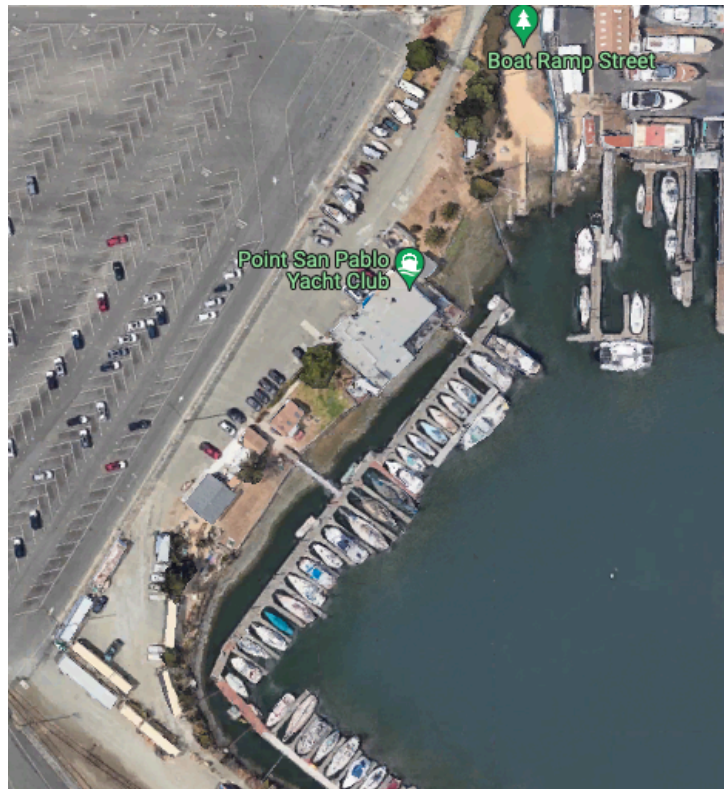




SAF Station Meeting Minutes for March 6, 2024

By Rowena Carlson, in the absence of Richard Schaper



The March 6th, 2024 meeting of the San Francisco Station of the Cruising Club of America was held at the Pt. San Pablo Yacht Club, located in Pt. Richmond, CA. Members were offered the option to arrive by boat due to the nearby boat slips.

THOSE IN ATTENDANCE:

Zia Ahari, Skip Allan, Liz Baylis and Todd Hedlin, Don Bekins, Jerry Eaton, Bill and Sandy Edinger and guest Paul Dines, Dick Enersen, Peter English, Doug Finley, David and Betsy Fullagar, Bob and Kristi Hanelt, Wyman and Gay Harris, Chuck and Susan Hawley, Bob Horton, Terry Klaus, Bill and Joan Mittendorf, Steve Mason, Michael Moradzadeh and Noelle Leca, Bruce Munro, Christopher Parkman and Joan McCune, Synthia Petroka, Michael and Susan Proudfoot, Mary Lovely, Robby and Dolores Robinson, Moe Roddy, Sylvia Seaberg and Tom Condy, Doug Thorne, Robb Walker and Rowena Carlson.

REAR COMMODORE'S REPORT

Thanks to the officers and members who filled in for me during my trips to Africa and New York.

I am pleased to report that after our bank balance dropped to low levels in January, the members rapidly responded by paying their dues which leaves us in an improving financial position. Synthia will provide more details in a minute.

R/C Hawley gave a brief report on the recent Annual General Membership meeting that was held on Feb 29 and March 1 at the New York Yacht Club. He was especially delighted with the number of San Francisco station members who have a major impact on the CCA at the National Level. Mentioned were Jim Quanci and Mary Lovely, Ashley Perrin and Merf Owen, Rowena Carlson, Moe Roddy, as well as those who were on countless zoom calls including Stan and Sally Honey and Michael Morazadeh.

Ashley Perrin and Merf Owen won the CCA's Royal Cruising Club Trophy for their cruise that circumnavigated Newfoundland by way of Greenland and the Canadian Maritimes. The Royal Cruising Club Trophy is awarded to a CCA member and skipper who has undertaken "the most interesting cruise of singular merit and moderate duration." All of the 2024 award winners were present, and it was a supremely satisfying awards ceremony.

TREASURER'S REPORT

Synthia reported that we currently enjoy a balance of \$3500, up from \$37 at the 1 February. There are 100 members on the roster and as of this date dues have been collected from 50 of those members. The lunch last month at St Francis YC broke even. At the end of the year, the National organization will give us \$1500 plus \$15/per member of our station.

