



United States Power Squadrons®

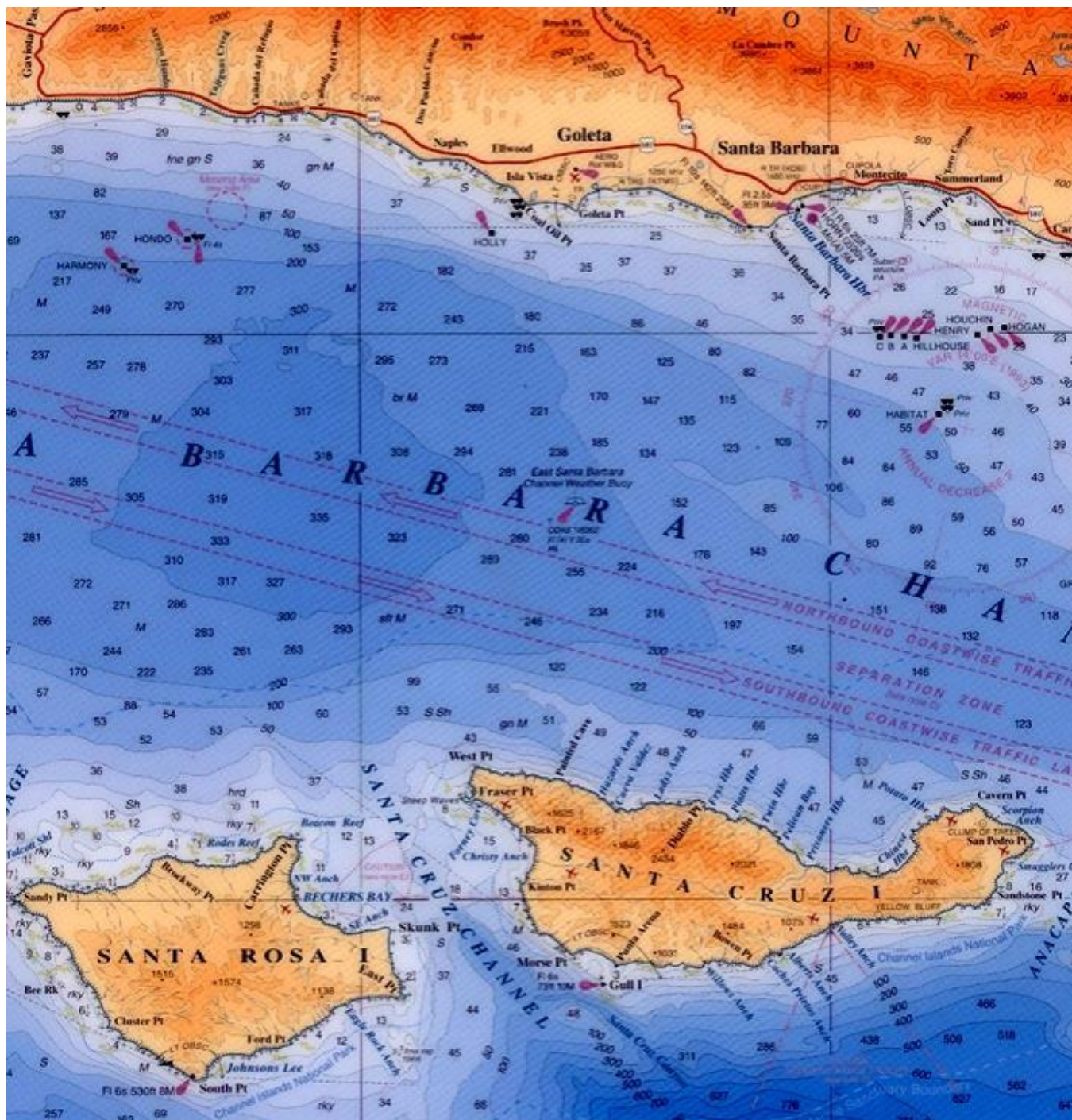


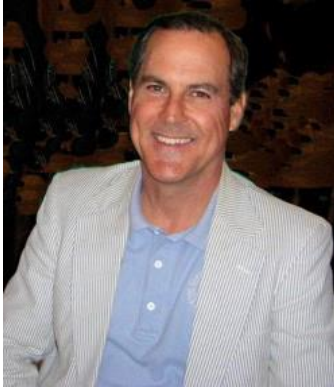
Signal Hoist



Santa Barbara Sail & Power Squadron

Monthly Newsletter July 2019





COMMANDER'S MESSAGE

Cdr. Dennis Johns, AP

Virginia and I had two very nice events last month. A young couple (late 20's to early 30's?), Colleen Shea and her fiancé, were making a delivery of a sailboat from San Diego to Seattle. They had targeted a 10 day weather window to get around Point Conception. Unfortunately they had a crew member develop a medical emergency off Marina Del Rey. They had to put into the marina and place the crew member in a hospital. This caused them to lose several days of their weather window. When they left Marina Del Rey they knew they would only make it as far as Santa Barbara before their weather window closed. They obtained a visitor's slip and to pass the time they began to wander the Santa Barbara harbor. It just so happened that after this delivery they were planning to purchase their own boat and after considerable research had narrowed down their search to a few models, the Amel Maramu being one of them. They spied Libertad and wanted a tour, knowing that there are very few Maramus on the west coast. Using the Amel Facebook site they put out a call to find out if anyone knew the owners of Libertad. In less than a day they had their answer and our email address. In a few hours we had arranged a meeting and spent several hours with them learning their boating history and they hearing our history with Libertad. The day after, they left the harbor and made an attempt to continue their delivery. The wind was down to 15 knots but the previous days of higher winds had left swells that were unmanageable. They were forced to return to the harbor. There are several morals to this story. First is the fact that as a captain of a vessel, you are responsible for all crew members' well-being and must immediately seek assistance when necessary. Second is the amazing connectivity the Internet provides and how close the cruising community remains through the years. Last is the importance of watching the weather and timing your travels. A humorous end to this story is the couple decided they couldn't wait for another weather window because they were getting married in a few weeks and she needed to get home for her gown fitting. They flew home the next day

after arranging for another crew to complete the delivery. We hope they stay in touch and we'll learn what vessel they purchase.

