

## **COMMANDER'S MESSAGE**

**Cdr. Dennis Johns, AP**

Every trip out of the slip has the potential to be an adventure. Our breakdown during the trip to the PCYC dinner last month was a perfect example. Those who attended the dinner heard the short version of our adventure but there is more to the story.

If a boat owner uses his/her vessel enough, they will get a "feel" for how it is operating. You learn its unique sounds and motion. Eventually you can discern a problem by just knowing that it doesn't feel right. I must admit that I am guilty of knowing something wasn't quite right because *s/v Libertad* just didn't feel quite right. But just because you know something isn't right, it doesn't mean you can diagnose the problem immediately. Sometimes the problem has to graduate to an obvious malfunction.

It might have been a slight rattle or vibration that I was noticing but it wasn't pervasive enough for me to investigate. Of course a rattle or vibration can usually be traced to something in the engine or drivetrain. But I've had drivetrain vibrations before and they were much more obvious than what I was currently experiencing. So I fell back on that old adage, "Can't fix what ain't broke."

We left Santa Barbara Harbor about noon on Friday anticipating a nice breeze to take us to Santa Cruz. It's common to leave early in the morning and motor over to your preferred anchorage as the wind direction can make the trip a long beat into the wind and swell especially as you enter windy lane. The original plan was to anchor at Smuggler's Cove but upon checking the weather, the forecast was for a SE blow to come up at about 4am Saturday morning which would place us in a lee shore situation and probably make the swell confused enough to make the anchorage uncomfortable. So our destination was Pelican Bay and the predicted wind seemed to allow us a pleasant enough tack. The morning overcast held on into the afternoon which seemed to contradict the predicted wind but we soon broke out of the fog and clouds and averaged about 5.5 knots on the passage. Had to reef when we hit windy lane but that was not unexpected.



There were six other boats in Pelican bay when we arrived but they were all on single anchors and were well spread out to avoid each other. We selected a nice spot in the middle of the group and dropped the anchor in about 50 feet of water and gradually backed down, planning on laying 4 to 1 scope. At 150 feet of chain out I told Virginia I was going to give *Libertad* a good reverse jerk to set the anchor. Upon throttling back “with gusto” the engine revs went up with no reverse response from the boat. At this point, whatever problem I had been noticing previously had become immediately apparent. Fortunately the anchor was down and we could figure out what the problem was with little immediate danger.

Entering the super-heated engine room was not my idea of a relaxing afternoon but once there it was obvious what had happened. The drive shaft had separated from the transmission at the coupling. Believe it or not, this had happened before and initially I was not particularly alarmed as in the past all I had to do is dig the bolts and nuts out of the grimy bilge and reattach everything. But this was different. The past event was due to the boatyard not wiring the bolts together after replacing my dripless shaft seal which allowed them to vibrate out until only one remained and a loud clunking heralded the drive shaft out of alignment. I vowed to do my own mechanical work hence. But as I said, this was different. The bolts were all in place, wired together, but all four nuts had backed off just enough to allow significant wear so that the reverse throttle “with gusto” was enough to shear them all off. The bolts would not be reusable. That little play in the driveline due to loose bolts must have been what I had been noticing.

As I dove into my spare nuts and bolts supply, I was understandably concerned that I would have any replacements as I had been able to reuse the bolts and nuts previously. I found only one bolt that was the correct shaft size and long enough to engage a nut. The only other bolt I found with the correct shaft size was not long enough. However, the coupling has a rubber component and I knew that if I installed one bolt and tightened it down, it might compress the coupling enough to allow the short bolt to work. Fortunately that turned out to be the case. While the coupling does take four bolts, I figured two would work if installed on opposite sides of the flange. After two hours of burning various parts of my body on hot engine parts, the fix was completed and we laid out another 50 feet of chain, set the anchor, and settled into our evening of dinner and a movie. We ended up having to motor from Pelican Bay to Channel Islands Harbor and the fix survived the passage. I installed two more bolts obtained from the Channel Islands West Marine and was comfortable that we’d make the trip back to Santa Barbara with no further incident, which we did. As I write this account, I notice that the grime under my fingernails has finally washed away.

## Upcoming Activities

- Aug 1 Thu 7:30PM** Fun and Entertainment meeting SB Waterfront classroom  
(Speakers-details below- and *Fiesta refreshments*)
- Aug 6-13 Tu-Tu** Catalina Cruise  
(Steve and Eleanor York point persons)
- Aug 24 Sat 11:00AM** District 13 BBQ Holiday Harbor, Wilmington  
(more details in announcement below)
- Aug 29 Thu 4:00PM** Evening Sail: 4:00PM SB Harbor  
(Jim Hirsch point person)



### ***Thu Aug 1st 7:30pm Fun and Entertainment Speakers and Fiesta Refreshments***

With our Catalina Cruise just around the corner, our speaker Thursday night has a message particular to that event. Jesse Underwood is the Chief Development Officer of the Catalina Island Medical Center Foundation. He will update us on the expanded capabilities of the medical center on Catalina and let us know that medical assistance for most afflictions is nearby. Following Jesse, Ron Slocum will entertain us with a few of his sailing adventures and if that's not enough, we will finish with a 35 minute screening of the documentary film "Around the Horn" in which we follow a square rigger in 1929 rounding Cape Horn in wild, stormy weather.



