. For now, the vast majority of members are the June 1 date, but as new members join, this will eventually spread the Renewal Dates over all 12 months which will make our cash flow a lot easier. Today, most of our dues income is received in May and June.

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The Full Deck is a publication of The Valley Sail and Power Squadron, Inc.

Editor: J. Michael Kabo, JN  
Publisher: Hal Hoadley, AP

This is your publication. We invite and encourage you to submit articles of general interest for enjoyment by the membership. The articles need not be focused only on boating. The suitability will be determined by the editorial board and may be edited prior to publication.

## Secretary Report

Alan Lakin, SN

### A Start to Steer Her By

Some of you may remember my monthly newsletter column back in the 90's in which I would set a navigational puzzle to work the mental gears of our JN's and N's.

I'm B-A-C-K, this time with an assortment of practical observations based on navigational astronomy.

This month's column will look into Orion. Orion is one of four constellations that most people can identify on sight (bonus points if you can name the other three\*, also used in navigational astronomy).

Here are my opinions on why Orion is so familiar:

1. Orion contains several very bright stars. Betelgeuse, Bellatrix and Rigel at three of the corners and Alnilam at the center of the "belt" are as bright as most planets. The pattern is instantly recognizable.
2. The constellation is surrounded by a ring of bright stars: Sirius, Procyon, Castor and Pollux (Gemini) to the east, Aldebaran to the north-west, and Canopus to the south.
3. As you move away from Orion and it's circle of bright companions, there are fewer bright star. This bright grouping catches the eye immediately.
4. Orion lies on the celestial equator, which means it can be seen almost everywhere on Earth at some time during the year.



As I learned on a trip to New Zealand last year, Orion can be a little startling the first time someone from the North Hemisphere sees it from the Southern Hemisphere. My head kept telling me "That sure looks like Orion, but it's to the north, and it is upside down! "

\* I hereby award one bonus point each if you thought of the two Dippers in the Northern Hemisphere. You get two more points go if you thought of the Southern Cross.

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## Squadron Administrative Officer

Brian Krasnoff, S

Absent from this issue

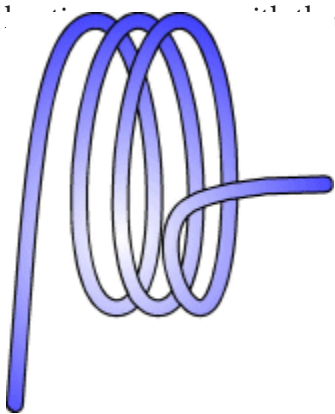
# Marlinspike of the month

[http://en.wikipedia.org/wiki/Monkey%27s\\_fist](http://en.wikipedia.org/wiki/Monkey%27s_fist)

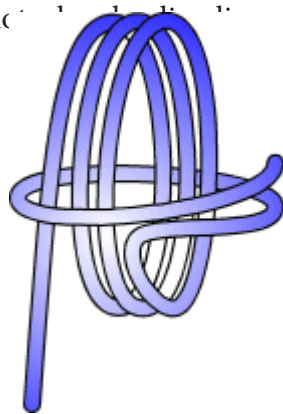
A monkey's fist or monkey paw is a type of knot, so named because it looks somewhat like a small bunched fist/paw. It also looks somewhat like a volleyball or an older style football. It is tied at the end of a rope to serve as a weight, making it easier to throw, and also as an ornamental knot. This type of weighted rope can be used as an improvised weapon, called a slungshot by sailors. It was also used in the past as an anchor in rock climbing, by stuffing it into a crack, but this is obsolete and dangerous.

The monkey's fist knot is most often used as the weight in a heaving line. The line would have the monkey's fist on one end, an eye splice or bowline on the other, with about 30 feet (~10 meters) of line between. A lightweight feeder line would be tied to the bowline, then the weighted monkey's fist could be hurled between ship and dock. The other end of the lightweight line would be attached to a heavier-weight line, allowing it to be drawn to the target easily.

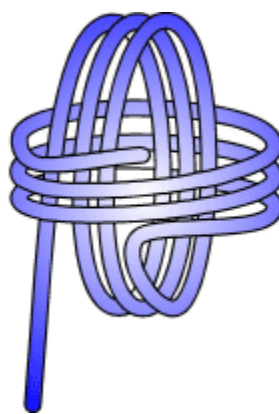
The knot is usually tied around a small weight, such as a stone, marble, tight fold of paper, or a piece of wood. A thicker line will require a larger object in the center to hold the shape of the knot. Another variation of the monkey's fist knot omits the use of an external object as a weight and rather uses the spare end which gets tucked back into the knot. This results in a nicer looking knot of a lesser weight, minimizing the potential danger of



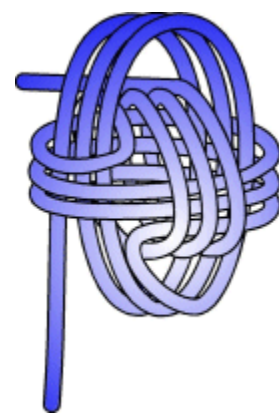
1. Make three turns around the hand



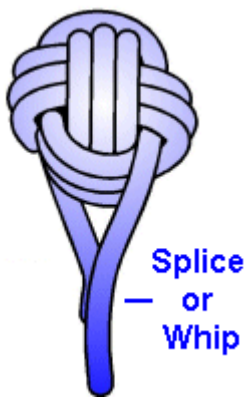
2. Start making turns passing outside the middle of the first three turns.



3. Complete the three second turns.



4. Make three more turns passing inside the first set of turns and outside the second set.



5. Tighten up the knot round a soft core, e.g. a ball of rope yarn. Splice or whip the end to the standing part

## Notes:

1. Avoid the temptation to weight the core with a hard, heavy object. This can convert a useful knot into a potentially lethal missile. Any self-respecting wharfie will take out his knife and cut off any such knot.

2. The British Admiralty Manual of Seamanship illustrates a slightly different method whereby the working end comes out alongside the standing part

