



The Full Deck

Commander's Message

A special thanks goes out to everyone who attended The Valley Sail and Power Squadron's Change of Watch. There was great food, good company and a barrel of laughs. This event was extra special to me because this will be the 5th year since we were chartered. I am grateful for the nominating committee nominating me for another year and for my bridge officers committing to serve a full year of hard work. With their dedication and our collective team work I expect this year to be successful and full of accomplishments. Our record has shown that anything we do we do to the best of our ability.



One of the goals for this year is to have more activities planned. These activities have been planned and organized according to the activities organizations calendar. The activities were well thought out in order to attract the interest of our members and potential new members. This yearly calendar may be found on our website for your perusal.

We will also continue to offer an array of classes. Education is still one of our most important focuses. We understand that knowledge and confidence help to prevent dangerous consequences and builds up confidence to practice safe boating. Boating is fun when it is safe.

Smooth Waters,
Cdr Kayenta George, S



2013 Watch

Commander

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“The Full Deck”

Editor - J. Michael Kabo, JN

Publisher - Hal Hoadley, AP

DO BOATERS KNOW WHAT THEY DON'T KNOW?

Published by the Marketing/ PR Committee
United States Power Squadrons®
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Did you know that it is illegal to tie your boat to a channel marker? Do you know the difference in the color of a marker designating safe water on both sides and a marker indicating a hazard to navigation? Do you know the proper way to fuel your boat, avoiding the possibility of a static electricity discharge and an explosion? If your answer is no, then join the ranks of so many boat owners who think they are safe when they power up that brand new boat and head out on the open water.

Fortunately, the United States Power Squadrons® offers America's Boating Course (ABC) that enables new boat owners to learn the ways of the sea and to gain confidence in safe boating practices. The begins with nautical terms, types of boats, basic construction and propulsion, effects on sea worthiness and other issues that will help you to select the proper boat for your needs. Boat handling instruction includes an explanation of your responsibilities as your boat's r, required and recommended equipment, fueling, turning, backing, passing, handling rough water and other adverse conditions. Learn about the legal responsibilities for your wake, homeland security measures, licensing, and operation of marine radios, federal and state regulations, and a myriad of other basics.

The ABC class also includes the basics of navigation and piloting, use of charts and compass, recognition of navigation markers and the use of sound signals. It also covers personal watercraft operation.

Other classes that may be available in your area include NAVIGATION, the ultimate way to sail the seas using every tool from modern electronics to celestial stars and planets; WEATHER, which shows how to anticipate conditions and to know what the conditions may mean to a boater; MARINE ELECTRONICS, information in basic terms covering operation, maintenance, corrosion and electrolysis along with diagnoses and repair of electrical equipment problems; and, ENGINE MAINTENANCE which explains the basic mechanical systems along with sufficient diagnoses and repairs to enable you to get home.

Membership in the Power Squadrons opens the door to many social events with fellow boaters and is a great way to learn best cruising venues in local waters. There are frequent cruises to local destinations - planned and led by experienced captains, all of whom are fully educated in the fundamentals of boating. It is a great way to learn the local waters enjoying the camaraderie of fellow boaters.

For those who lack knowledge, a boating motto could well become: “Boating can be dangerous, costly, and miserable.” So, if you are buying a new boat, take a course that will give you knowledge and confidence. For information on up-coming classes, and, in some areas, on-the-water-training, contact your local Power Squadron unit or go to the national website at www.usps.org.

As their members remind us: “Boating is fun... We’ll show you how!”

Lt. Bill Hempel
Senior Feature Writer
Marketing/Public Relations Committee
United States Power Squadrons®

Calendar of Events

Thursday, April 4

7:30pm: Executive Committee Meeting
Galpin Ford, 15505 Roscoe Boulevard, North Hills, CA 91343

Friday, April 5 - Sunday April 7

Baldwin Cup Team Race
Newport Beach

Saturday, April 20 - Sunday April 21

Poppy Festival - Booth
Lancaster

Thursday, April 25

6:30pm: District 13 Council Meeting
Cabrillo Beach Yacht Club, San Pedro, CA (map)

Thursday, May 2

7:30pm: Executive Committee Meeting
Galpin Ford, 15505 Roscoe Boulevard, North Hills, CA 91343

Saturday, May 18 - Friday, May 24

Safe Boating Week
Castaic/Pyramid Lakes; VSC exams on weekends

Thursday, May 23

6:30pm: District 13 Council Meeting
Cabrillo Beach Yacht Club, San Pedro, CA (map)

Thursday, June 6

6:00pm: General Meeting
TBD

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

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Publisher: Hal Hoadley, AP

Ray Paul, AP

The Valley Sail & Power Squadron Education Opportunities 2013



The United States Power Squadrons through its local unit The Valley Sail & Power Squadron is offering the following course.