Then there was Judy and Jordan Mills of s/v *Sea Turtle* who were headed home to Victoria, BC ending their circumnavigation. We originally met them in the Galapagos Islands. We sailed most of the South Pacific with them and finally parted company in Tonga when Virginia and I left for Australia and they headed to New Zealand. We crossed paths briefly again in New Zealand when we flew over from Australia for a two week camping tour. But they returned to the South Pacific from New Zealand while we continued on to Southeast Asia. Our paths didn't cross again until last weekend when they decided to pop into the Santa Barbara Harbor on their trek north. We had a very nice reunion as everyone exclaimed that no one had changed a bit and it only took about two hours to get caught up on who was doing what and everyone's future plans. They advised that they were first thinking that they would not stop in Santa Barbara because they wanted to take advantage of the weather window they had to get around Point Conception. But the draw to see old friends was too much and they decided they could kill a few hours and not miss their opportunity to get north. We knew they were anxious to get going so we said our goodbye and promised to visit them in Victoria when we got our RV. We headed to Libertad for some projects and when we looked up, they were already out of the harbor. A few days later we learned they had made San Francisco with no problems. There are similar morals to this story as the story above. Cruisers make great friends and they will go out of their way to be social. And finally, don't miss your weather window.

I'm looking out the window to the first sunny morning in weeks and I have a feeling that summer is finally here and our July activities will be blessed with wonderful weather. Your weather window is here, don't miss it and be sure to join us for all the boating and social activities coming up.

Upcoming Activities

July 13	Sat	(see below)	Pacific Corinthian Yacht Club (Tom Koch point person)	Channel Islands Harbor
July 27	Sat	1:00PM	Rally/Crew Swap (Jim Hirsch point person)	SB Harbor
Aug 1	Thu	7:30PM	Fun and Entertainment meeting	SB Waterfront classroom
Aug 6-13	Tu-Tu		Catalina Cruise (Steve and Eleanor York point persons)	
Aug 24	Sat	11:00AM	District 13 BBQ (more details in announcement below)	Holiday Harbor, Wilmington
Aug 29	Thu	4:00PM	Evening Sail: 4:00PM (Jim Hirsch point person)	SB Harbor



