

The Full Deck

Commander's Message

I would first like to thank the nominating committee for their nomination.

I would also like to thank my bridge officers for all the hard work they are currently doing and will do in the future. Although Ken Henry's shoes are too big for me to fill, I will try my best to wear my own shoes well.

I have 3 goals this year. First and foremost is to "GET US BACK ON THE WATER." It was important to me to have our COW on the water because I felt it was a way to immediately start us off on the water.

My second goal is to create "CONFIDENCE THROUGH EDUCATION." I believe that by educating potential new members we are creating Captains not just crew members. Our squadron is full of intelligent, experienced and knowledgeable members whose shared experiences can potentially prevent new members from committing the same mistakes as well as save a life. May we live up to my motto "Boating is fun, when it is safe."

My third goal is to create a relaxed, welcoming and friendly type atmosphere. At each exam, whether it is myself or another squadron member, potential members will be greeted and given personal attention. Upon joining the squadron, new members will be given the opportunity to become active members with a voice from the start. All new members will be encouraged to attend general meetings where they will be able to ask questions, mingle with other members, and learn about upcoming squadron events. Our general meetings will also allow them to experience informative presentations from various guests on many interesting subjects.

I look forward to a fun-filled, prosperous year with active participation from our new members.

Smooth Waters



2012 Watch

Introducing the bridge and other appointees

Commander

Kayenta Young, S
embrace_wisdom_04@yahoo.com



Executive Committee At Large

Reyna Henry, SN
J. Michael Kabo, JN
Bob Ricketts, SN

Executive Officer

Deborah Hoadley, AP
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Nominating Committee

Ken Henry, SN
Allan Lakin, SN
Nat Goldberg, AP

Administrative Officer

Brian Krasnoff, S
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Financial Review Committee

Cheryl Dellepiane
Don Dellepiane

Education Officer

Ray Paul, AP
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Legal Officer

Allan Lakin, SN

“The Full Deck”

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

Treasurer

Hal Hoadley, AP
hoadleyh@att.net



Social Chairman

Marv Nelson

Secretary

Allan Lakin, SN
allakin@aol.com



D/C Mike Mann presents Kayenta with her commander's flag at the Change of Watch

Executive Department
Deborah Hoadley, AP

Look for my report in the next issue!



2012 Change of Watch



Let's have a party!



Administrative Officer

Brian Krasnoff, S

We have been working hard to identify new and exciting activities to encourage your participation. We need your feedback on your interest in attending these events. Please take the time to fit these into your schedule and let me know which you are planning to participate in. We would also appreciate other ideas you might be interested in.



I can be reached at: krasnoff@pacbell.net

- 05/20/2012** Lunch in Oxnard at Whales Tail Restaurant 12:30P.M.
- 06/09/2012** Camping at Lake Castaic if we have enough people call Brian at (661) 295-5710
- 07/15/2012** BBQ at Kayenta George's house for time call KY (818) 884-7922
- 08/12/2012** Brunch at Restaurant to be announced call Brian (661) 295-5710
- 09/09/2012** Overnight at Lake if we have enough people call Brian (661) 295-5710
- 10/28/2012** Halloween Party location to be announced
- 11/04/2012** Brunch Restaurant to be announced
- 12/2012** Cruise for 3 or 4 Days more information coming

Calendar of Events

- Tuesday, May 15, 6:30pm
USPS Knots, Bends, and Hitches Seminar
- Tuesday, May 22, 6:30pm
USPS Seamanship Course
- Thursday, May 24, 6:30pm
District 13 Council Meeting
- Tuesday, May 29, 6:30pm
USPS Seamanship Course
- Wednesday, May 30, 6:30pm
USPS Instructor Development Course
- Tuesday, June 5, 6:30pm
USPS Seamanship Course
- Wednesday, June 6, 6:30pm
USPS Instructor Development Course
- Tuesday, June 12, 6:30pm
USPS Seamanship Course
- Wednesday, June 13, 6:30pm
USPS Instructor Development Course

