



United States Power Squadrons®

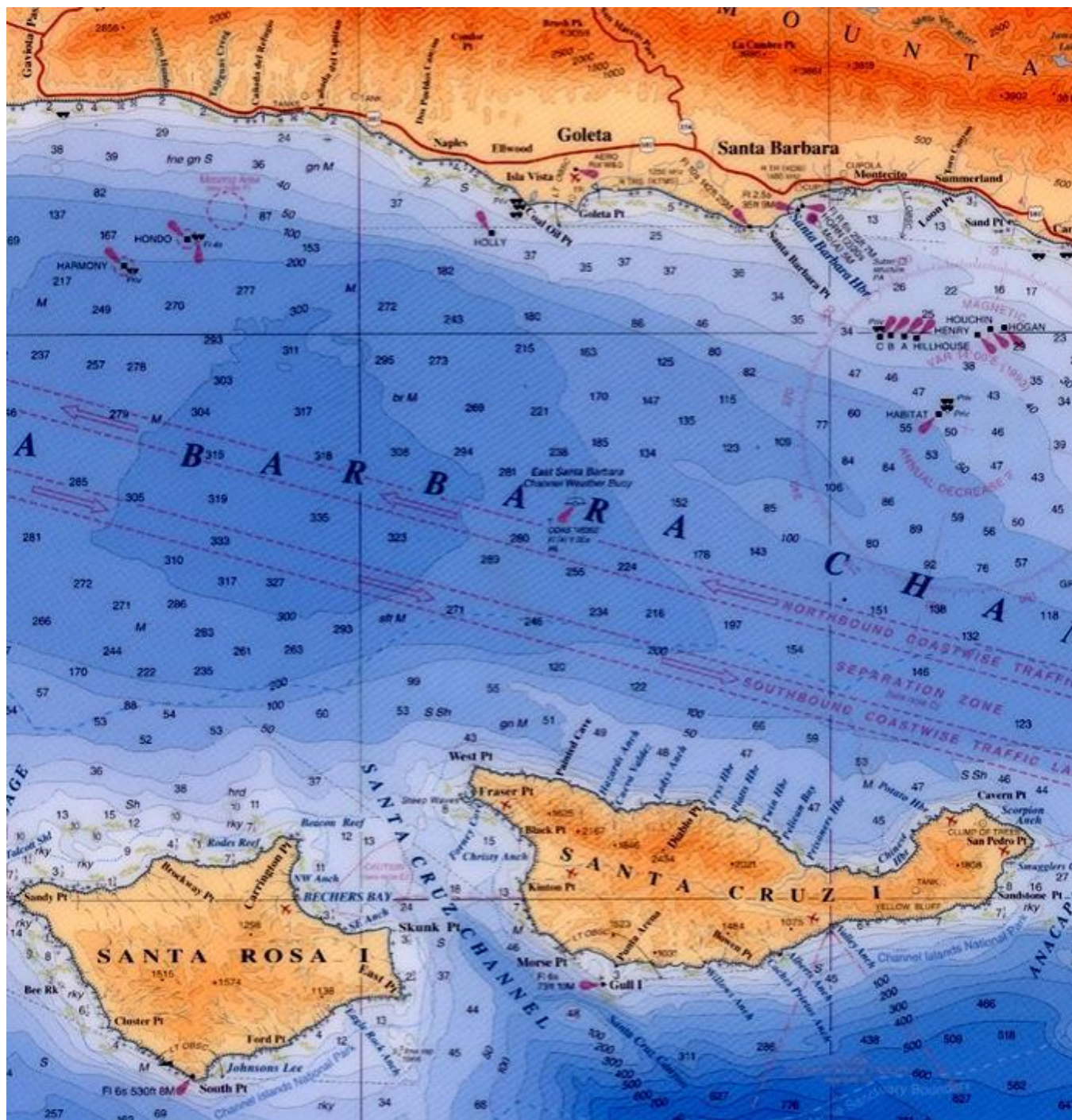


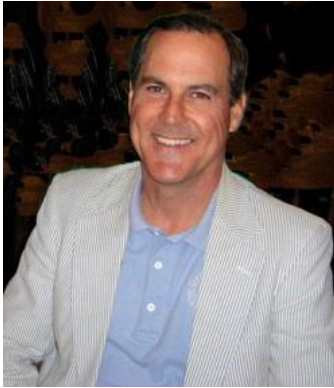
# Signal Hoist



## Santa Barbara Sail & Power Squadron

### Monthly Newsletter September 2018





## COMMANDER'S MESSAGE

**Cdr. Dennis Johns, AP**

Hope you have RSVP'd for the September 8 Annual Meeting & BBQ. Will and Doris have again offered up their beautiful home in the Santa Barbara foothills to host this event. Their home has a wonderful view and patio to accommodate a large crowd. The food and camaraderie is great and the afternoon highlight is the mystery gift auction MC'd by the very entertaining Past Commander Neil Ablitt. ***(No meeting on Thursday September 6<sup>th</sup>.)***

As usual, August has been a great month for boating activities. In this newsletter, you will find reports from members who cruised to Santa Catalina and San Miguel last month. Also as usual, in these reports you can expect a little bit of adventure which may happen every time you toss off the docklines.