FLEET SURGEON'S REPORT

Zia reported on the recent rise in COVID cases, the importance of vaccines, social distancing and wearing masks. Fist-bump, don't shake hands!

CRUISING REPORT

Either Bill Edinger and Bill Mittendorf reported on the planned cruise to The Club at West Point on 26-28 March. 8 boats have signed up. Dinner is scheduled for Friday night at their brand- new clubhouse. The marina is advertised to be the most modern, technically advanced harbor on the west coast so it will be interesting to see. Also, we will be docked near the restored Camper and Nicholsons yacht, Hurrica V, which is a triple-headed gaff auxiliary ketch.

MEMBERSHIP REPORT

Our newest member is Rodney Pimental, of Cal 40 fame. He was not able to attend today.

Moe Roddy reported that there is a new online member proposal process (*see attached instructions which follow the minutes.*)

ENVIRONMENT OF THE SEA REPORT

Golden Globe Race winner and CCA Blue Water Medal award winner, Kirsten Neuschäfer, was our guest speaker at the Environment of the Sea Committee meeting at the 2024 Annual Meeting at New York Yacht Club. A Q&A format was used to discuss the GGR sustainability and environmental program for the race and her own environmental concerns. The rigorous race rules on bottom paints and when barnacles could and absolutely could not be scraped was very interesting! She was dismayed to see plastics floating in the water at least every two or three days, even in the Southern Ocean. She also found the southern Indian Ocean to be much warmer than her previous experiences as well as much more Sargasso weed in the Atlantic. This is just a sample. Stay tuned for an article in the next Gam for more details!

PROGRAM CHAIR REPORT

Mary described the following meetings:

1. March 27, Sylvia Earle and Liz Taylor, StFYC, signups will start on Thursday or Friday.
2. May 1, Spaulding's Yacht Yard, for Dinner. Two speakers under consideration.
 - a. Mark Shelley – Film maker for Monterey Bay Aquarium
 - b. Rita Toniva from the Society of Women Geographers to speak about corals and Antarctica.
3. June 5, Santa Cruz Yacht Club, Ronnie Simpson?
4. September 11, Sausalito Cruising Club (likely)

HISTORIAN'S REPORT

My short historian's report will be a request for our members' 2024 cruising plans as I am writing a Spring GAM article and I want to make sure that I include our SAF members plans. My deadline is March 15th so I have time to take some crab feed photos to include in the GAM report. Jeanne Socrates is currently in Timaru NZ visiting the fishermen who led her in safely so that she could tie up to a buoy and do repairs after a knockdown. Randall Reeves and crew are in Alaska preparing to sail the Northwest Passage to Nova Scotia. They are doing a wrong way circumnavigation of the Americas. Banu Oney and her husband had planned to sail from NZ to New Caledonia but may be delayed due to issues with Peter's health. We wish them well.

INTRODUCTION OF GUESTS

Bob Mittendorf introduced Keith Stanley who he has known for 50 years. Keith is a more accomplished sailor that can be described in a paragraph here! Hopefully he is applying for membership soon.

SAFETY MOMENT

The Safety Moment for March is attached and involves the danger of ignoring safety messages because you've "heard it all before."

FEATURED SPEAKER

The members had asked for more time to chat and socialize, so no speaker was planned for the meeting. However, Chuck did think it would be useful to ask the members in attendance about how we run the station and what services we offer.

1. Which of our recent locations for lunches or dinners is your favorite?
 - a. Marin YC
 - b. Sausalito Cruising Club
 - c. Sausalito YC
 - d. Santa Cruz YC
 - e. Spaulding Boat Yard dinners
 - f. Matthew Turner
 - g. Maritime Museum
 - h. Presidio Yacht Club (added post-meeting)
2. Is there a maximum price for lunch that we should aim for?
 - a. Max of \$50 but try to keep it lower (\$30-\$40). Mary Crowley noted that we need to give each venue our budget, not the other way around.
3. Are there activities in addition to meals and occasional cruises that you'd like to see us offer more frequently?
 - a. BBQ somewhere
 - b. Encinal YC by boat
 - c. Restaurants – Salito's in Sausalito
 - d. Red Oak Victory ship at Pt Richmond
 - e. Aircraft Carrier Hornet at Alameda
 - f. Brown bag lunches at various locations
 - g. Coast Guard Station Golden Gate
 - h. Historic vessel Potomac

OTHER

Bill Edinger noted that the 100 m brigantine Stad Amsterdam came into San Francisco Bay today. Will be available for tours at Pier 30/32 on the Cityfront on March 12, from

1000 to 1400.

