

# The Full Deck

## Commander's Message

### Commanders Cruise to the Antarctic Peninsula (First of two parts)

Reyna and I have wanted to visit the Antarctic for some time, you might say it was high on our bucket list. We booked with Holland America for a 17 day Buenos Aires to Antarctic and return.

About a week after our booking I received a flyer from Princess Cruise Lines offering a 20 day cruise with almost the same Itinerary. This cruise started in Rio de Janeiro and ended in Buenos Aires. I had no problems canceling and rebooking.

We left LAX 10:30PM on 17 December 2010 arriving in Rio 11:35 AM on the 18th about 9:35 minutes of flying. Our hotel was about 35 min from the airport.

Our hotel, the Orla Copacabana, was a great location. We had a ocean front view and less than a block from Ipanema. The down side, beach access was crossing 4 lanes of traffic controlled by signals.

The major attractions are the beaches of Copacabana, Ipanema, Leblon, Corcovado "the Christ Statue" and Pau de Acucar "Sugar Loaf". We have been to Corcovado on a previous trip so we made a bee line to Sugar Loaf. At the hotel we were warned that the wait lines can be long so we went early and were rewarded with no waiting at all.

Sugar Loaf is a tall peak accessed by a two station cable car ride, first from ground level to a smaller peak and then to the summit of Sugar Loaf. On the summit there is light food, beverage and a souvenir shops available. I enjoyed 2 beers with a fantastic 360 degree view, many photos were taken. We enjoyed two hours at the peak and upon descending were greeted by the expected crowds.



**continued on page 3**



## Executive Department Kayenta George, S

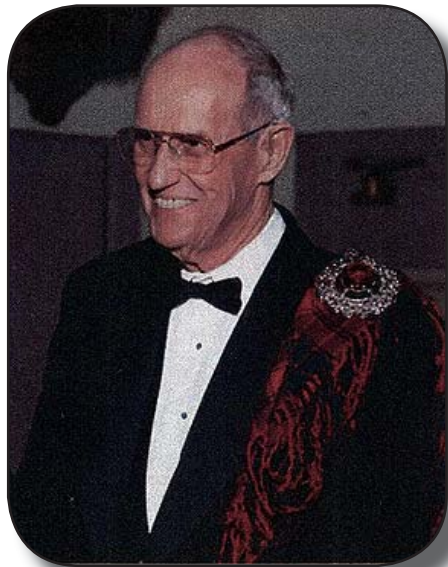


Congratulations on the latest addition to the family!

Healthy boy, 8 pounds, 8 ounces. **Checote** (the name of the high Chief of the Creek Nation who brought Christianity to the Creeks)

---

### J Selmer Robertson, SN November 1922 - August 2011



We mourn the passing of “J” Robertson who departed for his next horizon.

J Robertson was born in Parsons Kansas, November 9, 1922. to Edythe and J Selmer Robertson Sr. He was the eldest of three children, a brother Richard and a sister Nola.

In 1929, his family moved to Long Beach California. J graduated from Woodrow Wilson High School in 1942. After graduation, he was hired by the Los Angeles County Forestry Department and Fire Protection District and was stationed at Battalion 6 protecting North Los Angeles County.

In December of 1942, he was drafted by the U. S. Army and entered active duty in January of 1943. J served in the European theater during World War II and received an Honorable Discharge in March of 1946.

After the War, J returned to Los Angeles County Fire Department and married Lola Cook on September 19th, 1947. J and Lola moved to the San Fernando Valley after the completion of their new home in 1948. Through the years they had five children: Kathleen, J (III), Nancy, Steven, and Laurie Anne. J was a loving and dedicated father who served as President of the Mission Hills Little League, and led the family on a multitude of summer adventures throughout the United States.

As his children grew J became interested in Sailing. He joined the Valley Ho Power Squadron where he reached the rank of Commander, mastered the curriculum, and eventually became a skills instructor. In addition, J was active in the West Coast Yacht Club where he also rose to the rank of Commander. His sailing travels took him from the northern coasts of Oregon to as far South as Panama. Some of his most memorable trips were to the Antarctic, Tahiti, and the Mediterranean. He was a valued contributing active member of the United States Power Squadrons for 46 years earning 41 merit marks for his dedicated service.

---

## Sea Gals Fall Party

Join with us for an evening of fun, comradery and tall tales at the home of the Dellepiane's on  
September 24<sup>th</sup> at 6:30PM

**“Changes in Latitudes, Changes in Attitudes”**

TRANSLATION: “let's just relax and enjoy!”

Gourmet delight: chicken and sides (catered by Stonefire Grill).

\$10/person.

(or something like that)

## Commander's Message (continued)

We found and enjoyed some excellent restaurants. The next evening we went to the theater "Plataformo" for as advertised, The Greatest Folklore Show "Vai Brasil 500 Anos". The show was good but not what was expected, it was more x-rated than cultural.