Political race predictions have come under careful scrutiny since the 2016 election and weather predictions have yet to gain the status that meteorologists would be eager to claim. The initial reports for the August 30 Thursday Evening Rally were to expect mid-channel wind at 20+ knots out of the west and 4 ft swell. Rich and I discussed what would be the best approach for this kind of weather forecast, especially as the event called for the inclusion of crew who may not have had much experience with those conditions. We thought we could hug the coast and stay out of the worst of the blow. When we gathered at the Marina 1 gate, it became clear that the predictions were significantly off as we looked at the breakwater flags barely floating to 5 knots or less from the southeast. Another Thursday Evening Rally stymied by strange anomaly weather –well I guess it can't be called an anomaly if it keeps happening. Nevertheless, three boats left the harbor with 11 people aboard and spent the evening searching for wind that never materialized. See further details by the participants in this newsletter. Maybe September?

I now have 20 followers of my Meetup Group which is called "***America's Boating Club Presents Stories from Local Boaters.***" In addition to promoting our Fun & Entertainment meetings on Edhat and Noozhawk, I use Meetup to promote these evening presentations. I encourage all our squadron members to join Meetup and select our group for getting updates on upcoming events. In addition to the updates you'll receive, you will be helping to promote the squadron by virtue of the number of

followers. As people are looking for fun activities to participate in Santa Barbara, they will be inclined to attend our Fun & Entertaining meetings when they see that we have 50 or more members following us. There is no cost to joining Meetup and you only get updates for the group(s) you select and when a new group is created. Please go here to join: [https://www.meetup.com/cities/us/ca/santa\\_barbara/](https://www.meetup.com/cities/us/ca/santa_barbara/)

Fun and Entertainment meetings return on October 4 when Mike Pyzel makes a return appearance with an Anchoring Seminar that not only will take the fear out of the activity for you but will also instill a sense that no one gets it right all the time and each time is just another learning experience. Of course if you never give it a shot, you won't ever learn much. So mark your calendars now and show up early as his presentations are as knowledgeable as they are entertaining.

### Upcoming Activities

<b>Sept 8</b>	<b>Sat</b>	<b>noon</b>	Annual Meeting and Auction (Peggy Ciolino point person)	Swallings home
<b>Sept 29</b>	<b>Sat</b>	<b>1:00pm</b>	Rally (Steve Young point person)	SB Harbor
<b>Oct 4</b>	<b>Thu</b>	<b>7:30pm</b>	Fun and Entertainment	SB Waterfront classroom
<b>Oct 6</b>	<b>Sat</b>	<b>10:00am</b>	Dockside Brunch (Virginia Johns point person)	Johns' boat in Marina 1Q4
<b>Oct 13</b>	<b>Sat</b>	<b>10:00am</b>	Harbor Seafood Festival (Dennis Johns point person)	SB Harbor





## ADMIN OFFICER'S MESSAGE

**Lt/C Peggy Ciolino, S**

Three boats — *S/V Peregrine* (Eleanor and Steve York), *M/V Mariposa de la Islas* (Ellie and Mark Cooper) and *S/V Ecco Bella* (Peggy and Rich Ciolino) — set out on the scheduled cruise to Catalina. We were supposed to leave a day earlier, but the wind was predicted to be coming from an unfavorable direction for crossing over to Catalina, and the departure was delayed one day. Unfortunately, *S/V Libertad* (Virginia and Dennis Johns), couldn't afford the delay and weren't able to make the trip. We luxuriated the first night at the Pacific Corinthian Yacht Club (always many thanks to them for letting us tie up at their dock) in the Channel Islands Harbor and left early Thursday morning for Catalina. *M/V Mariposa* motored all the way, being a power boat, but kept with us until we got close to Catalina. At that point *S/V Ecco Bella* and *S/V Peregrine*, who had been motoring, also finally got enough wind to sail and had a spritely couple more hours finishing off the crossing by sailing into Two Harbors. We had a delightful time while there...only wish that a few more of you could have made the trip. Thank-you Eleanor and Steve for being the Point People on this event. See their article in this issue with further details of this great trip.

I hope everyone has seen the flyer for the Annual BBQ and Meeting Saturday, September 8, at 12:00PM at the Swallings hilltop home. You can download the flyer and map for easy printing, by clicking [here](#). It's always a great get-together with delicious food, swimming if you like, and the white elephant auction that raises money to help fund our activities. I am the point person on this event, so contact me with any questions — Peggy Ciolino — 805 682-4543.

Tom Koch led seven of our teachers in the USPS Instructor Development Recertification class on August 28. This satisfies a USPS requirement that teachers of public courses be certified by USPS.

