

COMMANDER'S MESSAGE

Cdr. Dennis Johns, AP

This is a difficult message for me to write. My first concern is that a large percentage of squadron members won't even read it. When we discontinued mailing hard copies of the *Signal Hoist* we were concerned that we would lose contact with many members. That may have been the case but it's hard to quantify. We know that 40 or so folks on the email address list we use to distribute the electronic newsletter do not even open the *Signal Hoist* email message. At first we thought perhaps our new email vendor (MailChimp) was the problem and the message was being routed to spam folders. So I sent a message from my personal Gmail account to all of the members who didn't open the message from MailChimp inquiring if they in fact weren't receiving the *Signal Hoist* message. I only received two responses and both of them indicated that they do indeed receive the MailChimp message –they just didn't happen to open it that month. I'm not sure what to conclude from this other than we have many members who have lost interest in our group.

This leads me to the second part of this difficult message. I accepted the position of Commander with the mission of getting more participation from our existing members and expanding our membership to include younger members. To this end, I've revised most of our meetings to be "Fun & Entertainment" meetings which featured a speaker(s) or another presumably interesting activity. I opened several of our events up to the public via Meetup, Edhat, and Noozhawk announcements. I've promoted our "Crew Swap Rally" events to get even those who do not have a boat involved. We've made connections with the Santa Barbara Yacht Club (Monday Forums) and the Santa Barbara Sailing Club to offer more opportunities to our members.

Unfortunately, my (our) efforts have been unsuccessful. Our last several meetings have been poorly attended and our Crew Swap Rallies have been cancelled for lack of participation. Our social events used to draw about 45-50 participants. Of over 120 members, we have about 30 who I consider to be "active" members who regularly show up at our events. This is unacceptable but I'm at a loss of what to do about it.

This Commander's Message is an appeal to everyone (who eventually reads it). What do you want from your squadron that you aren't getting? What can we do to get your participation? How can we reinvent our group to be vibrant and continue to exist going forward? These are difficult questions and I want our next bridge meeting to address all the input I may get from this request. The national organization is in transition in an attempt to be more relevant to the younger generation and our squadron should embrace this transition and expand on it. I hope you take this seriously and respond to me directly at sbmesasailor@gmail.com.

On a lighter note, Virginia and I have recently subscribed to Get Hooked, a local fresh fish delivery service. After two months of the service, we are quite pleased with it and suggest you take a look at what is offered: <https://gethookedseafood.com/>

Upcoming Activities

Sept 14	Sat	12:00PM	Annual Meeting, BBQ, Auction	Swalling's Home
<i>note date change!!!</i>			(Peggy Ciolino point person)	
Oct 3	Thu	7:30PM	Bridge and Member Meeting	Waterfront Classroom
Oct 5	Sat	11:00AM	Dockside Brunch	SB Harbor, Libertad 1Q4
			(Virginia Johns point person)	
Oct 12	Sat	10am-5pm	Harbor and Seafood Festival	SB Harbor
			(Dennis Johns point person)	
Nov 7	Thu	7:30PM	Fun and Entertainment	Waterfront Classroom
			Speaker on Sundowner Winds	



ADMIN OFFICER'S MESSAGE

Lt/C Peggy Ciolino, P

Three boats made it out to Catalina for our Catalina Cruise in August: *s/v Ecco Bella* (Ciolinos), *s/v Libertad* (Johns) and *s/v Peregrine* (Yorks). You'll find detailed accounts of the enjoyable time we all had elsewhere in the Signal Hoist.

There has been a change to the calendar for September. Due to a scheduling conflict, we have moved the Annual Meeting and Barbecue from Saturday, September 7, to Saturday, September 14. It's still at the Swalling's home and will begin at noon. This is a fun event with everyone bringing a dish to share and a white elephant gift to be auctioned off. Proceeds go to help defray the cost of the Holiday Party.

Thank-you Virginia and Dennis for volunteering to host the Dockside Brunch on October 5, on the dock by their boat *s/v Libertad*. We'll start about 10:00AM. Please bring a brunch dish to share. More details to follow. Mark the date on your calendar.