Reyna and I boarded the Star Princess the following afternoon, the 20 Dec and enjoyed another day in Rio aboard the ship. The lines were cast off and we were underway at 1700 on 21 Dec. with our first port of call at Stanley, Falkland Islands. The first Sea day we got down to the activities of the ship, Princess Cruise Lines offers a variety of classes. I prefer the Computers at Sea program, Reyna prefers the cooking classes. The highlight of our daily entertainment is a Las Vegas style shows every night after dinner.

On December 22, our first day at sea, we were notified that we were going to make a service call at Montevideo for storing and bunkering operations. We slipped our lines at 2330 we slipped our lines and proceeded toward Stanley.

The 24th Dec was a Sea Day and everyone was getting into the Christmas spirit with the crew wearing the Christmas elf's stocking hats. Latter we all gathered around Santa Claus and sang Christmas carols. Christmas day all Kids, Teens, Parents and Grandparents were invited to enjoy a Christmas morning with Santa arriving at 11:00am. Dec 25 was a Sea Day and all day we celebrated Christmas.

Early Sunday 26 Dec we anchored at Port Williams and tendered to Port Stanley. The Falkland Islands archipelago is made up of two main islands East and west Falkland together with 776 smaller islands. This remote area is home to just over 3,000 people and ten times as many penguins. Reyna and I have been here before so we elected to do our own thing. Arriving at

the dock they were offering tours to visit a Penguin rookery, we decided to go. The islands are a paradise for bird watchers and our cameras were amply rewarded. We passed by a area believed to still have land mines from the war with Argentina.

Departing Stanley, 27 Dec. Star Princess remaining on a southern course through the Scotia Sea towards Elephant Island. During the crossing we were experiencing force 12 winds. The Star Princess has a length overall of 950 feet and has a beam of 118 feet, and we were heeling like a sailboat. Walking was difficult and you needed to hold onto the handrails. Once we were in the lee of Elephant Island the seas became calm.

Arriving Elephant Island the morning 28 Dec. The Island looks like an Elephant head when viewed on a navigation chart and is famous because it was a refuge for Earnest Shackleton and his crew after the vessel Endurance was lost.

After we left Elephant Island we entered and navigated through, Bransfield Strait heading south. During the early morning hours of Wednesday, we headed toward Hope Bay situated on the Trinity Peninsula area, where the Argentinean Esperanza Station is located. Following our cruise-by, we headed back out into the Bransfield Strait en-route to Admiralty Bay.

Wednesday, we continued navigating the Bransfield Strait circling Wiencke Island and then into the Gerlache Strait approaching Anvers Island where the Neumayer Glacier is located. This glacier is eight miles long and two miles wide flowing along the north flank of the Allardyce Range. We were within one half mile from 65 degrees south, this is the limit set by Lloyds of London for non ice braking ships.

**The saga will continue in the next edition of the Full Deck**

---

## Rules Committee Report

The USPS National Committee on Rules has notified us that our revised bylaws have been approved as of 16 August 2011. The bylaws are available online at the squadron website: <http://www.usps.org/TheValley>.

# Squadron Educational Officer

Ray Paul, AP

## *The Valley Sail & Power Squadron Education Opportunities 2011 – 2012*

USPS Americas Safe Boating Course 3rd Edition, 5 Sessions starting September 6 – October 4th. Class will be held at the First United Methodist Church of Reseda, 18120 Saticoy St. Reseda, CA at the intersection of Lindley Ave. & Saticoy St., Parking Lot entrance on west side of Lindley, just south of Saticoy. Classes will be held in Room # 7 just off of the Parking Lot. All classes will start at 6:30 PM on Tuesday Evenings. Cost of the Course is \$50 per person. There are discounts for Couples and Sea Scouts and Families. Contact the Squadron Education Officer Raymond Paul to enroll in the course. Cell: 818-462-6479 Email: [cscout01@earthlink.net](mailto:cscout01@earthlink.net)



USPS Navigation Course, 10 – 12 Sessions, Starting Wednesday October 5, 2011 – December 21, 2011.

**“The Navigation class is open to all members, even if you haven’t taken JN. This is the perfect time of year to start a sight folder. Santa Ana winds push the marine layer out to sea so you’ll have great visibility of the horizon and celestial objects at sunset.”**

Class will be held at the First United Methodist Church of Reseda, 18120 Saticoy St. Reseda, CA at the intersection of Lindley Ave. & Saticoy St., Parking Lot entrance on west side of Lindley, just south of Saticoy. The Class will be held in Room # 10 just off the Parking Lot. The Class will start at 6:30 PM on Wednesday’s and there will be several trips to take sights of Star’s, Planets, and the Moon. The use of a Sextant is required as part of the course, the Squadron has Sextants to loan to students for taking sights. Cost for the Class to the Public is \$340, there is a discount of 50% to USPS members. Navigation further develops the student’s understanding of celestial theory. Introduces additional sight reduction techniques and develops greater skill in