## Cruise to Catalina

by Steve York, P

The SBSPS 2018 Cruise to Catalina was a lot of fun! We had three boats participating – *S/V Ecco Bella* with Rich and Peggy Ciolino, *S/V Peregrine* with Eleanor and Steve York, and *M/V Mariposa* with Mark and Ellie Cooper. Dennis and Virginia Johns had planned to join as well but since our departure was delayed until August 8th (see below), they dropped out as they had a narrow window to go and return by Sunday August 12th.

Our original plan was to leave on Tuesday August 7th and overnight at PCYC continuing to Two Harbors on Wednesday. However Dennis was keeping a close eye on weather and particularly the winds. He noticed that wind predictions were showing an unusual SE wind in the channel for Wednesday. This meant we would be heading directly into the wind on the (normally) downwind leg from PCYC to Two Harbors. We opted to leave Wednesday so that on Thursday we would have more favorable winds when they shifted back to their normal W/SW pattern.

On the trip to PCYC, *S/V Peregrine's* autopilot wouldn't function so we hand steered the whole way. Once we arrived at PCYC both Rich and Mark who are engineers jumped right into solving the problem. They quickly diagnosed a loose connection at the plug and fixed it in no time. What a relief to know it would be working for the rest of the trip! They were rewarded for their efforts with unlimited cocktails that evening!

We spent Wednesday night at PCYC enjoying their usual great hospitality as well as cocktails and dinner on the bar patio. Hot showers were also enjoyable.

Thursday morning we got under way just after 6am for the long 55 mile run to Two Harbors. The weather was hazy but it burned off by late morning and the winds came up around noon. Once we crossed the shipping lanes *M/V Mariposa* and *S/V Ecco Bella* both put the pedal to the metal as *S/V Peregrine* was towing their dinghy and only making around 5-5.5 knots. They both arrived a couple of hours ahead of *Peregrine* but we all had a smooth crossing. By 6pm *S/V Peregrine* was on its mooring too.

Though we've made this trip on our own a number of times, it was great to buddy boat with others especially since both *M/V Mariposa* and *S/V Ecco Bella* have radar. We stayed in constant touch on CH71. This was especially useful as we crossed the shipping lanes on Thursday in the haze. It was also nice to have boat to boat conversations to break up the long trip.

While at Two Harbors we were joined by our son, daughter in law, and two granddaughters ages 8 and 11 plus their dog. They drove to San Pedro and took the ferry to Two Harbors. We all enjoyed lots of water activities including swimming, snorkeling, kayaking, paddle boarding, and lots of beach time. We also took one day and went to Avalon for the day. Avalon is always busy during the summer but the day we went, a large cruise ship was there adding another couple of thousand shore visitors.

After Two Harbors, it felt like midtown Manhattan. It was fun to be there but it was very nice to get back to the peace and quiet of Two Harbors.

One night Mark and Ellie invited all of us including grandkids to dinner on *M/V Mariposa*. While we were having cocktails on the deck just before sunset we watched this large Catalina sailboat try to pick up a nearby mooring. This counts as "reality TV" for Two Harbors! They made at least 5 passes at the mooring before they finally snagged the bow. Then they didn't seem to know they had to use the sand line to attach the stern so they started swinging on the bow - oops! They finally let go the bow and called the harbor patrol for assistance, who eventually got them secured.

Next 6 folks in the cockpit of the Catalina watched as Dad launched the dinghy so they could all go to shore. The dinghy engine started and then quit. Of course the dinghy was no longer attached to the boat so it started drifting out of the harbor pushed by the evening breezes away from the island. We watched as the engine sputtered to life several times only to cough and die. The family in the cockpit were just watching and not calling the harbor patrol for help. Finally my son and granddaughter hopped in our dinghy and sped out to get him. By the time they got there he was at least a mile away and powerless. They performed a great rescue at sea and took him in tow back to his family who was quite appreciative to get their Dad back!

Both the Ciolinos and the Coopers were great hosts hosting pot luck dinners several evenings. The Coopers also generously offered their mothership amenities including paddle boards and even movies with popcorn.

The Coopers on *M/V Mariposa* and Ciolinos on *S/V Ecco Bella* each stayed about a week enjoying the Island, its beauty and peace and quiet. Our family went home on the ferry after a week. We then brought Peregrine back to Santa Barbara via PCYC taking two days to make the voyage. The weather wind and sea conditions couldn't have been better this year on the return trip in contrast to conditions we've had on some of earlier trips. It was a great end to our summer.



































## Steve Young, *S/V Quiddity*

I've always wanted to sail to San Miguel, and here was the chance to do it with company! So I fueled up *S/V Quiddity*, and with Scott Burns helping me, we set out early Friday. Neil, who is very used to going there, and handling the strong west wind, had given us the advice of motoring due west until we were comfortable with being able to sail to the island on a single tack. This worked for us, so after a rather boring 5 hours motoring, we were rewarded with a wonderful and exhilarating starboard tack to Cuyler's anchorage.

It's a beautiful place with white sandy beaches, and a family of elephant seals a couple of hundred feet away. A couple of males would occasionally rear up to fight each other, but since it wasn't breeding season, we assumed it was just adolescents practicing. Soon after, we watched *M/V Seagoer* motor in with Pete and Suzette aboard. They joined us on *S/V Quiddity* for appetizers and libations (thanks to Scott's delicious Windrun Pinot).