America's Boating Course - 3rd Edition is the latest public boating course offered by United States Power Squadrons to the general boating community. You may be familiar with our prior courses such as The Squadron Boating Course, Boat Smart, the original America's Boating Course, or Chart Smart.

America's Boating Course - 3rd Edition is all new with a completely updated manual, outstanding graphics, and two bonus CDs. The course manual is divided into five chapters. The first four cover the required topics that all recreational boaters must know. In addition to the rules of the road, the four chapters cover the various types of boats, required safety equipment, navigation aids, lights and sounds, anchoring, communications afloat, adverse conditions, water sports safety, trailering, personal water craft safety, and knots and lines.

This class is being offered by The Valley Sail & Power Squadron a unit of the United States Power Squadrons and is located in the San Fernando Valley. This Five (5) Evening classes will be held on Wednesday's starting April 24, 2013, at the First United Methodist Church of Reseda, 18120 Saticoy St., Reseda, CA at the intersection of Lindley Avenue and Saticoy Street, Parking lot entrance is just South of Saticoy on the West Side of Lindley Avenue. Class hours are 6:30 PM – 8:30 PM in Class Room # 10. Register online (WWW.USPS.ORG) or with the Squadron Education Officer, Steven Dunn, AP either via Email at dunnpac@earthlink.net or on the National Website . You can also register by phone: Cell 818-489-8870 or residence 818-899-5682 with he SEO or directly with the Instructor at Email at cscout01@earthlink.net or by phone: Cell: 818-462-6479 or home phone: 818-996-0243.. Cost for the Class is \$50 which includes materials and NASBLA approved exam with California State Questions. Bring check payable to The Valley Sail & Power Squadron for \$50.00 per person to first class.. Proctored Exam will take place on May 22nd with a review and the exam. If a couple or a Sea Scout, please contact the Instructor before writing your check, as there are discounts available. All class dates are listed as follows: April 24, May 1, 8, 15, and 22 (Exam) 2013.

Exploits of our Members

The following article (first of a series) was provided by Past Commander Ken Henry, SN regarding the experience of Cecil Click.

FR: Cecil F. Click RDM2C

Dear Mr. George W. Bush

As a RDM2C aboard the USS San Jacinto we served together (unknown to each other) aboard the USS San Jacinto during WW 2, I am a plank owner.

I have followed your career in the papers as president of the United States, and earlier this year on a TV, program. Very impressive.

I am turning 90, October 20 this year, my children and grand children plus one great, have asked me to tell them the story of my past, some special events, and including my time in the service, (Four years), from April 1942. I would be very proud and honored if you would autograph this old picture I found in a magazine many years ago, and is still in my scrap book.

My best to you and Barbara
Sincerely Cecil F. Click

The Details of the USS San Jacinto appear below (source: Wikipedia)

USS San Jacinto (CVL-30)
From Wikipedia, the free encyclopedia

Operational history

Originally laid down as the light cruiser Newark (CL-100), on 26 October 1942 by the New York Shipbuilding Co., Camden, New Jersey; redesignated CV-30 and renamed Reprisal on 2 June 1942; renamed San Jacinto on 30 January 1943, converted, while building, to a light aircraft carrier and reclassified as CVL-30; launched on 26 September 1943; sponsored by Mary Gibbs Jones (wife of U.S. Commerce Secretary Jesse H. Jones); and commissioned on 15 November 1943, Capt. Harold M. Martin, in command.

After shakedown in the Caribbean, San Jacinto sailed, via the Panama Canal, San Diego, and Pearl Harbor, for the Pacificwar zone. Arriving at Majuro, Marshall Islands, she joined Vice Admiral Marc Mitscher's Task Force 58/38, the fast carrier striking force of the Pacific Fleet. There, San Jacinto embarked Air Group 51, whose fighters and torpedo planes would be the ship's chief weapons in battle.

Marianas actions

After providing search patrols to protect other carriers striking at Wake and Marcus Islands, San Jacinto, by 5 June 1944, was ready to participate in the largest fleet action since the battle of Midway, almost exactly two years before. On that day, Task Force 58 sortied from Majuro and headed toward the Marianas to conduct air strikes preparatory to American seizure of Saipan and to protect the invasion forces from enemy air and naval attack.

This American thrust triggered a strong Japanese reaction; on 19 June, the Japanese Fleet launched more than 400 planes against the invasion fleet and the covering carrier force. In the ensuing air battle, known to American pilots as the "Marianas Turkey Shoot," more than 300 enemy planes were shot down. While San Jacinto's planes were achieving their most one-sided victory of the war, her gunners helped to down the few attackers able to get near the American ships. Then, at dusk, Admiral Mitscher dispatched an all-carrier attack after the retreating enemy fleet. The night recovery of the returning planes was accomplished amid considerable confusion. Reportedly, a Japanese carrier plane attempted a landing approach on San Jacinto, only to be waved off by the landing signal officer because its hook was not down.