---

## Calendar of Events

### Thursday, August 25

6:30pm District 13 Council Meeting

### Saturday, August 27

All day District 13 Isthmus Cruise

### Tuesday, August 30

6:30pm Seamanship Course

### Thursday, September 1

7:30pm Executive Committee Meeting

### Thursday, September 15

6:30pm Navigation Course

### Thursday, September 22

6:30pm District 13 Council Meeting

6:30pm Navigation Course

### Saturday, September 24

6:00pm Sea Gals Fall Party

### Tuesday, September 27

6:30pm Boat Handling Seminar

### Thursday, September 29

6:30pm Navigation Course

### Tuesday, October 4

6:30pm Piloting Course

### Thursday, October 6

6:30pm Navigation Course

### Tuesday, October 11

6:30pm Piloting Course

### Thursday, October 13

6:30pm Navigation Course

7:30pm Executive Committee Meeting

**(note change in day/location)**

### Tuesday, October 18

6:30pm Piloting Course

### Thursday, October 20

6:30pm Navigation Course

### Tuesday, October 25

6:30pm Piloting Course

### Thursday, October 27

6:30pm District 13 Council Meeting

6:30pm Navigation Course

### Saturday, October 29

6:00pm Squadron Halloween Party

sight taking, positioning and the orderly methods of carrying on the day's work of a navigator at sea. Also, study of offshore navigation using minimal data and/or equipment, as might be encountered when on a disabled vessel or lifeboat. Contact the Squadron Education Officer Raymond Paul to enroll in the Class by September 20th. Cell: 818-462-6479 Email: cscout01@earthlink.net

**USPS Boat Handling Under Power Seminar**, 1 Session, Tuesday September 27, 2011, Class will be held at the First United Methodist Church of Reseda, 18120 Saticoy St. Reseda, CA at the intersection of Lindley Ave. & Saticoy St., Parking Lot entrance on west side of Lindley, just south of Saticoy. The Class will be held in Room # 7 just off the Parking Lot. The Class will start at 6:30 PM on that Tuesday Evening. Cost of the Seminar to the Public is \$50, there is a discount of 50% to USPS members. This seminar shows boaters how to depart and dock under a variety of conditions as well as all about trimming the boat underway. Contact the Squadron Education Officer Raymond Paul to enroll in the seminar by September 13th. Cell: 818-462-6479 Email: cscout01@earthlink.net

**USPS Piloting Course**, 11 Sessions, Starting Tuesday October 11, 2011 – December 20. Class will be held at the First United Methodist Church of Reseda, 18120 Saticoy St. Reseda, CA at the intersection of Lindley Ave. & Saticoy St., Parking Lot entrance on west side of Lindley, just south of Saticoy. The Class will be held in Room # 7 just off the Parking Lot. The Class will start at 6:30 PM on Tuesday's. Cost for the Class to the Public is \$150, there is a discount of 50% to USPS members. Piloting is the first of a two-part program studying inland and coastal navigation. It focuses on the fundamentals of piloting - - keeping track of a boat's movements, determining your position at any time, and laying out courses to a planned destination. Included are such subjects as: charts and their use, aids to navigation, the mariner's compass, variation and deviation of the compass, plotting and steering courses, dead reckoning, and hands-on plotting and labeling charts. Contact the Squadron Education Officer Raymond Paul to enroll in the course by September 20th. Cell: 818-462-6479 Email: cscout01@earthlink.net

**USPS Basic Weather and Forecasting Seminar**, 1 Session, Tuesday January 3rd, 2012, Class will be held at the First United Methodist Church of Reseda, 18120 Saticoy St. Reseda, CA at the intersection of Lindley Ave. & Saticoy St., Parking Lot entrance on west side of Lindley, just south of Saticoy. The Class will be held in Room # 7 just off the Parking Lot. The Class will start at 6:30 PM on that Tuesday Evening. Cost of the Seminar to the Public is \$70, there is a discount of 50% to USPS members. This seminar shows what causes weather, how weather systems move, why winds blow, what clouds tell us, how storms and fronts create foul weather, why fog forms, where to get the best professional forecasts, and how to refine them using your own observations. Contact the Squadron Education Officer Raymond Paul to enroll in the seminar by December 13th. Cell: 818-462-6479 Email: cscout01@earthlink.net

**USPS Americas Safe Boating Course 3rd Edition**, 5 Sessions starting January 10 – February 7, 2012. Class will be held at the First United Methodist Church of Reseda, 18120 Saticoy St. Reseda, CA at the intersection of Lindley Ave. & Saticoy St., Parking Lot entrance on west side of Lindley, just south of Saticoy. Classes will be held in Room # 7 just off of the Parking Lot. All classes will start at 6:30 PM on Tuesday Evenings. Cost of the Course is \$50 per person. There are discounts for Couples and Sea Scouts and Families. Contact the Squadron Education Officer Raymond Paul to enroll in the course by December 20th, 2011. Cell: 818-462-6479 Email: cscout01@earthlink.net