Please be our guest for the

**ANNUAL
BBQ/MEETING/AUCTION
Saturday, September 14, at 1200**



at

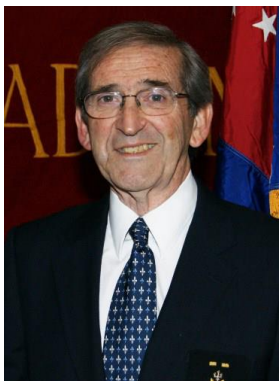
**Doris & Will Swalling's
2106 Calvary Road
Santa Barbara**

**BBQ Chicken & Tri-tip cooked on-site
Please bring a salad or dessert to share and a white elephant gift for the
auction.**

View the flyer [HERE](#) with more details

View the map [HERE](#)

or email Peggy at pegciolino@cox.net



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 the remaining summer time and go boating.

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.

Catalina Cruise Report – Different Ways to Get to Catalina

by Lt/C Steve York, P

There were 3 boats participating in this year's Squadron Cruise to Two Harbors at Catalina - the Ciolinos with **s/v Ecco Bella**, the Johns with **s/v Libertad** and the York's with **s/v Peregrine**. Each of us took a different course to get there.

The Ciolinos left Wednesday August 7th and went by way of an overnight at Channel Islands Harbor. As Rich said "we like our creature comforts especially getting a good night's sleep without an anchor watch!" From there it's about an 11 hour sail the next morning with a typical late afternoon arrival. They reached their Two Harbors mooring on the "B" row Thursday the 8th.



The Johns in **s/v Libertad** also left Wednesday but chose to overnight at Smugglers. That is usually a great spot and was not crowded when they arrived. They got underway the next morning and arrived Thursday about the same time as the Ciolinos. They secured a mooring on N row.



Here's **s/v Libertad** with Rich's outboard motor in the picture as well as **s/v Peregrine** just to the left of Libertad's port corner!

The Yorks took a different approach. We have been sailing to Catalina for over 40 years especially when we had our boat in Redondo Beach. We often went 4 or 5 times a year usually to Two Harbors as it was only a 5-hour trip.

Once we moved to Santa Barbara, the trip was a much longer journey - about 90 miles to Two Harbors. Consequently we have been making one trip a year usually for 2 or more weeks since it is such a long trip. Like the Ciolinos, we like the creature comforts of PCYC or the public dock in Channel Islands Harbor and overnight there.

This annual trip has become a family vacation for us and our son, wife and his family - 2 girls and 1 or 2 dogs. We usually turn the boat over to them along with dinghy, paddle board and kayak for a week. We decamp to the Banning House which is the only accommodation there. We enjoy beach activities and hiking with them and get to have clean sheets and hot showers while they enjoy the boat and all the toys.

This year, due to scheduling issues, we were not going to be able to make the trip. It looked like the family vacation would not happen. Then we got the idea to have the boat brought to Two Harbors by a delivery skipper. I've often seen them advertised in The Log and other sailing publications. However I was familiar with a David Lyon, skipper here in the SB Harbor who had made numerous deliveries up and down the coast from Mexico to San Francisco. David also works on boats in the harbor including ours specializing in rigging. I contacted David and he was available to make the delivery when we wanted so our vacation was back on!

About a week before departure David and I met to go over the specifics of **s/v *Peregrine*** - safety equipment, electronics, etc. Being compulsive, I had prepared a detailed two-page summary of the boat, its equipment, electronics, where things are located to give to David. I was quite surprised when David told me that this was unusual. "I wish all the owners for whom I deliver did this. It would be a big help" he said.

One of the requirements of the delivery was to bring our dinghy. It's an 11-foot RIB with a fiberglass hull. We usually tow it behind us which cuts a half knot or so off our top speed. David decided it would fit on the foredeck and felt he could hoist it there by himself with no problem. Doing this would shorten his trip as his speed would be increased. That turned out to be a good call.



His plan for departure was to leave around 2am Thursday morning August 8th and go directly to Two Harbors arriving late afternoon Thursday. This would ensure he secured a mooring there which are often not available after that time as they fill up beginning Friday morning in the summer. At 2am there was thick fog in the harbor so he decided to check in an hour. At 3am there was still fog ... and again at 4am ... and again at 5am. Finally at 545 there was a little clearing and he left the slip! The fog gradually cleared and by 10am the skies and water were blue.

Due to the late start, he motor sailed the entire 91 miles on a direct course right to Two Harbors. He averaged over 6 knots with bursts as high as 8 knots - a speed he never would have achieved if he had been towing the dinghy. He arrived about 730pm just as the sun was setting and the afternoon breeze was abating. Picking up the mooring on L row by himself on his first pass, he got a round of applause from the neighboring boats!!