San Jacinto then participated in strikes against Rota and Guam and furnished combat air patrol (CAP) and antisubmarine patrol (ASP) for her task group. During these raids, a San Jacinto fighter pilot was shot down over Guam and spent 17 days in a life raft trying to attract attention and 16 nights hiding on the island.

After a refueling and replenishment stop at Eniwetok Atoll, San Jacinto joined in carrier strikes against the Palaus on 15 July. On 5 August, her targets were Chichi, Haha and Iwo Jima. A brief stop at Eniwetok preceded dawn-to-dusk CAP and ASP duty while other carriers struck at Yap, Ulithi, Anguar and Babelthup, pinning down Japanese air forces while the Palaus were being assaulted on 15 September.

On 2 September, while piloting a TBF Grumman Avenger from VT-51, future-President George H.W. Bush, was shot down by anti-aircraft fire while attacking Japanese installations on the island of Chichijima. Bush completed his bombing run, then guided his crippled plane out to sea. The two other crew members were lost, but Lieutenant (J.G.) Bush parachuted into the sea and was rescued by the

submarine Finback[1] For his actions in the successful attack, Bush received the Distinguished Flying Cross.[2]

Following a replenishment stop at Manus, Admiralty Islands, San Jacinto joined in strikes against Okinawa and furnished photographic planes to get information necessary for future invasion plans. After refueling at sea, she once again supplied dawn-to-dusk air protection as other carriers sent strikes against Formosa, northern Luzon, and the Manila Bay area from 12 to 19 October. During operations on 17 October, a fighter plane made a very hard landing and inadvertently fired its machine guns into the ship's island structure, killing two men and wounding 24, including her commanding officer, and causing considerable damage to radar. Despite this accident, San Jacinto remained battle worthy. As American troops landed on Leyte in the central Philippines on 20 October, San Jacinto provided close air support. On 24 October, this mission was interrupted by news of the three-pronged approach of the Japanese fleet which precipitated the largest fleet battle in naval history.

Philippines

San Jacinto sent planes against the central force in the Sibuyan Sea, then raced north to launch strikes against the northern force, resulting in heavy damage to the Japanese carriers and surface combatants off Cape Engaño. On 30 October, her fighters furnished air protection over Leyte while her guns shot down two planes attempting suicide attacks on the ship. After a pause at Ulithi, the carrier joined in attacks on the Manila Bay area; then took a side trip to Guam to exchange air groups, receiving Air Group 45. She received slight damage during a typhoon in December 1944.

After completing repairs at Ulithi, San Jacinto and the rest of her fast carrier force entered the South China Sea and launched massive air attacks on the airfields of Formosa and against shipping at Cam Ranh Bay, French Indochina, and at Hong Kong. By refueling and replenishing at sea, Task Force 38 was able to continue its pressure on the enemy and strategic support for the American invasion of Luzon by strikes against the Ryukyu Islands.

Attacks over Japan

Next, San Jacinto joined in the first carrier strikes against the home islands of Japan. During the raids on 16 and 17 February 1945, carrier-based aircraft downed many enemy planes during fierce dogfights over airfields in the Tokyo area. These operations were designed to cover the imminent invasion of Iwo Jima. Next came air support for the landing marines, followed by further strikes against Tokyo and Okinawa before San Jacinto returned to Ulithi.

While conducting operations off Kyūshū, Japan, she witnessed the conflagration on Franklin (CV-13); and, on 19 March 1945, narrowly escaped destruction herself when akamikaze barely missed her. More massive enemy attacks came with

Operation "Iceberg" as the carrier force furnished air support for the invasion of Okinawa. On 5 April, more than 500 planes, primarily kamikazes, attacked. Fighter planes and anti-aircraft guns shot down about 300, but many got through. San Jacinto's gunners shot the wing off a would-be suicide plane, deflecting its dive, and splashed another only 50 feet off her port bow. Her mission of covering the Okinawa invasion entailed heavy air activity and kept the ship almost constantly at general quarters while supporting ground forces and repelling frequent attacks by suicide planes. On 7 April, San Jacinto's bombers torpedoed the Japanese destroyers Hamakaze and Asashimo part of a naval suicide attack in which super battleship Yamato was also sunk. San Jacinto then returned to the dangerous job of defending against the suicide plane attacks, striking at the kamikaze airfields on Kyūshū, and providing close air support for ground forces fighting on Okinawa. On 5 June, she successfully rode out another typhoon and after replenishing at Leyte, sortied for her final raids as part of Task Force 58. Her aircraft struck at Hokkaidō and Honshū, Japan, on 9 July and continued to operate off the coast of Japan until the end of hostilities on 15 August 1945. Her air missions over Japan then became mercy flights over Allied prisoner-of-war camps, dropping food and medicine until the men could be rescued. Her wartime mission completed, San Jacinto returned home and tied up at NAS Alameda, California, on 14 September 1945.