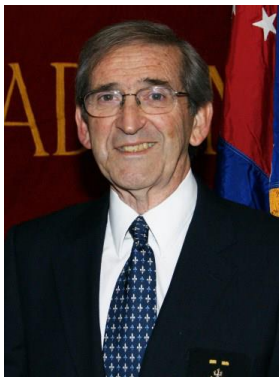
ADMIN OFFICER'S MESSAGE

Lt/C Peggy Ciolino, P

The weather forecasters keep saying "the sun'll come out tomorrow," but so far, it's been a bust! Of course, how quickly I forget how the sun came out so perfectly for our Progressive Dinner on June 8!! So good to see so many members there and enjoy such a delicious meal on board the vessels belonging to Pat and Cyndee Bryant-Quinn, Ron and Vicki Slocum, Neil and Sue Ablitt, and Mark and Ellie Cooper. Thank-you all so much for hosting this fun social event.

But, back to the yucky weather that has been here since then. Perhaps that's why our first Evening Sail of the season, scheduled for Thursday, June 27, was canceled — not a lot of desire to get out there under gloomy and often drizzly skies on the cold and wet water. We'll hope for a clearing by the weekend of July 13, when we have our annual PCYC sail and dinner at the Pacific Corinthian Yacht Club in Channel Islands Harbor. Please get your reservation in right away if you haven't already. Tom Koch, who is the point person for this activity, tells me that there are three boats already signed up for a spot at the dock. If you are coming by boat, you may arrive on Friday, July 12. If you are driving down, you may arrive anytime on the 13th and enjoy the facilities for the day, with the get-together on the dock in the late afternoon and dinner following at the PCYC restaurant. It's a time to take a dip in the pool, paddle out on your paddle board, shoot the breeze with fellow Squadron members, or just lie out in the sun with a good book. Look for more details in this edition of the Signal Hoist or contact Tom Koch at tbkoch01@gmail.com or at 805 968-5568.

Our next activity on the water is planned for Saturday, July 27, at the Harbor in Santa Barbara. This is a Rally and Crew Swap and is scheduled for 1:00PM at the Harbor. Keep your eyes open for an announcement with further information as the date approaches. Jim Hirsch is the point person: jhirsch@isolitesystemscom. Everyone is welcome to come and crew. So even if you don't have a boat, plan on it. I'm hoping we'll be out of the weather doldrums by then!!!!

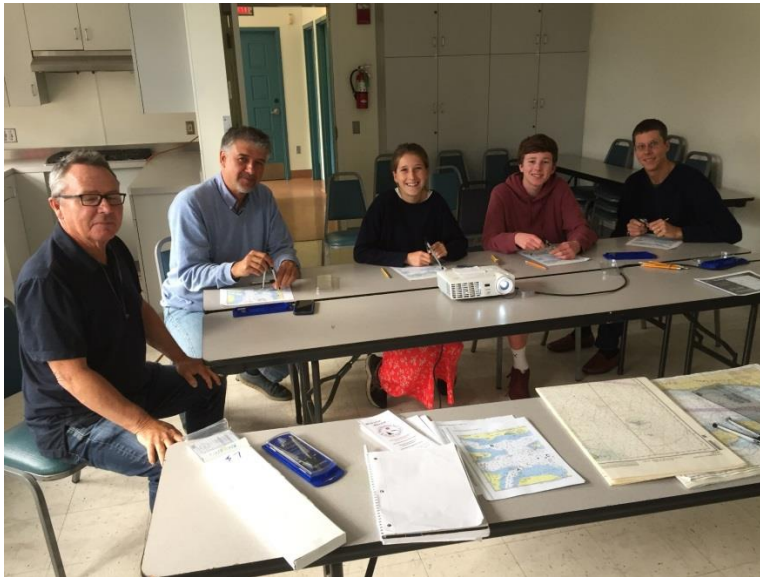


SEO's Message

Lt/C Rich Ciolino, JN

Our Boat Handling & Seamanship class began on May 7 with six students, four of whom are new members. Another new member audited the last two sessions. Due to some unforeseen interruptions some of the students were unable to attend all seven of the sessions and decided to not take the final exam. One student elected to take the final exam but a scheduling snafu on my part resulted in having to postpone the exam to a future date. Thanks to our instructors Tom Koch, John Profant, Dennis Johns, Ron Slocum, and Pete Seagoe for doing a great job.