- Tuesday, June 19, 6:30pm
USPS Seamanship Course
- Wednesday, June 20, 6:30pm
USPS Instructor Development Course
- Tuesday, June 26, 6:30pm
USPS Seamanship Course
- Wednesday, June 27, 6:30pm
USPS Instructor Development Course
- Thursday, June 28, 6:30pm
District 13 Council Meeting
- Tuesday, July 3, 6:30pm
USPS Seamanship Course
- Thursday, July 5, 7:30pm
Monthly Executive Board Meeting
- Tuesday, July 10, 6:30pm
USPS Seamanship Course
- Wednesday, July 11, 6:30pm
USPS Instructor Development Course
- Tuesday, July 24, 6:30pm
USPS Anchoring Seminar

Squadron Educational Officer

Ray Paul, AP



The Valley Sail & Power Squadron Education Opportunities 2012

USPS Navigation Course, currently ongoing with 2 students

Anchoring Seminar: The Anchoring Seminar has been prepared to assist boaters in understanding the issues and problems involving the theories of anchor weight, the methods used to anchor, and the choices of anchor types for the area of boating. The slides and notations on anchoring are intended to raise awareness of the need for correct anchor choices and the mechanics of proper anchoring techniques. The knowledge gained from completing this seminar will increase the student's understanding of the conditions and situations involved in anchoring a boat and the need for a proper anchor choice.

Scheduled for Tuesday, July 24 beginning at 1830 at the First united Methodist church in Reseda, CA. Please contact Ray Paul for additional information.

Elective Courses and seminars can be arranged at any time - please schedule with yours truly
cscout01@earthlink.net

Squadron Treasurer's Report

Hal Hoadley, AP

It's that time of year again, where we create our Annual Report for fiscal 2011 through 2012, prepare and file the required tax documents. Also, it is Dues Time for most of us. Since D13 did not properly adopt their annual Assessment in time for the dues process, the amount shown on your dues statement may be wrong, it is on mine. The amount should be \$6.00 just as it was last year. If the amount shown is different, then we have a problem. I am working with the D13 Treasurer's Department to have any over payment refunded, or if you prefer, donated to D13, they sure could use the money. Our dues did not change from last year.



I am sad to announce that DLt/Cdr Ed Wyle, the D13 Treasurer passed away. District is working on replacing him, so for the moment, things are a bit in limbo. We send our condolences to his family. Ed was the D13 Isthmus Cruise chairman for as long as I can remember, his good humor and hard work will be missed.

This could be your last hard copy Full Deck. In order to keep our dues the same, we are moving to electronic publishing. For those that do not have e-mail, we will still print and mail the Full Deck. I bring this up here to also announce that D13 to save money will not be printing their Roster either, but will create and publish it electronically. They are working out printing it for those without e-mail, but don't be surprised if there is a charge for a hard copy. We are still printing and distributing our Roster, you should have received one. If not, contact me at 818 843-4930 and I will make arrangements to get one to you.

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

Editor: J. Michael Kabo, JN

Publisher: Hal Hoadley, AP

Sea Gals Cabin

Hello Everyone.



Sea Gals, Auxiliary to the Valley Sail and Power Squadron recently held their annual dinner and installation of officers for the next year. Barbara Nelson, President, assisted by Lola Robertson, Vice President and LaMarr Kuhlman, Secretary-Treasurer. Our policy is to assist our Squadron as needed or requested.

Membership is open to members of the USPS, spouses, relatives by blood or marriage and individuals residing in the same household. Meetings are on the 3rd Thursday evening of the month with the next meeting May 17 at the home of Millie Hess and the June 21 meeting at the home of Betty Allen. An invitation is extended to anyone who may be interested in joining our group.

Sea Gals are now planning their Fall Party to be held at the home of Cheryl and Don Dellepiane. Saturday, Sept.29th. Do mark your calendar for this great event.