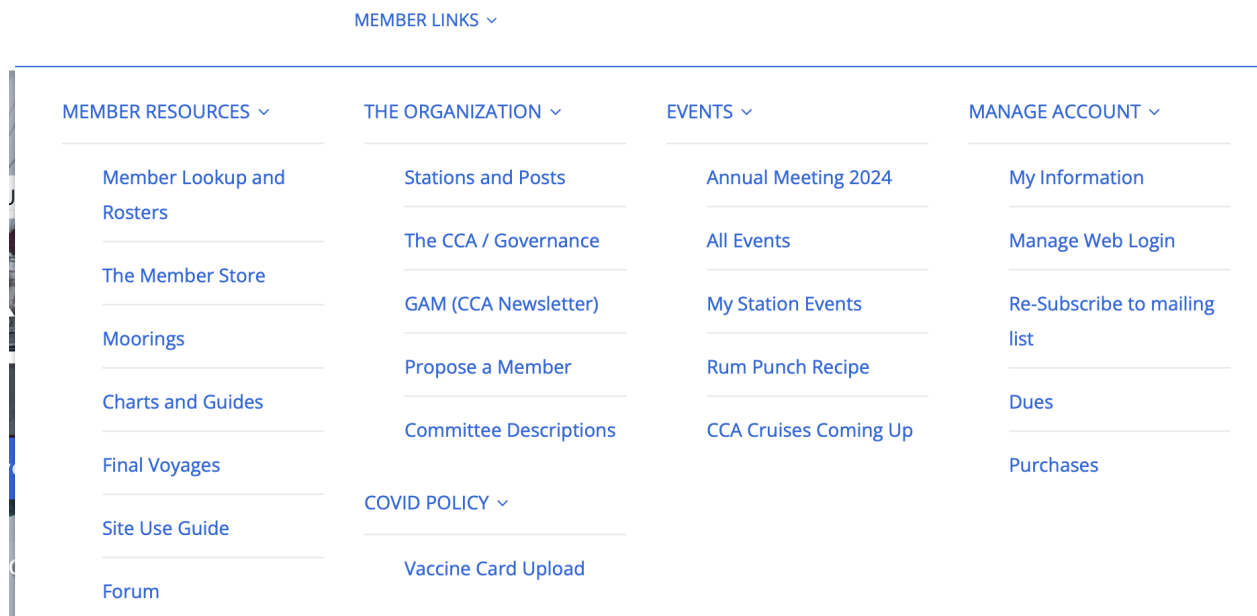
Observers from the New England Aquarium sighted a gray whale off Nantucket. This is the first sighting of a gray whale in the Atlantic in 200 years. Speculation is that it came through the ice free Northwest Passage.

The National Membership Committee has launched a major update to the proposal process.

I expect there will be some hitches here and there and if you have an issue please contact me.

To access the proposal site log into the CCA home page.

Look for the Members link:



Under organization scroll down to Propose a Member

Next you will see in red “Click here to begin your online proposal.”

Proposing A Member To The CCA

Welcome to the CCA Membership Proposal page - I am glad you are considering proposing a new candidate! As the quote to the right indicates, we are a group of sailors who love offshore sailing, and want to share it with others. CCA members have done truly inspiring things when exploring the world by boat,

PROPOSE A MEMBER

[Click here to begin your online proposal](#)

Then follow the directions. It is so important that you read the Membership Guidelines and Proposal Process and check off that you have read them, it is all very helpful in assessing if your candidate meets the requirements for membership. It can save a lot of embarrassment for both the proposer and future candidate.

I also wanted to let you know that your membership committee is made up of 4 members from this station:

Me, Sally Lindsay Honey, Dick Enersen and Skip Allan.

Again, please don't hesitate to call me if you have any questions or need any help.

Respectfully submitted.

Moe Roddy SAF Membership Chair



“I’ve Heard It All Before”

Sometimes, it pays to listen...

