

# Bergy Bits & Growlers

## Kenai Fjords Yacht Club

PO Box 2505 • Seward, Alaska 99664  
www.kfyc.org

June 2012

*Time to renew your club membership for 2012. Please use form on page 3.*

### - 2012 Officers -

**Commodore**

Greg Bailey,  
Commodore@kfyc.org

**Vice Commodore**

Deborah Altermatt

**Treasurer**

Iris Johnson, 224-3675

**Secretary**

Colleen Kelly and Arin Ortman  
secretary@kfyc.org

**Members At-Large**

Pat Nolan  
Mark Kansteiner

The Seward Harbor Opening Weekend Dance put on jointly by the KFYP and the WHSYC held at Chinooks Restaurant raised nearly \$1,300 for the Seward Mariner's Memorial while participants rocked to the music of the Spawning Humpies.



Thanks again to Lori and Dan Butts for the use of their wonderful space and services. Additional thanks to the SeaLife Center and J&R Fisheries for providing great prizes!

Kenai Fjords Yacht Club

## Summer Meeting

*Saturday, June 23, 2012*

4:30-8:30 at the Branson Pavilion! We supply the fire, all condiments, hot dogs and buns, ice for beer, all utensils, and cooking/eating gear. You bring other cooking meats/seafoods and side dishes to share for the potluck.

Please plan to attend!

*Guests are always welcome at all KFYP meetings & events!*

**Club memberships expire Dec. 31. Use form on page 3 to renew.**

## News from the March Meeting

The Kenai Fjords Yacht Club meeting was called to order by Phil Kaluza, member at-large, at 7:06 p.m. March 24, 2012, at the Breeze Inn with 13 people in attendance.

Minutes from the December meeting were not available. In the absence of Treasurer Iris Johnson, member Deborah Altermatt gave the treasurer's report saying there have been no major changes since December. She also reminded everyone to pay their membership dues if they haven't already done so.

## Old Business

Seward Mariners' Memorial: Deborah said there is an order form for plaques on <http://www.sewardmarinersmemorial.org>. There are three sizes to choose from. Plaque placement and ceremony are scheduled for Seward Harbor Opening Weekend on May 19. An additional \$150,000 is needed to complete the project. Unfinished work includes the compass rose and landscaping. The memorial will continue in perpetuity so we need to have a mechanism to keep it going, Deborah said. Richard Tero likened it to creating a cemetery trust.



## New Business

Election of officers: The annual election was held with the following results. Unanimous approval of a motion by Pat Nolan, second by Wally Corrigan, to elect Greg Bailey as commodore. Unanimous approval of a motion by Pat, second by Lona D'Entrone, to elect Deborah Altermatt as vice commodore. Unanimous approval of a motion by Pat Nolan, second by Lee Corrigan, to re-elect Iris Johnson as treasurer. Phil offered to assist with treasurer duties. Unanimous approval of a motion by Lona, second by Mark Kansteiner, to elect Arin and Colleen Kelly as co-secretaries. Mark and Pat will serve as members at-large.

Dock carts: If the old combination doesn't work, try the new one. Remember that club membership comes with privileges – including the combination to KFJC dock carts.

Kudos: Phil noted that Matt jumped through all the hurdles in order for the Seward Small Boat Harbor to earn the Clean Harbor Award. Good job!

## Next Meeting

The club will meet Saturday, June 23 at the Branson Pavilion beginning with a potluck at 6 p.m. followed by a business meeting at 7 p.m.

Unanimous approval of a motion by Phil, second by Malcolm Roberts, to adjourn. Meeting adjourned at 7:30 p.m.

**KENAI FJORDS YACHT CLUB MEMBERSHIP APPLICATION / RENEWAL**

Annual dues are **\$20 per person**. Membership year is January 1<sup>st</sup> – December 31<sup>st</sup>. Please submit information as you want it to appear in the club records. Mail completed application and dues to: Kenai Fjords Yacht Club, PO Box 2505, Seward AK 99664.

Amount enclosed \$ \_\_\_\_\_ No. of members \_\_\_\_\_ For year 20 \_\_\_\_\_

Name(s): \_\_\_\_\_

Mail address: \_\_\_\_\_

Ph: \_\_\_\_\_ Fax: \_\_\_\_\_ E-mail \_\_\_\_\_

Boat name: F/V M/V S/V \_\_\_\_\_ Location \_\_\_\_\_

May we place your contact information on our secure site? [Place a checkmark]  Yes.  No.

Would you prefer to receive your KFYC newsletter on paper, or informed of its on-line availability?

[Place a checkmark]  Yes, notify me when I can download it.  Yes, send me a paper newsletter.

Additional information / suggestions / comments: \_\_\_\_\_

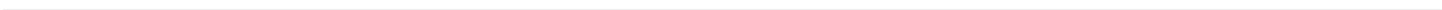
Complete the following **only** if you want another member in good standing to vote in your stead at General Membership meetings that you do not attend during the year for which this application is submitted. (A member in good standing is one who has paid his or her Club dues for that year.) You may rescind your proxy at any time by writing to the Club, or in person at a Club meeting.