Our Squadron Commander, Kayenta George, has given us the recipe for her Stocafi, served in the Squadron Host Room at the District XIII Conference

Stocafi

Fry cod (or other white fish) in light oil until done. Place aside.

Tomato Mixture:

Saute in light oil

4 whole garlicks (chopped or mashed)

1 C. onion (chopped)

1 14 oz. can diced tomatoes

White wine to taste

Simmer – covered with lid

Toast sliced sourdough bread or use bruschetta

Arrange bruschetta with cod on top, cover all with tomato mixture, Serve hot.

A good way to use some of that fish you caught.

See you next issue!

Secretary Report

Alan Lakin, SN



Enjoy Part 2 of our new Zealand adventure!

Here's the second installment.

Sirius in Yasawas May 2011

Brian K Holloway

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

After our sail up from New Zealand on Sirius the 50' cat, we were legally into Fiji and anchored at Denerau marina. For better or worse, it was the night of a Fiji International jazz festival. Sitting there, we experienced an eclectic mix of music. Unfortunately, four bands playing, all at the same time- it was a cacophony of sound. It sure is more peaceful out on the ocean.

We escaped the next morning, and sailed to Musket Cove, 15 miles away. The air and water were both about 31 degrees- and wallowing in the water, and out, and about, was wonderful.

Ashore we caught up with old friends, and like the villages of Nadi and Lautoka, things here seemed to be in a pleasant time warp, unchanged in 20 years. Even the people seemed not to have aged.



Next day, we fished 10 miles or more along the outer side of the outer reef, without success. The surfers at Numoto Island were into some BIG STUFF, probably 4-5 metres, certainly way bigger than the surfers themselves. The waves can run for $\frac{1}{4}$ of a mile in a single break- no wonder it is rated one of the top surfing spots in the world.

Back to Denerau Marina, to stock up, collect three wives, fruit and vegg, and sail back to Musket to begin our Yasawa adventure. The first night was alcohol fuelled! We had a very satisfying beam reach to Musket, touching 10 knots, then followed a day of fishing up the reef line towards Mana Island. Small herd of pilot whales ignored us, and there were no strikes. One of the wives had a birthday and everyone was putting on their best wishing caps for her to catch a fish, but there was nothing, then, as we turned away from the reef - bam- a strike, and a good one.

Much screaming and yelling and yahooing, Pauline in her harness bent her knees and gamefully played it for half an hour, turning it whenever it tried to dive to the reef.

The fight was inevitable, though in the past fish have got away, even when right up the boat. Aboard came a big fat fish, a giant trevally. About 1 metre long and about 700cm around its fat tummy, the fisherfolk were ecstatic. This is a beautiful eating fish, much prized here.



Much celebration occurred – I fuzzily remember looking at the line of empty wine bottles on the bait board and there were many, many! I do remember Sharon saying earnestly that as a good Catholic girl she had given up gin for Lent- she had switched to bourbon.

Mana was our next destination. It is a Japanese owned island, with resort, and a protective

ring of coral giving a good anchorage with sandy bottom. The entrance through the reef was blown out with dynamite, and is tight and even intimidating, watching the coral slip just under the keels. I swear even the fish go flat on the bottom as boats go over them.

And rain ! It rained that night like it had just been invented. It came down on us , from a black, lightning filled sky, as if we were under a bottomless eternal bucket. It was a tropical down pour that seemed not to end. All four

hatches in our cabin, were locked tight, but insidious water still go through and soaked our mattress.



Next was Waya, the bottom island in the Yasawa chain, a string of pearls stretching nor-east up the western rim of Fiji, for about 50 miles. At Waya there is a separation between two island, with a narrow sand bar joining them, walkable at low tide. There is good holding from East or West winds.