David went ashore for dinner and then got a well-deserved rest overnight. The next morning he was visited by Rich and Peggy Ciolino who had arrived at Two Harbors earlier and were watching for **s/v Peregrine's** arrival. Later that morning Rich gave David a lift to the Ferry dock so he could catch the noon ferry back to San Pedro. He Ubered from San Pedro to the Amtrak station in LA. Thirty minutes later he was on the train headed home to SB. From the station it is just a short walk back to his live aboard slip in Marina 1.

On Friday and Saturday the Johns and Ciolinos enjoyed water activities including kayaking and just "chillaxing" with each other aboard **s/v Ecco Bella**.





The Yorks arrived with family and two dogs in Two Harbors on the Ferry Saturday afternoon. As is usual on a weekend afternoon, the dinghy dock was quite busy.



We found **s/v *Peregrine*** sitting on its mooring ready for a week of Catalina fun. David had launched the dinghy and mounted the outboard so we were ready to go. A very professional delivery and great experience for us.

Saturday evening we had dinner with Ciolinos and Johns at the Harbor Reef restaurant. The Johns were leaving the next morning so this was the only opportunity for all of us to be together. Several of us had the fresh swordfish landed that afternoon in Two Harbors - outstanding!! We had a great time as you can see from the photo.



The Johns left Sunday about noon and headed home via Paradise Cove. They've spent the night there before and find it is generally a reasonably protected place to anchor. Monday morning they headed back to SB.

On Monday, the Ciolinos welcomed their daughter, who is a teacher, and son in law for several days of relaxation before the start of the school year. They left Thursday morning very early to make a nonstop run back to SB. The trip went very well. Up to Santa Cruz was "easy peasy" calm sea and low wind. They ran into heavy fog last 10 miles to SB though ... really weird. Finally they popped out 1/2 mile from harbor. They never even saw oil platforms except on radar. Wind and sea in the channel were never a concern and they safely arrived in their slip at 7pm after leaving at 445am.

The Yorks and their family continued to enjoy all the water and beach activities during the week. This included Paddle boarding, swimming, kayaking and hiking (see Cat Harbor below) plus nightly ice cream at the General Store!



At the end of the week we departed Two Harbors on early Saturday afternoon ferry back to San Pedro. David Lyon arrived back in Two Harbors a little later that same afternoon to prepare to deliver **s/v Peregrine** back to SB. He repeated hoisting the dinghy on the foredeck for the return trip. After dinner and a short sleep he left at 4am with a clear sky and light breeze. His course kept him away from the shipping lanes until later in the morning. The visibility that morning was exceptional so he had no difficulty crossing the shipping lanes later in the day. Peregrine landed back home in its slip about 5pm safe and sound. David reported a great sail the last several hours with the typical later afternoon breezes.

With this delivery experience, we were able to enjoy time in Catalina with **s/v Libertad** and **s/v Ecco Bella**. It worked for our family, our schedule and our needs this year. We had a great time and **s/v Peregrine** was well taken care of by David.

Sailing to Catalina and Back and What Can Go on in Between

by Lt/C Peggy Ciolino, P and Lt/C Rich Ciolino, JN

The Trip to Catalina

As reported in Steve York's elsewhere in this issue and I met up with the and the Yorks at Two Isthmus for our annual Cruise. While leaving Barbara we were treated to approaching the harbor as the picture along with S/V who was heading to Smugglers.



article
Peggy
Johns
Harbor's
Catalina
Santa
a tall ship
shown in
Libertad

We stopped over in Channel Islands Harbor on Wednesday August 7 after a nice leisurely sail from Santa Barbara. Getting a good night's rest at the public dock, we were on our way at 06:00 the following morning for the usual 10 hour or so trip to Two Harbors. The sea conditions were very calm but a thick overcast hung over us all day



except for the final approach to Two Harbors – we dressed warmly since it was cold out there. We were followed out of the harbor by a large Coast Guard hard bottom inflatable boat with several crew members aboard. Once clear of the breakwater the Coast Guard boat sped off in the general direction we were heading, apparently not interested in us – we learned later, and Dennis writes about it in this issue, that they boarded S/V *Libertad* for a safety inspection training exercise.

The usual routine for this leg is motoring about eight hours and sailing the final couple of hours and this trip was no different, except for the cold and wet conditions. We arrived at Two Harbors at about 16:00 hours and settled into mooring B6 which is in a nice spot.

Weather conditions were gorgeous in the Isthmus as seen in some of the pictures here and in Steve's article. The first morning was very wet but cleared later in the afternoon. For the most part the weather followed a pattern of overcast in the morning with clearing in the afternoon. A bit of cool wind would always kick-in in the afternoon as well but as long as we stayed behind our dodger-provided wind break we could remain very comfortable on the boat – even getting hot enough to swim, as the water warmed from 68 degrees the first day to about 75 degrees when we left.