In mid-May I received an inquiry from the leader of the local Boy Scouts of America Sea Scout program asking if we could do a short program for them on marine chart usage. After discussing it with our Commander Dennis Johns we decided to accept and use some of the material from our Introduction to Navigation seminar for a one-hour session. A meeting time was set up for Monday afternoon at 5:30 on June 3rd to be attended by about six youths, ages 13 – 17, and three adults. I made some changes to our presentation material and reduced it down to something that would fit into a one-hour session including some time for some hands-on chart work. The kids seemed to enjoy the session and quickly picked up the technique for determining the Latitude and Longitude of a location on a nautical chart using a divider tool. Some of the kids had to leave early (school finals, graduation prep, etc.) but two remained along with the three adults when we got to the hands-on stuff as seen in the following photo.



We'll be taking an educational hiatus for the summer but will resume classes in the fall. Enjoy your summer and go sailing.

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



Vessel Safety Examiner Report

**1st Lt/C John Profant, SN
Assistant SEO**



For those interested in having their vessel inspected I have stickers. Just contact me for an appointment. We make sure your flares are up to date, your safety equipment is in good working order and that your boat is sea worthy. It is free and takes about an hour. Those who do pass the examination will get a sticker to place on the left side of the boat that lets the Coast Guard know that it is not necessary to board and perform a Vessel Safety Check.

My contact information is johnprofant@cox.net, or (805) 455-9173.

Pacific Corinthian Yacht Club Cruise & Dinner by P/C Tom Koch, SN

Hear Ye, Hear Ye... Come one and all... come by car, boat, bike, train or plane, but bring a friend and come!

Announcing the Pacific Corinthian Yacht Club (PCYC) Cruise and Banquet for 2019. All SBSPS members and friends are invited. The new PCYC General Manager, Don Meyers assures me we are Welcome and the PCYC Staff members are looking forward to having us visit them again. They are planning to serve us Prime Rib and Pistachio Encrusted Salmon, drinks, salads, veggies and an ice cream sundae for dessert. See the flyer for the particulars of the Banquet Dinner on Saturday, 13 July 2019.

[PCYC July 2019 Flyer click here](#)

The PCYC dock will be opened for boats to tie up. Boats are welcome to arrive in the afternoon on 12 July and stay until the morning of 14 July. If more boats arrive than can tie up to the dock, we are welcome to raft together. So all should be accommodated.

Open the flyer, fill in your pertinent information, write a check, and send it to the address below, as soon as possible. I am looking forward to hearing from you.

Please Note:

I must have the boat reservations by 28 June 2019.

Dinner reservations must be submitted by 5 July 2019.

(Flyer may have 2018 dates.)

Tom Koch

Cell: (805) 729-3385

Email: tbkoch01@gmail.com

Address:

333 Old Mill Rd. SPC 278

Santa Barbara, CA 93110-3613



America's Boating Club, District 13



and Hollywood Yacht Club



Invite you all to our Annual Land Cruise and BBQ

August 24th, 2019

11:00 am to?

Saturday Afternoon Tri Tip and all the fixings

Holiday Harbor

701 Shore Road, Wilmington, CA

Make Dinner Reservations for Saturday BBQ by AUG 19

Number of Tri Tip Bar B Q _____ @ \$25.00 Ea. \$ _____

Name _____

Address _____

City _____ State _____ Zip _____

Phone _____

Power Squadron ☐

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Make check payable to: D/13 Isthmus Cruise

Mail Check to: D/Lt/C Rosemarie Radomsky

136 Whiting St., #1

El Segundo CA90245

310-989-4736 Cell (310) 989-4736

Progressive Dinner

by Ron Slocum, P and Vicki Slocum

After a week of dismal overcast, the glorious Santa Barbara sun emerged and it turned out to be a perfect evening in the Harbor for the SBSPS Progressive Dinner.

The evening's agenda was to stroll from boat to boat, stopping at four different boats to enjoy tasty appetizers, salads, main course and desserts. The first stop, in Marina 1, was at Cyndee and Patrick Quinn's boat *M/V Seahorse*, where partygoers brought an amazing array of creative treats.

Just down the finger was the main course, tri tip and beans, at *S/V Bobcat* and *S/V Maude*. It turned out that Neil and Sue Ablitt could not attend, so Susan and Steve Hodges volunteered to stand in as hosts aboard Maude. The trip tip we cooked up on Bobcat's BBQ turned out juicy (whew!), and Neil made the extra effort to rush 2 beautifully cooked tri tip down to the harbor just in time for slicing. To complete the main course, Susan Hodges brought a big pot of her delicious beans, and Judith Muller contributed a tasty salad!