Fate

She was decommissioned on 1 March 1947 and joined the Pacific Reserve Fleet berthed at San Diego. Reclassified as an auxiliary aircraft transport (AVT-5) on 15 May 1959; she was struck from the Navy list on 1 June 1970. Her hull was sold for scrapping on 15 December 1971 to National Metal and Steel Corporation, Terminal Island, Los Angeles, California.

Awards

USS San Jacinto off the U.S. East Coast

Career (United States)

Builder:	New York Shipbuilding Corporation
Laid down:	26 October 1942
Launched:	26 September 1943
Commissioned:	15 November 1943
Decommissioned:	1 March 1947
Fate:	Scrapped

General characteristics

Class & type:	Independence-class aircraft carrier
Displacement:	11,000
Length:	622.5 ft (189.7 m)
Beam:	71.5 ft (21.8 m) (waterline) 109' 2" (33.3 m) (overall)
Draft:	26 ft (7.9 m)
Speed:	31.6 knots

Complement:	1,549 officers and men
Armament:	28 × Bofors 40 mm guns 40 × Oerlikon 20 mm cannons
Aircraft carried:	45 aircraft

San Jacinto earned five battle stars and was awarded the Presidential Unit Citation.

The second USS San Jacinto (CVL-30) of the United States Navy was an Independence-class light aircraft carrier that served during World War II. She was named for the Battle of San Jacinto during the Texas Revolution. U.S. President George H.W. Bush served aboard the ship during World War II.

Humpback Whale Watching in Puerto Vallarta 2013



Check the Calendar for the details of the upcoming Squadron Whale Watching Cruise scheduled for July

Marlinespike of the month

http://en.wikipedia.org/wiki/Constrictor_knot

The constrictor knot is one of the most effective binding knots. Simple and secure, it is a harsh knot that can be difficult or impossible to untie once tightened. It is made similarly to a clove hitch but with one end passed under the other, forming an overhand knot under a riding turn. The double constrictor knot is an even more robust variation that features two riding turns.

History

First called “constrictor knot” in Clifford Ashley’s 1944 work *The Ashley Book of Knots*, this knot likely dates back much further. Although Ashley seemed to imply that he had invented the constrictor knot over 25 years before publishing *The Ashley Book of Knots*, research indicates that he was not its originator. Ashley’s publication of the knot did bring it to wider attention.

Although the description is not entirely without ambiguity, the constrictor knot is thought to have appeared under the name “gunner’s knot” in the 1866 work *The Book of Knots*, written under the pseudonym Tom Bowling. Bowling described it in relation to the clove hitch, which he illustrated and called the “builder’s knot”. He wrote, “The Gunner’s knot (of which we do not give a diagram) only differs from the builder’s knot, by the ends of the cords being simply knotted before being brought from under the loop which crosses them.” Oddly, when J. T. Burgess copied from Bowling, he changed this text to merely state “when the ends are knotted, the builder’s knot becomes the gunner’s Knot.” Although this clove hitch with knotted ends is a workable binding knot, Burgess was not actually describing the constrictor knot. In 1917, A. Hyatt Verrill illustrated Burgess’ clove hitch variation in *Knots, Splices and Rope Work*.

The constrictor knot was clearly described but not pictured as the “timmerknot” (“timber knot”) in the 1916 Swedish book *Om Knutar* (“On Knots”) by Hjalmar Öhrvall. Finnish scout leader Martta Ropponen presented the knot in her 1931 scouting handbook *Solmukirja* (“Knot Book”), the first published work known to contain an illustration of the constrictor knot. Cyrus L. Day relates that, “she had never seen it in Finland, she wrote to me in 1954, but had learned about it from a Spaniard

named Raphael Gaston, who called it a whip knot, and told her it was used in the mountains of Spain by muleteers and herdsman.” The Finnish name “ruoskasolmu” (“whip knot”) was a translation from Esperanto, the language Ropponen used to correspond with Gaston.

Tying

The method shown below is the most basic way to tie the knot. There are also at least three methods to tie the constrictor knot in the bight and slip it over the end of an object to be bound.

1. Make a turn around the object and bring the working end back over the standing part.
2. Continue around behind the object.
3. Pass the working end over the standing part and then under the riding turn and standing part, forming an overhand knot under a riding turn.
4. Be sure the ends emerge between the two turns as shown. Pull firmly on the ends to tighten.