## **ADMIN OFFICER'S MESSAGE**

**Lt/C Peggy Ciolino, P**

I hope everyone is out there getting good use of their boats in this beautiful weather. We have several opportunities to get out on the water this month with a Catalina Cruise scheduled for August 6th to 13th. Those dates are flexible, as some of us have been talking and I know that we aren't going to leave until the 7th. We'll sail to Channel Islands Harbor the first night and then cross over to Catalina on the 8th. Please contact Steve or Eleanor York for more details. We were just over there a week ago and it was lovely, though water was still nippy at 68 degrees! Hope water warms up a bit.

We have an Evening Sail scheduled for August 29, at 4:00PM. Hope to see everyone there. I know that all those with boats are happy to have crew, so if you don't have a boat, you are still welcome! Just let Point Person Jim Hirsch know so that he can let you know on which boat you'll be crewing.

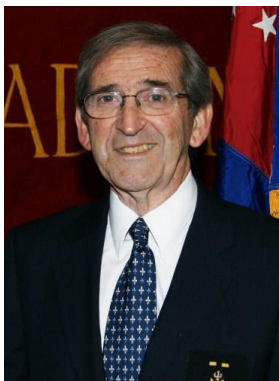
Many thanks to Tom Koch for organizing the fun weekend at PCYC in July. It was a particularly joyful crowd we had at another excellent dinner upstairs at the Club.

## **Catalina Cruise**

by Lt/C Steve York, P

This cruise is scheduled for August 6th with the Yorks as the point person for the cruise. Unfortunately our plans have changed and we will not be making the cruise this year. However, we will still be the point person. Please let us know if you will be going to Catalina and we will connect you with anyone else that lets us know. Email at [shyork@yahoo.com](mailto:shyork@yahoo.com) or text to 310-408-7204.

Last year we had three boats making the trip with an overnight at PCYC. It was a lot of fun and we all appreciated having company on both legs of this long trip. We highly recommend the trip as Two Harbors is always great at this time of year.



## **SEO's Message**

### **Lt/C Rich Ciolino, JN**

Continuing our educational hiatus for the summer with classes resuming in the Fall, so nothing else to report.

Enjoy your summer and go boating.

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!



## **Vessel Safety Examiner Report**

**1<sup>st</sup> 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](mailto:johnprofant@cox.net), or (805) 455-9173.

As Shoeless Joe Jackson stated in the movie, "*Field of Dreams*", "If you build it, they will come".

Well, we didn't build it, but we discussed it, announced it, and highly recommended it. Then... They came! They came by power boat. They came by sailboat. And, they came by automobile. All in all, four boats and twenty-six members and guests of Santa Barbara Sail & Power Squadron (SBSPS) made the trek to the Pacific Corinthian Yacht Club (PCYC) for the weekend cruise of 12-14 July 2019.

### The Cruisers

Four boats made the cruise from Santa Barbara Harbor to PCYC. Three boats sailed down on Friday, 12 July, led by Mark and Ellie Cooper onboard *m/v Mariposa de la Islas*. Mark met with our PCYC host, Don Meyer, General Manager PCYC, whom directed them to the dock tie-up locations. Later, John Bridgewater and Joan Kent arrived on board *m/v Sea and Ski* and were followed by Rich and Peggy Ciolino on board *s/v Ecco Bella*, returning from a cruise to *Two Harbors* on Catalina Island. These three groups were later joined by Tom and Betty Koch, whom drove down and stayed the weekend in a hotel located near the Camarillo, CA Factory Outlets. The eight joined together on *Mariposa de la Islas* for evening snacks to kick the weekend off.

On Saturday afternoon, Commander Dennis Johns and Virginia arrived on *s/v Libertad*, with crew members Scott and Lisa Burns on-board. *Libertad* rafted to *Ecco Bella*, and the cruising complement was complete.

### By Land

The remaining fourteen members and guests joined the others on Saturday afternoon. These included Art and June Aldritt, Don and Inge Crowder, one of our new members, Michelle Devlin, Duane Felender and Janis Johnson, John Profant, Steve and Eleanor York, and Steve and Bobby Young. The complement was completed by our special District 13 guests, District Commander Ronnie, and Mike Mann. (NOTE: Virginia... I may be missing someone here, but not sure of names?)