Ready for something sweet, the happy crowd headed over to Marina 2 to be welcomed by Mark and Ellie Cooper, hosting the dessert course aboard *M/V Mariposa de la Islas*. The group cozied in, munching and chatting away, delighted to be entertained by that famous SBSPS duo Seagoe & Cooper strumming & singing old favorites. It was a nice surprise when Mark Cooper served his tasty Painkiller cocktail to the group.

The event was scheduled to be over by 8, but everyone was having such a good time they lingered far longer.

Thank you to all boat owners who volunteered their boats, and especially to the great cooks who made this event so successful!

















***** Photos courtesy of Peggy Ciolino**

Letter #3 from Althea by Alyssa Lewis, P and Patrick White, P

We did it!! We sailed from Mexico to the Marquesas, the first leg of our Pacific journey! Wow!

I have spent the better part of 7 or 8 years learning everything I can about sailing, working on a variety of boats under very different captains in all kinds of wind conditions and climates.

Patrick and I spent the last 2 1/2 years getting our boat ready for a cyclone, for 100 foot waves, 300 knot winds, the boat flipping over, losing the mast, shredding the sails in a gale, hitting a whale, hitting a container, having our appendix burst just as we got into the middle of the ocean, thru hulls exploding, arms breaking, murder in each other's eyes after too long in a confined space together etc. etc.

We worked very hard preparing ourselves and Althea to the best of our abilities, with the help of some amazing friends, for these uncontrollable events.

We packed the boat *well* below her waterline, with enough food and water for a year (despite the fact that we have a water maker), donned our foul weather gear, frightened faces and worried eyes glaring back and forth from the skies ahead to the barometer, and finally, took a deep breath and headed off! Into the big blue sea!

We were surprised to encounter much less weather than we ever expected! Lots of rain in the doldrums but the swell never seemed to exceed more than 8 feet, the winds blew a constant 10-20kts, and thanks to our wind operated steering system, "Rowdy Rhonda", we didn't touch the "steering wheel" until we arrived in front of The Bay of Virgins anchorage. In fact, we hardly adjusted the sails! Arriving, we found our fingers to be in excellent shape from turning the pages of so many books!

We left Puerto Vallarta at 4 in the morning on April 27th, just as a music festival on shore was dying down and the sun was about to come up. We drifted out of the bay over the course of the next 2 days so slowly that we were even passed by a turtle!

During the passage we would take 3 hour watches through the night, beginning at sunset. Even if we weren't tired, we would lay down and *try* to sleep when "off watch". During the day we would read to each other and eat amazing meals. Sometimes we would be so sucked into a book that we wouldn't want to go to sleep (ie. Jack Reacher novels) but we would have to be strict, and put the book down till the next morning, so we would be sure to have enough energy to stay awake on our watches through the night!

We left with a huge amount of fresh veggies which lasted about 2 1/2 weeks: avocado, tomato, mango, celery, carrots, bell peppers, apples, pineapples, oranges, water melon. I tried all sorts of old wives' tale type storage techniques for preserving produce without refrigeration, and most of them worked! Wrapping lemons in aluminum foil, apples in

napkins, keeping onions and potatoes separate, keeping avocados in the coldest part of the boat etc. we left with 120 eggs and those that weren't eaten kept good for 45 days! They were never refrigerated; we just flipped them every day.

Sometimes all of one type of produce would go bad at once. For example we had a few days of carrot cake, carrot soup and roasted carrots, and another few days of apple sauce, apple bread, apple pie, and apples and peanut butter.

The lemons, limes, potato, onion, ginger and garlic lasted through the first few weeks after we made landfall. I do wish I had brought a small pressure cooker, canning supplies, and a solar drier. Next time hahaha.

I got pretty darn good at making tortillas and pies much thanks to the Beautiful tortilla press Auntie Karen gave us. Oh and daily bread baking was also a treat, and pizza, and pasta and cakes, Baja fish tacos and and...

Patrick caught us 2 mahi-mahi, 2 skipjacks and a yellowtail. Not as much as we expected, all the big fish seemed to take the lures with them, but it was just enough to keep it exciting when he got them on board. Patrick finally got to make his flying fish bait also. He would collect the flying fish from the decks in the mornings and tie their wings back so they looked like they were flying, putting a hook through their bellies and send them off the back deck and they'd skip along the water ever so appetizingly!