**USPS Advanced Piloting Course**, 11 Sessions, Starting Wednesday January 11, 2012. Class will be held at the First United Methodist Church of Reseda, 18120 Saticoy St. Reseda, CA at the intersection of Lindley Ave. & Saticoy St., Parking Lot entrance on west side of Lindley, just south of Saticoy. The Class will be held in Room # 10 just off the Parking Lot. The Class will start at 6:30 PM on Wednesday's. Cost for the Class to the Public is \$150, there is a discount of 50% to USPS members. Advanced Piloting emphasizes the use of modern electronic navigation systems and other advanced techniques for finding position. Among topics covered are tides and currents and their effects on piloting, finding positions using bearings and angles, simple use of the mariner's sextant, and

electronic navigating – radar, loran, GPS, etc. Contact the Squadron Education Officer Raymond Paul to enroll in the course by December 20th. Cell: 818-462-6479 Email: cscout01@earthlink.net

**USPS Knots, Bends, and Hitches Seminar**, 1 Session, Tuesday February 14, 2012, Class will be held at the First United Methodist Church of Reseda, 18120 Saticoy St. Reseda, CA at the intersection of Lindley Ave. & Saticoy St., Parking Lot entrance on west side of Lindley, just south of Saticoy. The Class will be held in Room # 7 just off the Parking Lot. The Class will start at 6:30 PM on that Tuesday Evening. Cost of the Seminar to the Public is \$70, there is a discount of 50% to USPS members. This seminar is a hands-on “learn how to tie knots” program. Everything you need to know about: 18 Knots, 6 Bends, 17 Hitches, 8 Splices and 9 Decorative knots. Contact the Squadron Education Officer Raymond Paul to enroll in the seminar by January 31, 2012. Cell: 818-462-6479 Email: cscout01@earthlink.net

**Following Elective Courses:** Cruise Planning; Engine Maintenance; Sail, or Weather will follow the February 14th Seminar. Check the Squadron and National Web Sites after the first of the year.

### **REDONDO BEACH FLARE SHOOT EVENT** **Captain P/C Dick Daybell**

On May 22nd the Redondo Beach Fire Department sponsored a flare shooting event for boaters at King Harbor. The event started at 9:00 AM with training and practice for Coast Guard Auxiliary members followed by training and practice for the general public around 10:00 AM. The auxiliary provided personnel to work with the Harbor department during the event. The Harbor Department provided various types of flares for the public to use and collected old flares turned in by boaters. The flares which were being collected were either fired or saved for use in next year’s event. A representative from the Harbor Department, John Perkin, estimated that over 200 flares would be fired during the 3 hour event.

The event was staged along the channel of King Harbor where flares could be fired over one breakwater into or over the boat channel. In some cases the better flares flew over the outer breakwater wall into the open Ocean. Two auxiliaries were assigned the task of range masters to watch and make sure no one was shooting off an aerial flare when boaters were passing across the channel or fisherman were walking along the outer breakwater. Other members maintained lines and crowd control and kept people waiting about 30 feet back from the breakwater while two or three people were being supervised by Harbor Patrol members in shooting off the flares. A Harbor Patrol boat and an auxiliary boat patrolled the range area to keep boaters, kayaks and standup paddle boarders out of the firing range area.

At the breakwater the instructors showed their students how to hold their flares or flare guns and how to use the flares. In many cases the old “sky blaster” flares failed to work. Three sky blasters from my boat were tried and all three had the chains pull off without launching the flare. We were reminded to keep the inoperable flares pointed away from anyone in case they went off on their own. After 15 or 20 seconds there bad flares were tossed into a bucket of water for later disposal. Several SOLAS flares were fired off and worked well. Then went higher and further in the air and were visible for much longer time periods than the non Solas Shoot gun shell type flares. In fact several of shot gun shells failed to ignite when they were launched. In all cases the shot gun shell flares lasted for a rather brief 5 or 6 second time interval. The most visible flares the parachute flares and the handheld smoke flares.

The handheld flares which are similar to flares we carry in our automobile burned for about two minutes af-

ter being ignited. We were reminded to hold these flares over the water instead of our boat because of the high temperature of the slag dropping from the handhelds. The handhelds should only be used at sea when the endangered boater can see another vessel.

The Redondo Beach Fire Department is one of the few agencies in the state which will accept old flares. The flares are considered to be explosive as well as hazmat items. At this time very few agencies will accept expired flares. Flares cannot legally be disposed of by firing them off or throwing them into either trash or the water. Nearly 170,000 flares expire in California with no legal means of disposal. A similar situation exists in other states. The Coast Guard and other agencies need to develop a reasonable solution for this issue which allows for legal turn in and disposal of the flares.

Santa Monica Bay Staff members, Grace Lee, Michele Michelle Kearney and Vicki Ippolito participated in the flare shoot event before setting up the Santa Monica Bay Booth for the Sea Fare Day at the King Harbor Yacht Club. Ron Paul, Dick Daybell, and Arrowhead member Vincent Fenty participated from the US Power Squadron. There were around 20 to 25 members of the Coast Guard Auxiliary at the event.

Our own Ray Paul, AP was also present at the event.