Saturday we went ashore and explored that part of the island. Many incredible views - well worth it. And strangely little wind on the bare tops of the hill, in spite of a continuous strong breeze in the (supposedly sheltered) anchorage. I had a couple of incidents I'd rather forget:

- 1) fell in the water while climbing into Scott's kayak (and, yes, the auto-inflate life vests DO work - now I've got to get a re-arming kit)
- 2) slipped on the gravel trail and sprained my ankle.

The island is covered with scrubby dead-looking bushes, but apparently in the Spring they all bloom spectacularly. I'll have to go again in early May.

Early afternoon, *S/V Maude* arrived with Neil and Sue and we all congregated there for appetizer, lubricant, and good conversation.

Mid-Sunday morning we pulled anchor and sailed all the way home. Wonderful!

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## Pete and Suzette Segoe, *M/V Seagoer*

*M/V SeaGoer* left SB 9:30 Friday, 8/17. Weather overcast but pleasant. About 2 hours out we started to overheat. We were doing about 7 kt at the time. Shut everything down for about 10 minutes while we debated about going ahead or turning back. Pete checked



tranny and linkage -no issues apparent. Maybe just a piece of kelp in the water intake. Decided to go ahead at a bit of a slower pace. Took 7 hours to reach Cuyler where *S/V Quiddity* was already anchored. Anchored in about 24 ft at the 4 palms. We were greeted by about a dozen elephant seals on the beach-quite a sight! After some housekeeping, took the dingy to *S/V Quiddity* for a drink.

Sat am decided to explore the island. Found the trail to the Cabrillo monument and hiked up with Steve and Scott. Amazing views from the top but so desolate. Hard to imagine living out there! Back down and to the boats for some r&r. Strong winds came up in the afternoon. We went over to *S/V Maude* for a bit after dinner, but we were anxious to get back to *M/V SeaGoer* as it was getting pretty rough. We rocked and rolled all night and were up many times to check on our status. At one point we knew something was amiss but it was too dark to really see what was happening. At first light we saw that we had dragged anchor about 1/2 mile! Right past *S/V Quiddity* and Judge Rock. Someone was definitely looking out for us! Needless to say, we secured the dingy, pulled anchor, and headed home about 6:30am. Very rough the first two hours but then calmer waters prevailed along with numerous dolphin escorts. I never get enough of that! Back to SB in 7 hours, exhausted but happy for another boating adventure!

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### **Neil and Sue Ablitt, *S/V Maude***

We arrived a day late so decided to stay Sunday. While the wind blew Saturday night we didn't expect it would blow all day Sunday, but it did sustained 20-26 knots. Impossible to go top side - and BBQ out of the question. Pete and Steve made the right decision returning Sunday.

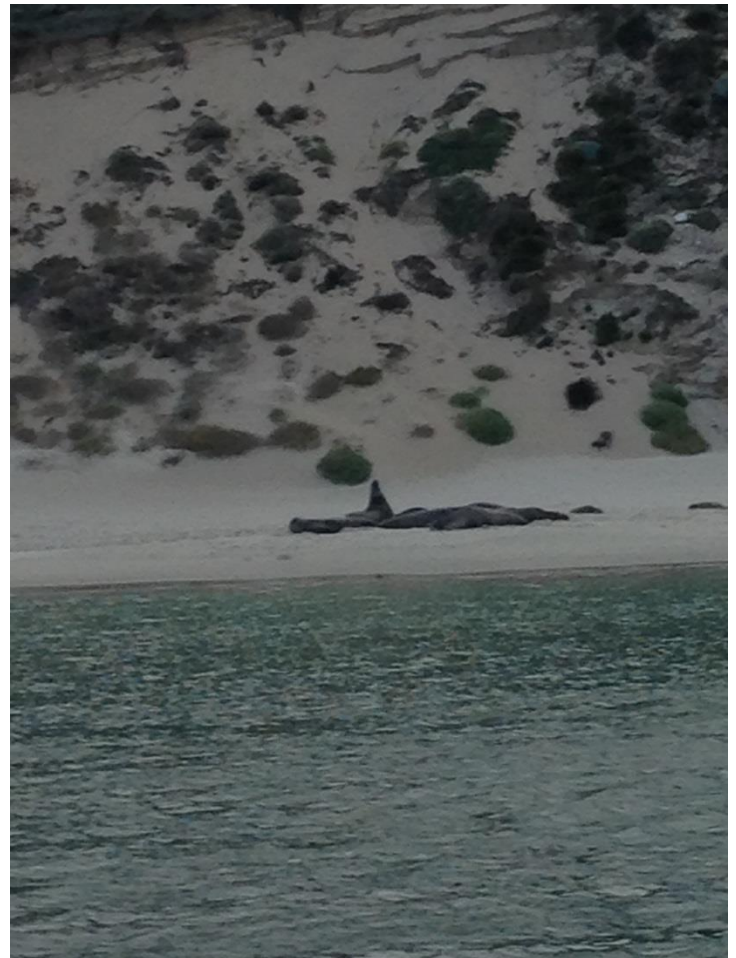
The irony? Zero wind for *S/V Maude* going up AND coming back.