### The Festivities

As is the custom for these SBSPS' annual PCYC cruises, Saturday afternoon was filled with good conversations and appetizers on the dock. Then as evening fell, we all gathered in PCYC's upper banquet room where all attendee's appetites were satiated



with salad, vegetables and either Pistachio Encrusted Salmon or an 8-oz Prime Rib. After all were fully-stuffed, the waiters brought each of us a Hot Fudge Sundae sprinkled with miniature M&Ms. After dinner, Commander Dennis Johns honored all members and guests, plus the Host PCYC Servers and Cooks. Afterward, most of the travelers bid adieu and motored their way back to their "Santa Barbara" homes or stayed the night and sailed or motored back on Sunday morning.

The author offers a "Special Thank You" to our host, Don Meyer, General Manager of PCYC for his assistance in setting up this most enjoyable weekend, and we look forward to the 2020 PCYC Cruise and Banquet.

If the reader wasn't able to share this weekend's festivities, see below for some token photographs of everyone thoroughly enjoying themselves, and make it a point to sign up for the 2020 PCYC Cruise and Banquet.

(pictures provided by Tom Koch and Peggy Ciolino)















Debbie and Don Robertson (back row, right end) were guests of Virginia and Dennis for our dock party. These four sailors met in an anchorage in Tonga in 2012 only to find out that both couples had boats in the Ventura Harbor before they embarked on their journeys across the Pacific, yet had not crossed paths there!













## Cruising to PCYC – The Long Way

by Lt/C Rich Ciolino, JN

We took the long way to PCYC aboard *s/v Ecco Bella*: Santa Barbara to Channel Islands public dock for one night; Channel Islands to the Isthmus at Catalina; Catalina to PCYC; and finally PCYC to home.

The first leg was very nice since we were in no rush and sailed all the way light winds starting at noon on Saturday July 6 with 6-9 knots of wind. At about 14:30 the wind kinda died for an hour or so but we drifted along at 2 kts or so, but then got up to about 8 kts so we moved along at about 4 kts. We took our favorite route that stays offshore of the Ventura/Oxnard coastline as much as possible by heading out to oil platforms Gilda and Grace where we start turning more easterly toward Channel Islands Harbor with the wind and swells from the aft quarters. The downwind sail was especially nice this day since the winds were light and westerly swells small. With a mainsail preventer tied to port we enjoyed the quiet sail in. The overall trip took about six and a half hours, but as I said, we were in no hurry to get there.

We left at 06:00 the next morning for our nominally 10 hour sail to Catalina. While this trip is usually something like eight hours motoring and two hours sailing we never got enough wind to sail so we motored all the way. Arriving on a Sunday is good because most of the moorings are being vacated as cruisers return to their home ports and the choice of moorings is really good. We got one on C8 which is really good. We got at one time we were the only boat on the C moorings, that's us to the right.



It was rather wet on Monday morning, I'd call it a light drizzle, but that's ok when sitting comfortably on a mooring at such a lovely place. Tuesday was better with clouds in the morning and sunshine in early afternoon when our kids arrived for a couple of days with us. The weather continued to offer more sunshine each day we were there and Peggy actually took a dip in the clear 68 degree water.

We left the Isthmus for PCYC at about 06:30 on Friday morning. The seas were small and the winds light, but motoring along at six-plus knots made it pretty cool on the overcast water. We motored straight to a waypoint just east of Anacapa Island and on



the edge of the southbound shipping lane arriving at 14:45, and finally got some sunshine. At that point we turned east on a course directly to Channel Islands and raised the sails to have a lovely sail over the roughly nine mile sail to the harbor.

After a great time at PCYC we departed on Sunday morning at about 08:30 with *m/v Isla de Mariposa* and *s/v Libertad*. Mariposa headed pretty much on a direct course to Santa Barbara and Libertad and Ecco Bella headed more easterly towards oil platforms Grace and Gilda with the hope that by the time we got there there'd be some wind to sail the final 15 nm or so home with. We turned our course toward Santa Barbara as we passed the oil platforms at about 11:30 and actually had some wind, for a while. Libertad continued motor sailing to Santa Barbara while we sailed very slowly, but were unable to maintain a course to Santa Barbara – kinda drifting east towards Carpinteria. We hung on, had some lunch, and finally began picking up enough wind to point towards home. By about 14:00 we were making over five knots and pointing closer and closer to home. This final sail was rewarding and we arrived at the harbor at 15:45 – another seven hour trip, but we had a pleasant time on the water the whole way.

### **Co-Ed Triplehanded Race Sat. Aug. 3**

The Santa Barbara Sailing Club has invited any interested squadron members to sign up for this upcoming Saturday's race. They always have a lot of fun in the race and serve brats and beer after!

Open to PHRF and one-design fleets

3 crew members, male and female, and each crew member skippers one of the three races. Registration is at the SBSC yard with a noon skippers meeting and a 1:30 start.

\$20 entry includes the after-race brats and beer.

Contact their Fleet Captain for more details –

Jerry White,

SBSC Fleet Captain

(805) 450-1100



## 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**

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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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