“Safety Moments, presented at CCA Stations and Posts”

By Chuck Hawley, San Francisco Station

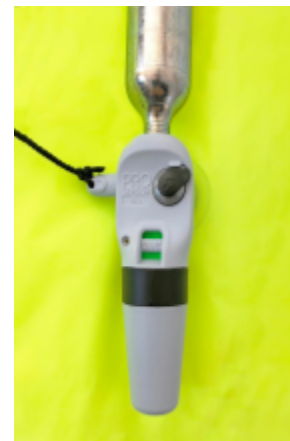
Recently, I flew on a Boeing 737 on an international flight, and as luck would have it, I was able to fly in Business Class. The aircraft was similar to every 737 that you’ve flown in, but the Business Class cabin, consisting of 10 seats, was very different; sort of like a mini-version of a larger aircraft’s business seating. As I customarily do, I reached under the seat to find the life jacket, as some of our flight would be over the Indian Ocean. Hmm, no life jacket, nor was there a compartment in the armrest that I shared with Susan. Having never had to evacuate an aircraft, thankfully, this wasn’t a crisis, but it was curious: did they not offer lifejackets for some reason?

Eventually, I “found” them, although their location was indicated by the pre-departure briefing (in Arabic, Swahili, and English) as well as the card in the seatback. The life jackets were stowed overhead, where you’d expect to find the emergency oxygen masks. Furthermore, the seatbelt operated differently than every other seatbelt that I’ve used: to release, you pressed a button along the axis of the belt, rather than lift a handle. In the dark, or with smoke in the cabin, I am not sure I could have figured it out. And the card in the back of the seat in front of me illustrated a completely different seat belt design.

Frequent travelers, or those listening to a particularly good podcast, frequently skip the safety briefing because “they’ve heard it all before 1,000 times” and find no value in it. Similarly, when sailing, we become immune to repetitive messages about safety because “we’ve heard it all before.” But there are instances when things ARE different, and we’re foolish if we don’t listen, and listen carefully.

For example:

- Spinlock Deckvest lifejackets are available with two different inflators. One is located on the left side of the shroud, and one is located on the right side. There is no classic “jerk to inflate” lanyard pull; there’s a rubber “handle” that pulls across your chest.



UML ProSensor inflator, one of several models used by Spinlock. Located on the left.

- If you have a UML inflator you pull to the right with your right hand.
- If you have a Hammar inflator, you pull to the left with your left hand.
- Lifejackets with built-in chest harnesses generally offer the user the ability to disconnect the tether from his chest under load. But some tethers are terminated at the chest with a cow-hitch, which doesn't quickly release at all. In those cases, a sharp webbing cutter (Spinlock calls it an S Cutter) is located near the attachment point of the tether, and it requires you to find it, grab it in your fingers, and cut the tether. While I doubt I could do this while being towed at more than a couple of knots, at the very least you have to understand the technique or it's of no use.



Hammar inflator showing the rubber lanyard pull for manual activation. Located on the right.



Spinlock S Cutter

- All inflatable lifejackets have some means of orally inflating the inflation chamber. That is the #2 or #3 method to inflate the device when the water-activated or manual methods fail. The oral inflation tube is virtually always opposite the side of where the inflator is located. Unless it isn't. On a few new vests, the time-honored "rule" that the oral inflation tube is on the opposite side isn't followed.

- Inflatables that use a zipper to close the shroud (instead of a hook and loop tape arrangement) have a "burst" point in the zipper that allows the internal pressure of the rapidly filling buoyancy chamber to open the zipper in two directions without damage. It's also where the wearer would rip open the shroud to get to the oral inflation tube, which is immediately in the vicinity. Unless it's not. On some newer inflatables, the oral inflation tube is on the opposite side from the burst point, so that the wearer has to have the wherewithal to rip open the zipper, then continue opening it behind his/her



The "flap" on the side of this Mustang life jacket allows you to open the zipper to gain access to the oral inflation tube.



This is the conventional orientation of the oral inflation tube (red) and the inflator (gray). In some instances, they may be on the same side of the inflation chamber.

head, all the way to the opposite side. This is really a bad design.

Most of the issues would be non-issues if we always wore the same life jacket, which would also be the one we take to Safety at Sea Courses every five years. But often skippers or boat captains will have a full suite of identical, frequently new safety “packages” for each crewmember. Or you’re a guest on a cruising catamaran. Or you hand one of your extra inflatables to a guest on your J-125. Whatever the reason, when you are handed a new-ish life jacket, or you’re handing one to your new crew, take the time to make sure you understand its operation and quirks.

The Cruising Club of America is a collection of accomplished ocean sailors having extensive boat handling, seamanship, and command experience honed over many years. “Safety Moments” are written by the Club’s Safety Officers from CCA Stations across North America and Bermuda, as well as CCA members at large. They are published by the CCA Safety and Seamanship Committee and are intended to advance seamanship and safety by highlighting new technologies, suggestions for safe operation and reports of maritime disasters around the world.