***S/V Maude***  
**motoring all the**  
**way - a first!**

**Both ways...**

**Friendly welcoming  
party of elephant seals  
serenading on the  
beach**

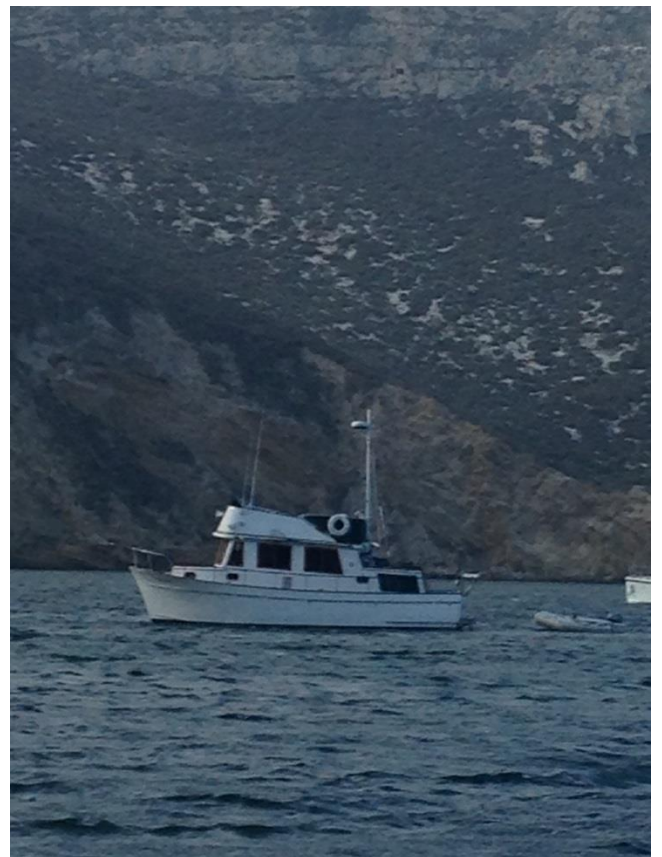




**Scott Burns on *S/V Quiddity* at Cuyler anchorage.**

**"where have you been"**

***M/V Seagoer*  
enjoying the wind  
before the  
excitement**







**Alternator arrives so  
*S/V Maude* can go –  
Just one day late**

**That mama kept  
an eye on us!**

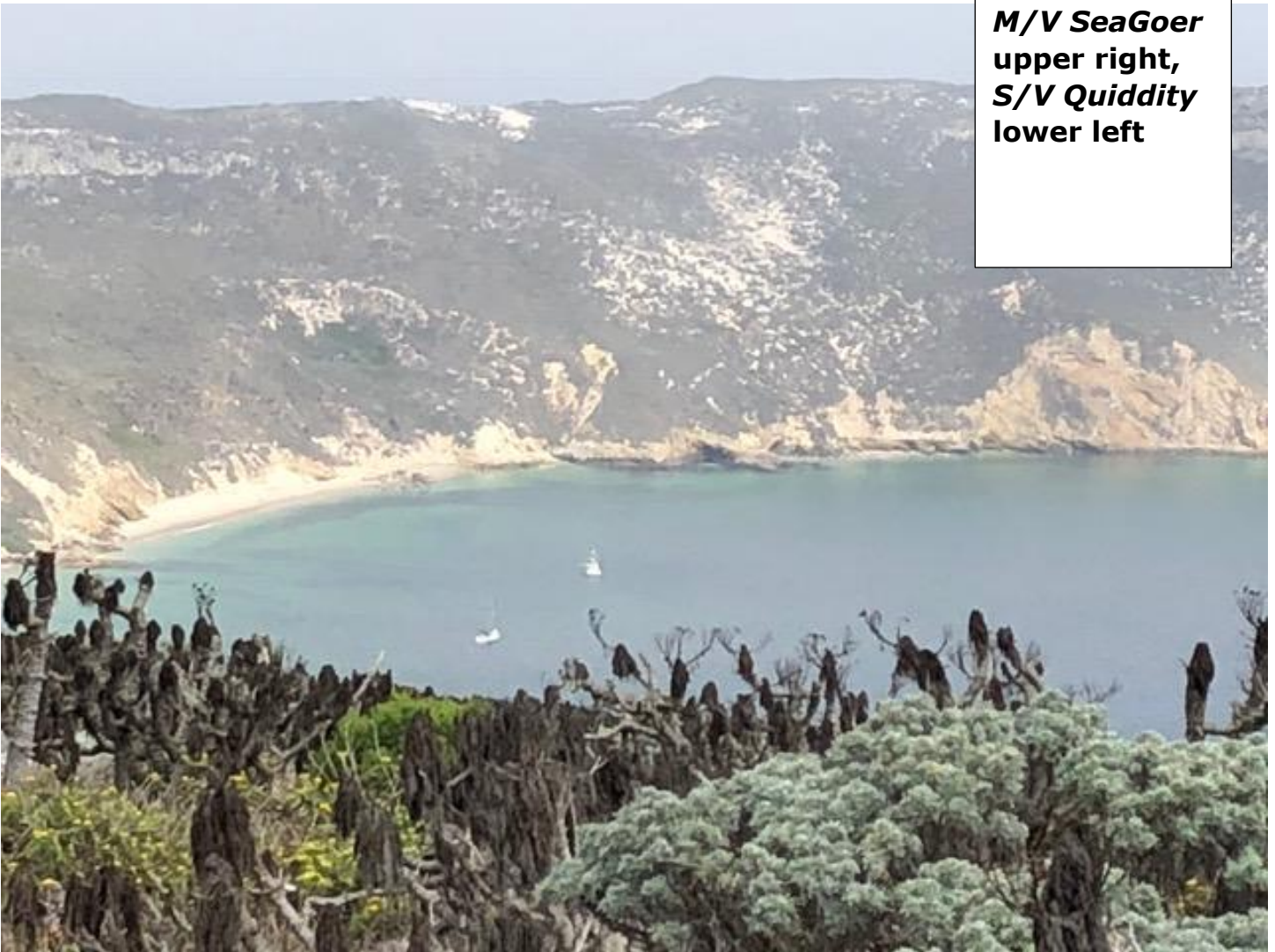


## Cabrillo Monument



**View from  
the top!**

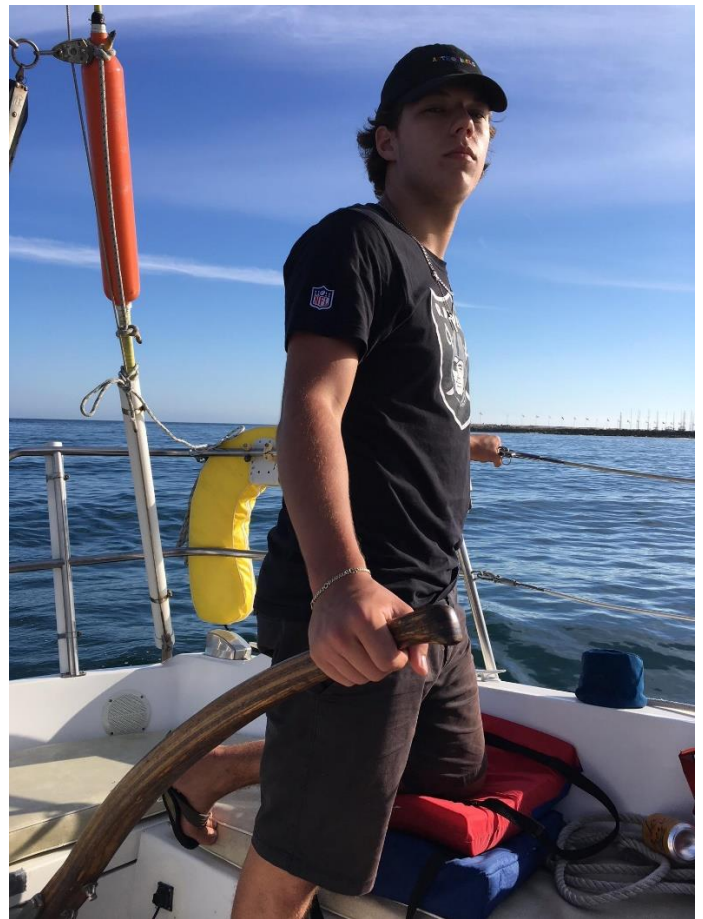
***M/V SeaGoer  
upper right,  
S/V Quiddity  
lower left***





The Crew Swap Cruise went off without a hitch, or for that matter without much wind. The boats that participated were *S/V Libertad*, *S/V Ecco Bella*, and *S/V Benchmark*. The captains and crew showed up promptly, crews were selected quickly by a less than random process, and by 4:30 we were off! We all met up at the red buoy: *S/V Libertad* with Dennis Johns, Lisa Burns, and Clark and Andrea Bowdle; *S/V Ecco Bella* with Rich and Peggy Ciolino, Janis Johnson, and Duane Felender; *S/V Benchmark* with Scott Burns, Jim Hirsch, and Sebastian Kohlmann - a German exchange student and first time sailor. The wind was variable at less than 5 knots from the south. Sebastian deftly took the helm and piloted the *S/V Benchmark* from start to finish without incident. The group motor sailed toward Ledbetter point. I believe Rich decided to head for the bar first with the rest of the fleet in tow. The Fleet wasted no time getting the boats put away and met up at the trendy Brass Bear Brewery in the Funk Zone, where we shared great conversation, beer, and food. Overall our first Crew swap Cruise was a great success. Looking forward to next year's cruise with the squadron's our entire fleet!