We caught up with our boat boy of twenty years ago. He had retired, and we went by dinghy to his village, only to bump into him out in the water. There he was, sitting on a kayak with his five year old son (one of eight sons and daughters), Sami is 55, and his wife is just giving birth to another child. It was a great pleasure for us to

catch up with an old friend. He had lived with us on a yacht for an entire year when we ran a charter fleet here, and he taught us much about Fijian ways and customs.

The cabins are hot and when the wind drops, quite airless. We all lay panting in our bunks, but by now we had a wind scoop above each hatch. These were marvellous, catching any stray zephyr and passing it down below. There is no TV- instead we watched lightning flashes fill the sky. There were distant



booms of thunder, but minimal sound. And no rain. At least, not till 2.00 am, when the heavens opened. Four near-naked men were to be seen wrestling the scoops off the hatches, and laughing in the downpour.

On to the limestone caves, nearly at the top of the Yasawas. We anchored off them, did the sevuvu greeting at the village, and arranged a guide. The caves are cathedral like, with cool clear water. Sometimes fresh, and with change of tide, sometimes salty. The guide said if you see an eel, it is fresh, if you see a snapper, it is salt.



The highlight was taking courage in hand, doing a shallow dive and emerging in another cave, with a very low roof. I like those experiences in life where you can test yourself, albeit mildly.

The crew did a night dive on a reef, looking at sleepy fish.

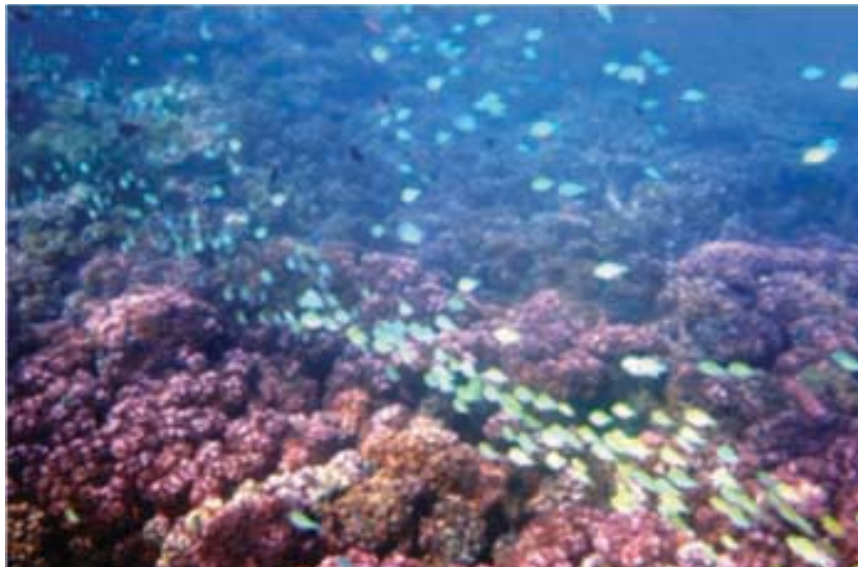
Further good sailing, a night spent by Turtle Island, where only the rich and beautiful and famous go (no children allowed). Twenty four bungalows, each with private beach, everything laid on, but everything. OK so we anchored in their

waters – nah nah- we were adding the ‘local colour’.

Then to maybe the big highlight. There is a shallow pass between two island, where the water rushes through at about three- four knots. A number of wonderful manta rays cruise up stream, mouths open, before floating back and repeating. We dinghied to the top, and began our own float by WOW!! Look at that! About ten feet under us, a two metre ray was cruising, totally unconcerned about us. As we floated further, schools of hundreds of fish kept us company. On our second float-by, I was looking around for rays, heard a scream. I looked forward, and a lady and I were within touching distance of a stealth bomber. We both nearly swam into it, not that it seemed to care a tot; it just cruised on by. A special experience for us all.



We had a lovely few days, and immense thanks to owners, and their wacky friends. A superb holiday.