---

## **Squadron Administrative Officer** Brian Krasnoff, S

Absent from this issue

# USPS News

May 26, 2011

Dear California BoatU.S. Member,

The California State Senate is about to consider a bill that, if passed, will ban copper antifouling paint for recreational boats. Senate Bill 623 has passed through two committees and is now headed to the Senate floor.

Because this proposal will affect the maintenance options available for you and thousands of other boaters, we encourage you to take a few minutes today to contact your Senator and express your views.

As currently written, Senate Bill 623:

After 1/1/2015: Bans the sale of new recreational boats with copper bottom paint.

After 1/1/2019: Bans the use or application of antifouling paint containing copper on recreational boats.

We understand the origins and respect the good environmental intentions of this bill. BoatU.S. has been monitoring developments in alternative antifouling paints for more than a decade. As a result, our concerns include:

Few choices: In March 2011 "Practical Sailor" Magazine analyzed 62 antifouling paints, 12 of which contain no copper. In terms of performance, one non-copper paint (which contained zinc) rated "excellent", one rated "fair", and ten rated "poor."

Invasive species control: Copper paints currently serve as the #1 defense against invasive species transfer from hulls to waterways.

Recreational boats only: This ban would only apply to recreational boats, which may not provide a large enough market to stimulate research and development on new alternative coatings. Commercial and military vessels will still be able to use copper paints.

Uncertain options: Bringing new products to market takes significant lead time and money. How do we know there will be alternatives that are effective and affordable by the bill's deadline?

We recognize there are many opinions about this bill, and encourage you to contact your state Senator to express your own views. BoatU.S. supports innovation in antifouling paint and we hope that sustainable solutions for boaters and the environment can be found.

To email your Senator:

[www.boatus.com/gov/caaction](http://www.boatus.com/gov/caaction)

On behalf of boaters statewide, thank you for taking a minute to weigh in with your elected official.

Margaret Podlich

Vice President, BoatU.S. Government Affairs

[GovtAffairs@BoatUS.com](mailto:GovtAffairs@BoatUS.com)

703-461-2878 x8363

For an update on this and other government affairs topics please visit [BoatUS.com/gov](http://BoatUS.com/gov)



## Squadron Treasurer's Report

Hal Hoadley, AP



### Coming Soon to a Computer Near You!

At the May Bridge meeting, we discussed an idea that was presented to the D-13 Squadrons at the April Council Meeting. The idea was to provide a means of contacting Squadron Officers by E-mail, to advertise our Classes and to have a common location where Squadron documents can be found. We are setting this up so that you can contact the Commander through one address, at it will be automatically forwarded to the current Commander.

Also, as a part of this process, we are also creating a Virtual Telephone Number with Voice Mail. How this works is that when you call the Squadron phone number, the Message that is left is converted to a Text message which is sent to a specific location. From there, it is forwarded to the specific department to which it applies. Now obviously, computer converted Voice to Text does not always work, so the actual recording is also forwarded. All of this hi-tech stuff is being provided at virtually no cost to the Squadron. Our only cost is \$10.00 per year to own the "TVSPS.org".

As we get this up and running, we will provide additional information. Of course, if you have e-mail, please be sure to keep your e-mail address up to date so that we can easily include you. Each Squadron Member will have a unique E-mail address through the Squadron. You can completely ignore it if you wish. Once we have these set up, we will send you a letter with the Address and your initial password. Feel free to change the password as soon as you get it. For future reference, the address will be your last name followed by your first name followed by "@TVSPS.org". This same idea applies to the Bridge Officers as well, for example, to contact your Commander, the address will be Commander@TVSPSPs.org. This will go to Ken Henry while he serves out his term, and will then go to the next commander right after the Change of Watch.

Another example of a valuable address will be Classes@TVSPS.org which will forward to Ray Paul or to whomever he designates.

We will be publishing a full directory of Squadron Offices and Squadron Address as soon as we have them up and running.

Watch for future announcements as we move forward.

Renewals have been coming in, if you are having problems with the On-Line system, do not hesitate to call your Treasurer at 818-843-4930 and I will be happy to help you get it done. DO NOT send renewal checks to me, as I have no way to process them.

## Secretary Report

Alan Lakin, SN

### SOLSTICE TRIVIA

Sol-stice – noun: either of the two times a year when the sun is at its greatest distance from the celestial equator: about June 21, when the sun reaches its northernmost point on the celestial sphere, or about December 22, when it reaches its southernmost point.

Origin: Latin *sōlstitium*, equivalent to *sōl* sun + *-stit*, combining form of *sistere*, to make stand

Or, for all the 50's SF movie buffs: "The Day the Sun Stood Still"

My JN students have been taking Sun sights off and on since January. Our class is held in the early evening, which allows us to tune in to the physical aspects of the craft of celestial navigation. The architectural custom of building churches to face East certainly helps. Back in late March, we stepped out of the classroom to observe the shadow cast by the setting Sun. The shadow lay due East-West along the side of the building. That evening, we did the sight reduction for a Sun declination of  $0^\circ$ . The trigonometry was easy: the cosine of  $0^\circ$  is 1.00000, and the sine of  $0^\circ$



is 0.0000. At sunset, the sextant altitude is also  $0^\circ$ , which means the entire equation can be calculated without tables. At any latitude, the azimuth of the Sun at sunset on the day of the equinox is  $270^\circ$ .