**Sebastian Kohlmann at the helm of *S/V Benchmark* looking very serious**



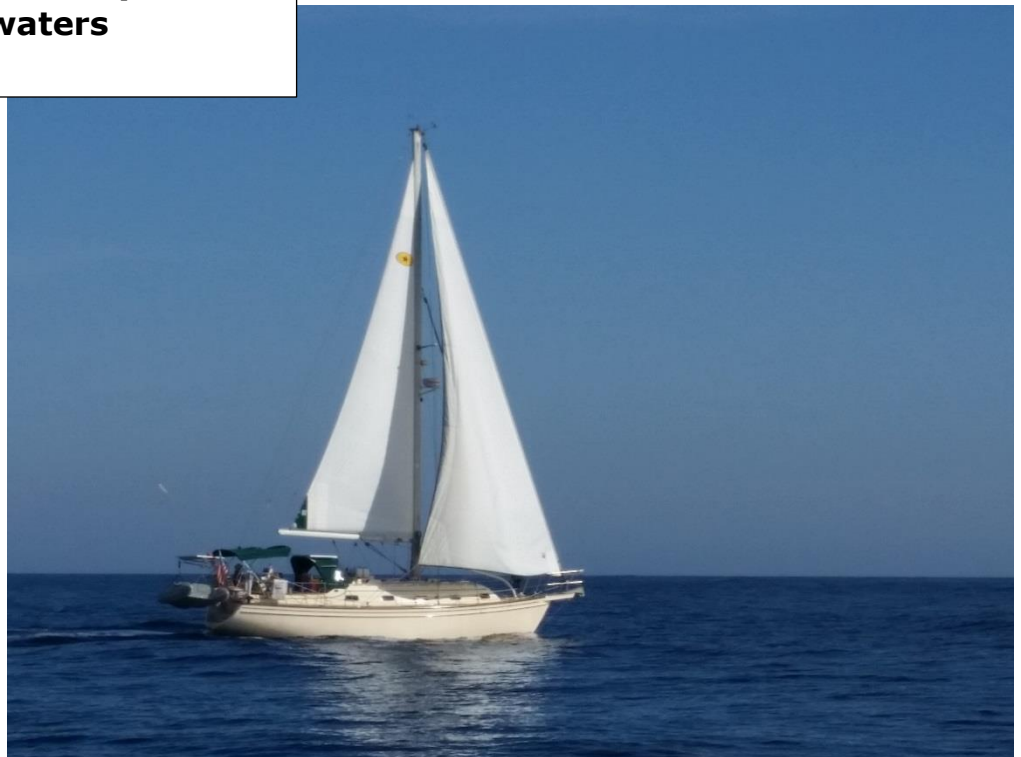




**Collage taken by Janis Johnson from aboard *S/V Ecco Bella***



***S/V Benchmark (above)  
and S/V Ecco Bella  
(below) in very calm  
waters***





***S/V Ecco Bella  
(in forefront)  
and S/V  
Benchmark  
enjoying the  
evening sail,  
despite very  
light winds.***





## **Treasurer's Message**

### **Lt/C Steve York, P**

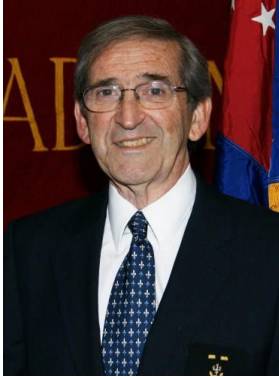
We are now ready to start accepting two new ways of letting people pay for various things we sell - credit cards and PayPal. Up to now it has always been cash or check but we have had a lot of requests from students taking classes to handle credit cards. Some don't even have a checking account! Ah the millennials ...

For credit cards we have set up a Square account and purchased a chip card reader which works with most phones once the Square app is installed. I've been testing it for the past few weeks and all looks good. The money goes right into our checking account (minus their 2.75% fee which is pretty typical). I've set up categories for classes, ships store, events like Holiday Dinner, PCYC, etc. so the transaction get clearly identified. Our first big test will be the evening the Engine Maintenance class kicks off. I'll be there to let students pay by credit card. We will also train some of the other squadron members on the Square reader.

The other payment method we now can accept is PayPal. For the moment, this works through my personal PayPal account. First the buyer must have their own PayPal account. Then the buyer transfers money from their PayPal account to my account. I then transfer it directly to our Squadron checking account. There is no fee for this transaction so that's a plus for us. Eventually I want to see if we can set up a PayPal account for the Squadron so the money does not have to go through my account. In the meantime however, we can get started.

I'd be interested if you have any comments or suggestions about this. Drop me a note at [shyork@yahoo.com](mailto:shyork@yahoo.com). Thanks





**SEO's Message**  
**Lt/C Rich Ciolino, JN**

Seven students took the take-home exam for the Piloting class and turned them in on the 21<sup>st</sup> for grading by National.

We have a good turnout so far for the Engine Maintenance course that will run from September 11 to November 20. There is still space so if anyone else is interested please contact me.