P/C Ken Henry, SN
Commanders Cruise to the Antarctic Peninsula
(Second of two parts)

Wednesday night and Thursday morning we followed a North Easterly through Gerlache Strait re-entering the Bransfield Strait towards Deception Island. Deception Island is an Island in South Shetland off the Antarctic Peninsula which has one of the safest harbors in Antarctica. Thursday afternoon we left the Antarctic Peninsula toward Cape Horn, and as we were crossing the Drake Strait on Friday we celebrated New Year's Eve. The celebration was a fantastic party, hats, horns, music, dancing, and excessive toasting the New Year.



We were planning to spend New Year's day cruising Cape Horn but because of rough water and poor visibility we left after a short visit, and set course toward Ushuaia. Throughout Saturday evening we continued along the Beagle Canal under pilotage, working our way Sunday morning towards the entrances to Ushuaia. Ushuaia a city of 80,000, that rightly claims to be the southernmost city on earth. Sunday evening we left Argentina and set sail for Punta Arenas. Once clear of Ushuaia we made a broad alteration of course to steam west and once again transit the Beagle Channel. Shortly after we disembarked the Argentine pilot, the Chilean pilot took over as we passed the Chilean / Argentine boarder ready for transiting the inner waterways. Early Monday morning we made our final approaches North towards Punta Arenas. Once in position we dropped anchor and begin our tendering service. In the days before the Panama Canal, this was one of the world's busiest ports.

Leaving Punta Arenas we set a easterly course through the final channels of the Magellan Straits en route for the Atlantic Ocean. We continued a Northerly Course throughout Tuesday en route for Puerto Madryn.

Wednesday we continued on North by North East course en route to Puerto Madryn. The Star Princess is equipped with the latest in marine navigation technology. At the heart of the navigation system is the NACOS integrated bridge system which is capable of keeping the Star Princess on a pre-planned track with an accuracy of within 2-3 meters using GPS systems. In addition the system can automatically adjust the speed, to insure arrival at our destination on schedule. Thursday morning we made our final approach toward the Golfo Nuevo. Once inside we set a westerly course, embarked the local pilot and proceed alongside to our berth in Puerto Madryn. Puerto Madryn is located about half way between Buenos Aires and Cape Horn, the town was founded in 1865 when 1500 Welsh immigrants came. You can still hear the language spoken. During certain times of the year, Peninsula Valdez and nearby points, are places where you can

see and appreciate penguins, sea lions, seals, elephant seals, dolphins, guanacos, rheas, tinamous, and a variety of seabirds.

Throughout Friday we continued on a northerly course in the Atlantic Ocean. During Saturday we arrived at the opening of the Rio de la Plata and set courses through the channel in route to Montevideo, Uruguay. When nearing the port we picked up the local pilot, who guided us through the final approaches to our berth. Uruguay was first sighted by Europeans in 1516 when the Spanish explorer Juan Diez de Solis sailed into Rio de la Plata. He was killed by the Indians and gold was not discovered, so it was more than 60 years before there was interest in the area, and Montevideo was founded in 1726.

We departed in late afternoon where we moved off the berth and proceeded into the main channel en route for Buenos Aires. We had open dinner seating during our cruise, and had the opportunity to dine with Buenos Aires's locals who inquired where we were staying. We told them the hotel Dazzler Towers San Telmo and were informed that in the area near our hotel there was a great Street Fair on Sunday.

After checking into our hotel we went directly to the fair. The park was the fair's center with street vendors stretching out a couple of blocks in all directions. Local restaurants bordering the park claimed space, and moved tables out into the park, in one area a temporary dance floor was in place for tango dancing. We selected a good viewing table and proceeded to eat empanadas and drink beer, all at once above the sound of tango music was the sound of drums. A parade of about 20 drummers and supporting wind instruments were marching in the street around the park. A lot of excitement and fun for all.