We did another observation on June 23. The differences were immediately visible. The shadow of the building lay almost  $30^\circ$  south of where it had been just 3 months earlier. The Naval Observatory's Web page [<http://www.usno.navy.mil/USNO/astronomical-applications/data-services/cel-nav-data>] provided the Sun's azimuth for our location and confirmed the "practical" sight reduction:  $298^\circ$ . We dug a little deeper. The time of sunset for the 3 days to either side of the summer solstice changes less

than a minute (8:09 pm PDT) and the azimuth is just as stable at 298°.

We'll be back for more observations this Fall in the N class. The class will run from the autumnal equinox in September until the winter solstice in December. We'd love to have you join us.

*Special Note about the N class - - - -*

**“The Navigation class is open to all members, even if you haven't taken JN. This is the perfect time of year to start a sight folder. Santa Ana winds push the marine layer out to sea so you'll have great visibility of the horizon and celestial objects at sunset.”**

---

## **October E-Board Meeting CHANGE**

The 13 October E-Board Meeting (originally scheduled for 6 October) will be held at the Hoadley's. Dinner at 1830, BBQ style, meeting at 1900, or thereabouts. Address is 2119 Jolley Drive, Burbank, CA. PLEASE RSVP to Lt/C Hal Hoadley, AP at 818-843-4930 by 11 October so that enough seats and food are available for this discreding crowd. Dinner is \$10 per person, kids eat free!.

---

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.

## Sea Stories

We stayed with some neat people during our trip to New Zealand last year. We have continued to correspond by e-mail, and Brian has been including stories about his business (charter boat skipper).

It suddenly struck me that this was a source of articles for TFD. I checked with Brian and he is delighted to help. I offered to include the slight plug for the B&B and charter business as a header for his articles

When they're not taking boats and passengers around the South Pacific Ocean and Tasman Sea, Brian Holloway and his wife Jay run Number One House, a bed-and-breakfast in Auckland, NZ. Sandra and I picked their B&B because they had a boat for day charters and a Hobbit Hole in the garden. Our first night at their home was spent swapping preferences in sight reduction methods. Brian has been sending us e-mails about his charter trips, and has graciously allowed us to share his notes with the Squadron.

P/R/C Al Lakin, SN

Here's a first installment.

# Sirius to Fiji May 2011

Brian K Holloway

“An adventure is only an inconvenience rightly considered  
An inconvenience is only an adventure wrongly considered “  
G K Chesterton

I think this is my 29th offshore trip.

Despite adverse and perverse winds, long tiring night watches, turgid, lurching conditions for days and even weeks on end, sailing is still a wonderful way to sail. I have been honoured to sail with some beautiful people, and this was my second trip in 5 months on this boat.

Sirius is a 50' sailing catamaran, hugely spacious, properly appointed in every aspect, from top class steering and navigation system, to the very best of serious fishing tackle. It has to be – the four others on board are siriusly (!) into catching big fish.

Time to depart New Zealand. I was awake at 3 am, 4 am, and finally up at 5.00 am to be at dock by 6.00 am. Outside was a pea soup fog, visibility down to a few metres, and the air soft, quiet and slightly clammy. Ship's hooters sounded in the harbour, cautious calls from unseen misty places. We said our farewells to families, casting off from the marina and motoring into a wall of white, yet unerringly the chart plotter led us to the custom wharf. Formalities soon over, we were unshackled from land to begin another adventure. Around us, ships, tugs, ferries and even fishing boats were audible with their fog horns, and visible on the radar, but we never saw a single one. It was a somewhat creepy experience, but in a cocooned world of our own, we rounded North Head, passed Rangitoto Lighthouse, and ventured due north.

The sea was glassy smooth, disturbed only by the little blue penguins, of which there are many this year. These too slid in and out of our vision. At 7 knots under one motor (what a lovely boat) we were at Flat Rock, 24 miles in 3 ½ hours. It was my watch (my turn on the helm) when we seemed to move on – trip had indeed begun.

Down below, the holding tank for poo and all things smelly was disconnected, the macerator pump fixed (jammed on a single olive pip), and we all gave thanks to our wonderful resident plumber, briefly raised to status of right hand of God. This is NOT a cheerful job, never offer to do it!

The forecast was for a nasty low, 35 to 45 knots in the area. If we could get above the circular weather system, we might escape some, if not all of the bad weather. So we pressed on under motor, covering good dollops of ocean on our race north, and by the end of my next watch at 10pm we were opposite the lovely Bay of Islands, but 30 miles out to sea. I spent my time being very awake and aware, watching a large ship slowly creeping up behind us, till I turned on the cockpit lights. This must have frightened him, poor devil, as he veered off to pass us to port.