When we were sailing to weather or on a beam, the boat would rock so violently in the swell sometimes it was infuriating to do a simple task like sitting, or brushing our teeth. Cooking was a dance, or a fight, at times, I lost the most beautiful ginger bread right after it was unmolded from the pan, just whooshed! off the counter, like the floor was where it was dying to be its whole life, and being so fresh and hot it just crumbled into a million pieces...luckily I had just cleaned the floor so I picked it up and we ate it, just as delicious but 100 percent less beautiful. That is just one example many runaway food stories.

I ran out of cigarette papers a few weeks out. It had been my intention to quit smoking on the crossing, but I still had tobacco and I am sorry to say that I continued to smoke using disposable apple and potato pipes, that was pathetic.

We spent 7 days in the "doldrums", doing a sad 30-60 nautical miles a day. But we had the best time of the trip! It was dumping rain the entire time, and we were surrounded by squalls but miraculously avoided all of them! We would sit down below and read to each other, drinking coffee and eating cake, while Rhonda steered through the rain. (We would pop up all the time and take a look around for other boats but never once saw one). Patrick and I felt like we were sitting in a train car making our way across (a warmer version of) Russia.

We crossed the equator on May 19 at 0100, and couldn't have ordered up a more beautiful night. Before you sail across the equator you are a "pollywog" and once you do, you become a "shellback". So we became Shellbacks! We laughed at the satisfaction

we derived from crossing this invisible line. It was very exciting. There were big puffy clouds, a full moon, and shooting stars to boot! We had purchased 2 bottles of an absolutely terrible pink sparkling wine from a gas station in Mexico, and Patrick ran around "sharing" it with Neptune, & the compass, & the hard top, & the aft deck. It was a sticky mess! We lit a flare off the stern which didn't fly very high or very bright. We laughed but it was a bit concerning.

We only have one song on our iPad, so we played "Althea" by the Grateful Dead about 100 times during our Shellback celebration. Then we wrote messages in the empty bottles. Patrick wrote our latitude and longitude and explained our success, and ended with a request for "dick pics" to his brothers phone number. We laughed about that for a long time. Beware Ryan, you may have some unsightly international parts heading your way :)

The night we crossed the equator, Althea made a crazy Gybe all by herself! Patrick looked back and saw a booby sitting on Rhonda, altering our course! And that was the day we picked up our very own, Hitchhiking Booby on the High Seas! We named him Booby. (Aren't we clever.) He stayed with us almost a week! At first he'd fly away, dive for fish, poop and then come back like a good guest...but later he got more comfortable and started shitting on the bow at which point we felt he might be overstaying his welcome. Eventually he went out for lunch and never returned!

Outside of the doldrums we averaged about 120 nm a day. Our best day was 163! We would go days without adjusting our course or sails, Althea seemed to know just where she wanted to go and took us there.

Our 300 watts of flexible Sunpower brand solar panels more than kept up with our energy consumption. Not having refrigeration, our only big power draw is the water maker, which draws an amp per gallon, & makes about 7 gallons an hour. So we ran the water maker when the sun was at its highest during the day. During the night we used 1.8 amps/hour on average, mostly powering navigation and cabin lights, fans and charging our iPad which we use for navigation. During the rainy part of the doldrums we ran the motor in neutral once to run the water maker, for a total of 3 hours.

We made our LAND HOOOO!! at 1400 on May 26th outside the island of Fatu Hiva. The wind then promptly died. We drifted around for 20 hours. It was Brutal! We were so close! But we were determined to sail into the anchorage, to Sail across the Pacific and onto anchor! We wallowed through the night in front of the anchorage. We spent the next morning, making pie, having our customary coffee and oatmeal, swimming with dolphins and cleaning up. We also raised the French flag which I had spent hours and hours making on the crossing.

Realizing however, that there was no sign of the wind picking back up, and being anxious to get to shore, we reluctantly hoisted the Iron Genny (that's sailor for engine), put her in forward for the first time in a month, & steamed the last 3 miles into the Bay of Virgins, Fatu Hiva.

Et Voila! At 1200 on May 27th, we arrived!

We are working on our website sailingalthea.com

Hopefully we will start adding updates there as we learn more and more about interneting, also, we will be posting very amateur videos :)

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 20th 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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