On a previous trip to Buenos Areas we arrived in the morning at 9:00 am and boarded our ship at 2:00 pm, during the time interval we rented a cab for 5 hours, and saw a small part of Buenos Arias. One of the attractions was an area called "Caminito", this is an area dedicated to the time period of the Tango. Caminito is about three blocks wide and two blocks long and blocked to road traffic. The restaurants and shops have moved out into the street. Each restaurant has a small stage with tango and typical folk (gaucho) dancing.

Because of our previous exposure this was a place that required more time. We decided to give the area our full attention and spent most of the afternoon restaurant hopping, having a beer watching a show and moving on. Our lunch was more beer and empanadas.

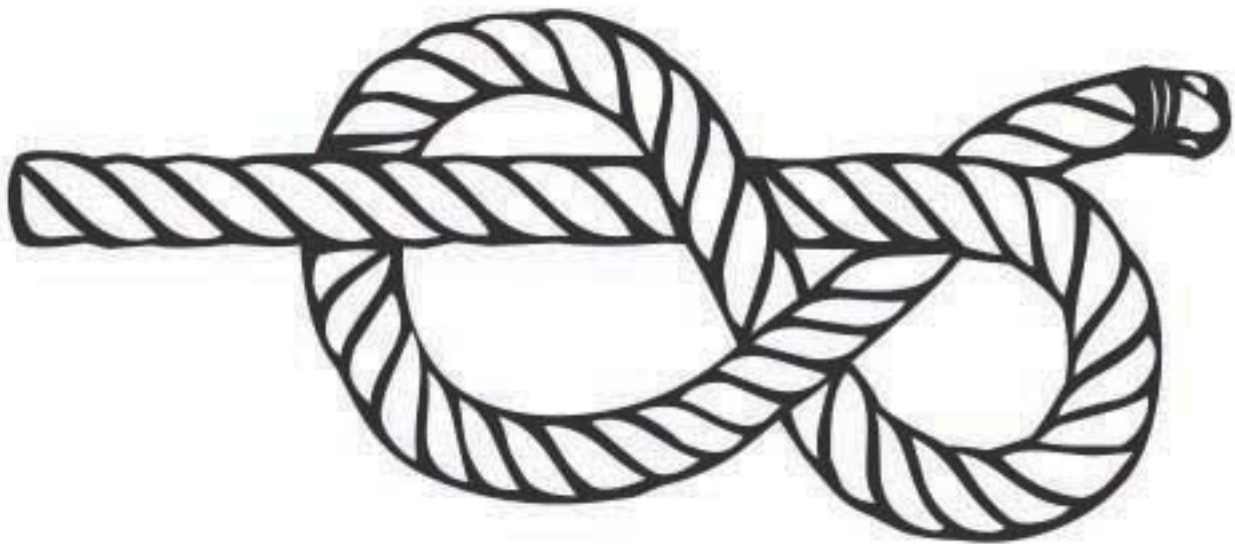
Our hotel had recommended La Ventana for a dinner show. La Ventana presented the top names in Argentinean entertainment along with a delicious dinner. The show was great, the food was good and it was a great way to end a perfect trip, also reminding that us that traveling is a great life.

To quote one of our Argentine friends "Everyone lives one life, traveling is to live two lives".

Marlinespike of the month

[http://en.wikipedia.org/wiki/Figure-eight_knot_\(ropes\)](http://en.wikipedia.org/wiki/Figure-eight_knot_(ropes))

The figure-eight knot is a special type of knot. It is very important in both sailing and rock climbing as a method of stopping ropes from running out of retaining devices. Unlike the overhand knot, which will bind iron-hard under strain, often requiring the rope to be cut, the figure of eight can be easily untied after even the greatest strain.



Names	Figure-eight knot, Figure-of-eight knot, Savoy knot, Flemish knot, double stopper
Category	Stopper
Efficiency	80%
Origin	Ancient
Related	Stevedore knot, Figure-eight loop, Figure-eight follow through, Directional figure eight
Releasing	Non-jamming
Typical use	General-purpose stopper knot. Replaces the common overhand knot in many uses.