I'm talking with the Harbor Office to arrange a schedule for our next ABC class to start shortly after the Harbor Festival in October. One issue there is our normal Tuesday night "reservation" use of the Marine Center Classroom will be used for the Engine Maintenance class.

As reported in our Administrative Officer's Message, Tom Koch led seven of our teachers in the USPS Instructor Development Recertification class on August 28. This satisfies a USPS requirement that teachers of public courses be certified by USPS.

All in all our education staff is keeping pretty busy - If you have any questions or suggestions feel free to contact me at [rdciolino@cox.net](mailto:rdciolino@cox.net) or 805-682-4543. Sail safely!



by Lt/C, Rich Ciolino, JN

Pirates were sailors. Navy personnel were/are sailors. One thing they **did not** have in common was – pirates wore eye patches! At least the way they are generally portrayed in stories and film – the eye patch, and their peculiar manner of speech, are uniquely pirate. It seems that there is no accepted reason for this depiction other than it is a manifestation of stories, for example “Treasure Island” and films such as “Captain Ron”. ( Each of these examples have other redeeming values.)

One explanation for the use of an eye patch was that pirates lost an eye during the many battles they had while fighting other ships, what with cannonballs crashing into the side of wooden boats and splinters flying everywhere – but why just one eye, and why not so many sailors?

Another explanation is they covered one eye in daylight on deck so that when they ventured below to a darkened ship’s hold they could remove the patch, or switch it to the other eye, to have instant good visibility with the eye that had been in the dark all the time – but that would mean they’d have very poor depth perception all the time seeing through one eye, which could be quite dangerous working on a ship or fighting in a battle. By the way, this idea of covering one eye was proved “plausible” by the TV scientists on “Mythbusters” a few years ago.

And still another explanation is that sailing navigators of old used sextants, or other older versions of angle measuring devices, to take “sights” of the sun to determine their position and consequently suffered eye damage. While I like this one best there doesn’t seem to be much in the way of records to support this either.

So, what does all this have to do with a Safety Tip? Well, it’s a stretch but, how about “night vision” on a boat? Those of us who have sailed at night are certainly aware of both the nuisance and help that light provides at night. Our visibility becomes very keen when our eyes are nicely adjusted to the full darkness of our surroundings. But then we have to expose them to artificial lighting when we read our instruments. At some point we will go down below to take a nap or get some food or something. Since you can’t see very well in the darkness you turn on a light and are immediately blinded for a time while your eyes adjust, and you’ve illuminated the cockpit somewhat which affects



others who might be on watch. To get around this problem we installed a combination red and white LED light in our saloon. The human eye works well enough with red light so that you can do what is necessary below and return to the cockpit with little readjustment to darkness. During nights at anchor or in a slip we use the white light and while underway at night we use the red light. It's a better solution than putting a patch on one eye when going below, turn the white light on, then take the patch off when returning to the cockpit.

If you have any questions or suggestions feel free to contact me at [rdciolino@cox.net](mailto:rdciolino@cox.net) or 805-682-4543. Sail safely!



## Fishing Report

by Capt. David Bacon

[www.hooklineandshooter.com](http://www.hooklineandshooter.com)

Boaters out of Santa Barbara found a consistent bass bite on both calico and sand bass, along the mainland coast and at the Channel Islands. Halibut action was good and spearfishers reported large concentrations at mid-depth. Shore-based halibut action was also good. Outings for bottom fish were excellent and reliable.

"For the umpteenth week in a row, the calico and sand bass bite has been off the charts and now the halibut bite has settled in strongly, so I'm weaving custom Vague Rods for bassers and halibuteers like there is no tomorrow," said Capt. Tiffany Vague at Hook, Line & Sinker fishing center in Santa Barbara. Similarly, on *M/V WaveWalker* charter trips the bass bite has been so fun that groups with kids never want to leave the fast-paced action. On other trips, halibut have been the target or charter groups have decided to go after the sure-fire thing... rockfish and lingcod. Those bottom fishing trips were also run admirably well by the crews of *M/V Stardust* and *M/V Coral Sea*, both of which fished either Santa Rosa Island or the mainland coast near Santa Barbara.

Halibut populations were surprisingly high along the mainland coast. Capt. Chris Goldblatt, founder of Fish Reef Project (our best hope of inshore reefs off California) said, "I spearfished off of Mira Mar and found loads of halibut in the 50-foot depth range, however the water was clear and the fish were very spooky." All up and down the coast near Santa Barbara and Goleta, boat-based and shore-based anglers were hooking into halibut. The bite was up and down but most folks knew the fish were right there waiting for good feeding conditions.

**Captain David  
with a California  
Halibut**



The Signal Hoist is the official publication of the Santa Barbara Sail & Power Squadron. Articles of interest to the membership should be forwarded in writing via email to the Editor by the 20<sup>th</sup> of the month in order to be included in the next issue. We solicit the submission of your articles on safety, boating, cruising, racing, and squadron activities. Accompanying relevant photos are appreciated. We encourage articles by our members. Send us your true or tall tales. Articles, opinions, and advertisements published herein do not necessarily reflect squadron policy or endorsement unless so designated.

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