Twenty four hours into our trip, and the top of New Zealand was abeam. The wind had gradually risen to 22 knots, and we hoisted the mainsail, and discarding the small staysail, we rolled out the headsail. Now doing a lovely 7 knots sailing over bumpy waters- but seventy five degrees off course. Still it was pleasant not to have the motors going. But bad things happen in threes; in five minutes, a pressure deck hose got fired right into the saloon, saturating the fine leather cushions and high gloss varnished timber. Then I threw the coffee grounds out a window, and the window threw them back- all over me and the galley. Then we were suddenly submerged in a waterfall that came down a supposedly closed hatch.

By now, we were into Friday and it was a long lumpy, lurchy day. I looked at the colour radar screen, and we were regularly engulfed with slaths of yellow, showing rain squalls. I have heard of yellow snow, but yellow rain?

By evening (merlot with cheese encrusted cottage pie) the wind, still madding from dead ahead, began to ease.

By morning we had hoisted our big sails and what followed was a glorious day, one of those as dreamed of by offshore sailors. Wind abeam, 20 knots we slipped along 8-10 knots speed, and best of all, now in the right direction.



It was my turn to cook. This is an unknown talent to me (grand-daughter says it is worse than my singing) I managed the toast and cereal and coffee tea for breakfasts. I did a Caesar salad for lunch, with eggs, avocado and anchovies. Not bad, but dinner was the big issue. I did the potatoes, I warmed the pre cooked venison and mushroom stew. I cut the silver beet and crunched it. I put it in a pot and turned the gas on. Oh boy, what I thought was a teflon bottom pot was a rubber base dish! Saved before a catastrophic disaster, I noted that the sailor was

doing the cooking and the cooks were doing the sailing (a sail change). Apparently my transgression was not enough to keep me out of the galley, and I dreaded my next turn. Perhaps I need to conjure up something even more evil than a rubber pot to keep me out of the galley?

Now at the 29th parallel, we were still being followed by two beautiful albatross, black and white.

Day 5 and I woke, refreshed, to a beautiful dawn watch. I sat, coffee in hand, and admired the sun as it rolled over the horizon, again bringing its life to the world. The dark waters around us were tinted turquoise, and the sun rose higher, and soon to an exquisite royal blue. Sirius was sailing gently in flat seas, rising languidly over the long meandering ocean swells. Ahead flying fish scattered from our bows, indeed, this was more of that stuff that cruising yachties dream of. Breakfast over, and suddenly within the space of nearly as many minutes, we caught not one, but three beautiful mahi mahi, they of exquisite yellow/green skin, bullet hard heads, needle like teeth, and iridescent blue dorsal fins. Plus on board came a fighting wahoo. It was a very exciting few minutes, and the fridge was now filled with packs of wonderful fish.

I had been learning 'BIG GAME FISHING 101' and was fitted into a back breaking device, but a rampant 4 kg mahi mahi just didn't count with these guys- my time was yet to come!



For dinner we had mahi mahi kokoda in coconut milk, the freshest of mahi mahi sashimi, and then mahi mahi sautéed in butter, with a NZ Sauvignon Blanc. Ho hum (bloody wonderful).

8th May, a Sunday, and after a lovely sail, at times touching 10 knots, we did a healthy 24 hour run of 182

miles. The sea water temperature had started at a very chilly 14.5° C back in Auckland, but every watch heading north it rose –till in Fiji it was an amazing 31.5 degrees.



By now we were over half way to our first destination, a pencil dot in the vast Pacific. The name on the chart (Theva- i -Ra, or Ceva-i-ra, or Conway Reef), being about 20 times larger on the chart than the island itself. I had sailed past there once, to see a stunningly beautiful tiny coral island, complete with white sand, and even large enough for a few low scrubby trees. This time, I hoped to actually stop and even spend the night there.

10th MAY, and we were scudding along, at generally 9-10 knots. Yes, a RECORD for us- 207 MILES IN a 24 HOUR RUN! Only the third time in all my years to go over the 200. Sky was cloudless, and we continue to race along. Lunch was guacamole, crisp tomato, onion and shredded carrot wraps. We are VERY lucky people.

11th and at 8am there it was, a white thin mark on the horizon. Within 30 minutes, the thundering surf was clearly visible, with the tiny coral seamount complete with white sand, and patches of small trees, the likes of pirate lair. Curious birds swooped around us, gannets, boobies, red throat frigate birds, even small terns. An Asian fishing boat lay forlornly on its side on the reef, testimony to either bad luck or bad navigation.

As we got closer, the fish started to bite. We (I should say ‘they’; - I am not big on fishing), winched on board four wahoo in 15 minutes, two at the same time, all about 40kg and 1.6 metres long. These beautiful fish were cranked on board, a steel gaff embedded in their stomach, before the hook is wrenched out with pliers. They were then thrown back, to be consumed by sharks. They brought in a lovely fat yellow fin tuna, nearly the ultimate for sashimi.