▶ ◀ ▶ ◀ ▶ ◀ KENAI FJORDS YACHT CLUB PROXY VOTE ▶ ◀ ▶ ◀ ▶ ◀

I hereby affirm that I am a member in good standing of the Kenai Fjords Yacht Club in Seward, Alaska, for the year 20\_\_ and am therefore eligible to vote for Club officers and on other matters brought up for vote at General Membership meetings. I hereby designate \_\_\_\_\_, also a member in good standing, to vote in my absence at General Membership meetings in the year 20\_\_.

\_\_\_\_\_  
Signature Printed Name Date

\_\_\_\_\_  
Signature Printed Name Date



## Commentary on Cruising

We sailed out of Resurrection Bay in August, 2010, and have been cruising ever since. Several other KFYC members have vastly more experience as cruisers, but since we still have a home here in Alaska, we're still attached to the sailing community here in Seward.

Depending on how thoroughly you have prepared your boat prior to leaving, and what duration and scope of cruising you foresee, your cruising kitty might be commensurate with living at home, or even less. Food in many locations is considerably less expensive than in the United States, for example. We decided to go cruising before every important item was purchased, so we must periodically return to Alaska to find work so that we can purchase the next important item.

We've seen cruisers who were in their late seventies, but they are adhering to extended coastal cruising. A couple whom we met in San Carlos, Mexico, for example, was in their late seventies and they had been cruising for forty years, having traveled extensively in the South Pacific. They realized that the physically strenuous life of the cruiser was passing out of reach and rather than "swallow the anchor" (an old nautical phrase for giving up sailing and moving to shore), they decided to keep their boat in the Sea of Cortez. They can be alone and cruising in the Sea, but be a few hours by bus from the US border. It was the reality of age that persuaded me to go cruising before every item was installed.

We purchase the items that we must have for the next stage, identifying a hierarchy of purchases for the near and far term. Our next items are a single side band radio (SSB) and those items needed to complete our solar installation.

Even though the SSB has been around for fifty years, it's still the mainstay of blue water cruisers. Installation is still more art than science, and the radio and antenna tuner themselves are expensive, but they can provide virtually world-wide communication and, when paired with a special modem, can send and receive email and receive weather information at no additional cost, vastly different than satellite phone. Another important feature is that they can "broadcast" to all nearby vessels, an important asset when the only assistance is local. Sat phones cannot match this.

The modem is an interesting device, the only game in town being made by SCS from Germany. Through the years, they have made incremental and revolutionary improvements in the speed of the Pactor modem, and that effort has culminated in the latest and greatest, the P4 Dragon. At US\$2000, it's an expensive but important component of the shipboard high frequency communication system.

We have decided to make the crossing to the South Pacific in spring, 2013. We'll join a loose confederation of sailors known as the Pacific Puddle Jump (<http://www.pacificpuddlejump.com/>). "Jumpers" leave

from all over the Western Hemisphere bound for the South Pacific. Although we'll probably never see another Jumper, we'll participate in regularly scheduled SSB communications and weather routing throughout the passage. It's a safer way to make the passage than heading out alone.

Although there are many routes to the South Pacific, the two that interest us are those that leave directly from Mexico and head across, and those that hug the coast to Ecuador and head across from there.

The first route, and our probable route, is to leave from Puerto Vallarta, Mexico and head across toward French Polynesia. At longitude 120°W or so, we'll head directly South and cross the Intertropical Convergence Zone (ITCZ) at right angles, crossing it in the least distance. The ITCZ, also known as the "Doldrums", is the region near the equator where the air circulation from the northern and southern hemispheres meet and virtually cancel. The usual strong tradewinds can be absent, causing cruisers to motor for days to re-enter suitable winds. We'll continue on a SSW course until we arrive at the Marquesas, a group of islands belonging to France. A fast crossing in a 40-foot boat is 25 days and a long crossing is 35 days. Whew! From there, the fabled islands of the South Pacific are laid out: Tonga, Samoa, Vanuatu, Tuvalu, Pago Pago, and the Tuamotus. We can't wait!

The second route would take us along the Central and South American coast to Ecuador. From there, one can reach the Galapagos, the legendary islands made famous by Charles Darwin. Further on, one can also reach Easter Island and Pitcairn Island. Easter Island, of course, is the home of the fantastic carved stone faces staring sightlessly skyward. Less well known is Pitcairn Island, the last home of the famous British ship, HMS Bounty, and its mutineer crew. Although the actual crossing is shorter, the total distance is much greater. One must be concerned about cyclone season if crossing too late and no wind if crossing too early. To complicate matters, the seasons are reversed in the Southern Hemisphere!

We've decided to take along one more crew to share the 24/7 watch schedule for the 3-4 week crossing. That necessitates that we purchase and install a reverse-osmosis desalinator or "water maker". These devices force saltwater through a membrane and recover the resulting fresh water for drinking. They're clever but energy-hungry, complicated, and expensive. With three thirsty mouths to quench and little water available on the arid South Pacific islands, we see no choice.

We've finally solved our energy needs with solar panels. We tow a propeller that is connected to a generator, and we have a wind generator, but solar has filled the gap and provided us with a readily available and renewable energy supply. Solar rocks!

Plans are becoming more focused and tangible, but it's a long way in space and time. Follow us on our journeys at <http://svwings.com>.