The anchor went down on the sheltered edge of the reef in 4 meters of coral.

We lay gently rocking, effectively out in the middle of the Pacific Ocean. All alone, in the silence of the remoteness, just with the company of thousands of sea birds in the bushes on the island and restlessly wheeling in the sky above it. The owners immediately launched the kayaks, and did the long paddle ashore. They reported a wrecked life raft, from the Chinese fishing boat, crabs swarming up trees, complete with their stolen shell homes on their backs. This was an idyllic wonderful place to be, and it did a tick off the bucket list. If ever there was a pirates’ Treasure Island, this was it. There were even turtles in the water.

But all is not heaven on earth. Those of us back on board were having a serious moment when the batteries decided not to charge. As we watched, the % of the total battery storage power fell to a ghastly 30%. Could we even raise the anchor? We were in a ‘situation’ and a very serious one at that. None of us are electricians, and it took an hour of tracing systems, to come across a tripped switch. Indeed, the combination of the water heater, bread machine, aoli machine ,and deck wash pump, finally blew a fuse. Problem solved, much to our relief. We were a very long way from civilisation.

There became a wonderful happy hour, with bourbon and gin and wine and a great plate of sashimi. Over the tuna we plotted a cunning scheme. We would go ashore and hacksaw off the bronze propeller off the abandoned ship. By floating it out to the boat we could winch it on board and sell it and make simply buckets of money. More bourbon and gin and the proposal became an ex-



citing adventure – we would plunder the prop (pillage seems a yucky word -things you do to stolen cattle and sheep and women). Plunder has a much more piratical ring to it.

We revelled in the reality of our situation. Anchored securely in barely 4 metres of water, when we looked around, there was nothing but flat ocean from horizon to horizon. Ahead of our bows, the boat faced to reef, with the fabled island. We had peace, harmony, serenity and a great lasagne for dinner.

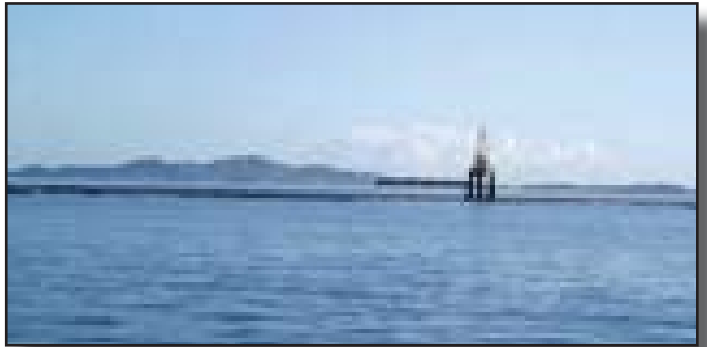
Our great plan of plunder came to naught, as by morning the wind had risen, making our anchorage less than tenable. And to compound it, the wind at 20 knots, came straight from Fiji, 270 miles away. That was effectively two days travel. So we motored into it, not a pleasant experience, crashing bashing and lurching. Sailing and tacking to our destination was not a feasible option, either.

9th day, we shared our watches meals and company. 150 miles to go became 115, and the number shrunk as the hours went by. The plan was to sight Momi Light on Fiji in the early hours.

Next morning I woke to a flat sea, just an easy swell, the motor purring under my bunk, and in the rising sun, the sight of the hills of western Fiji. After a week of conflicting sailing sea conditions, being tossed irreverently in all directions, suddenly our passage was smoothed and gentle. We found the Momi light at 9.30 and 25 miles later, Lautoka, our port of entry.

Of course it was Saturday, and of course all customs, quarantine officers were away drinking kava – this is Fiji. We eventually cleared customs and moved to Denereau Marina. It was good to be in civilisation again.

We did 1100 miles, 9 days, with much motoring in adverse winds. We struggled through some lumpy times, but were rewarded with royal blue waters, a benign moon, gentle sunrises and sunsets, some wonderful fish, and finding a deserted atoll, complete with a boat wreck.



**Next: 10 days in Fiji.....**

## Marlinspike of the month

[http://en.wikipedia.org/wiki/Anchor\\_bend](http://en.wikipedia.org/wiki/Anchor_bend)

The Anchor Bend is a knot used for attaching a rope to a ring or similar termination. Its name originates from the time when “bend” was understood to mean “tie to”, and not restricted to knots that join rope ends. While the knot can become jammed in some modern materials, it is usually easily untied after moderate loads; it can be made more resistant to jamming by taking an extra turn around the object--this will make for a 1-diameter longer span of the end to reach around the standing part to be tucked (although in a case of tying to a small shackle or link of a chain, this might not be possible). It is the accepted knot for attaching anchors

(or more usually anchor chains) to warps. The knot is very similar to a round turn and two half hitches except that the first half hitch is passed under the turn. In many everyday uses, the finishing half-hitch need not be made; alternatively, one might seek surer security by tying off the end with a Strangle knot to the standing part.