Turning a Fridge into an Ice Box

Having an issue with our refrigerator's intermittent operation and inability to get anyone in Santa Barbara to take a look at it we had to use it as an ice box for this trip. Before leaving I filled the fridge with 70 lbs of ice, purchased at the Propane and Ice facility on Milpas Street in Santa Barbara, and it held up real well for about three days before we had to start feeding it more ice. Of note is that I paid \$15 bucks for the ice in Santa Barbara but when it came time to top off the ice at Two Harbors we were hit with a \$7 per 10 pound bag charge, which we did three or four times – such is the price for being in paradise!

What Does One Do While Sitting on a Mooring in the Isthmus?

Our daughter and son-in-law came out on the Catalina Express to spend three days with us and joined in on our existence including an sun bathing, swimming boat, some snorkeling USC Marine facility about away, some boat and watching by dinghy moorings, many dinghy for additional supplies, cream dessert after the toilet and shower playing a few rounds of Train Dominoes. Parking dock is always fun.



relaxed easy hike, around the over at the a half mile people around the trips ashore including ice dinner, using facilities, and Mexican at the dinghy

Rescuing an Incapacitated Dinghy

I think it was the first day we were there I had the pleasure of rescuing a neighbor in his dinghy as he floated away, heading out to sea, with an outboard motor that had quit on him. I use the term "pleasure" as he wasn't in any real danger as he slowly drifted with

the breeze, grasping for items like a mooring ball, mooring line, or mooring pickup wand to stop his motion while gliding along, but having no steerage he was not having any luck. The best part was offering to help him with our ELECTRIC outboard motor propelled dinghy! We both got a laugh out of it as he cursed his outboard while I towed him back to his boat which was right in front of ours. Apparently he has helped dinghies himself as he knew exactly how we should do it – the key to maneuverability is for the rescuing dinghy to be held next to the rescued dinghy with the stern of the powered dinghy sticking out behind so as to get steerage, as seen in the photo.



Based on what I saw this trip I'd say that electric

outboards are finally catching on. We deep sixed our gasoline powered outboard and went electric in 2013, and on subsequent trips to Catalina we would see perhaps one other one out there. But on this trip we saw several like ours and several other boaters using trolling motors on their dinghies as they are ideal on dinghies intended primarily as tenders for a mother ship.

The Propane Fiasco

One evening while Peggy was cooking up a great shrimp dish in the galley the flame went out. She relit it but it soon went out again. She looked at me with some concern or scorn, I'm not sure which, (yes I am) and asked if we were out of propane? I quickly replied, if so I'll just switch to the other propane bottle in the propane locker. I went on deck to do that and quickly concluded that the other propane bottle was also empty...oops, I should've checked the propane supply before needing it – I really hadn't looked at it lately. Meekly, I suggested we could fire up the BBQ and do the final sautéing of the shrimp on it, and then we can take the empty propane bottles ashore the next morning and get them refilled. Luckily for me the part about finishing the cooking on the BBQ worked out fine, and the dinner was delicious. The part about refilling the propane tanks, not so good.

Our propane locker is located on deck and has a deck-level cover and a drain hole out the side of the boat. It also contains the electrical solenoid valve that is opened from the electrical panel in the cabin when you want to use the stove. I've looked in there several times over the months and have noted that there was plenty of pressure in the tank that was hooked up to the solenoid valve, but never paid much attention to the spare tank or the solenoid. I am aware that propane tanks have a lifetime after which they must be recertified before refilling, or replaced. (I was told that the only place near home to do that is in Oxnard.) I ran into that issue in 2012 with the tanks that came with Ecco Bella and found one of them had expired (a date is engraved on the tank) and I had to replace it. I purchased a steel one from West Marine and it served us well including our trip to Mexico where we had them refilled twice. But that was in 2016.

This time when I looked into the propane locker I was aghast at what I noticed. One tank had tons of rust on it so I figured that must be the other original one – wrong, it was the steel West Marine tank, and there was no way it could be refilled. The other tank was quite clean so I figured that's the one that could be refilled and we took it ashore.

Unfortunately, the fellow there said the tank had expired and could not be refilled without getting it recertified. He even said there was a bit of rust on the bottom which wouldn't allow him to fill it anyway. That other rusty tank would be laughed at if I tried to get it filled. I asked could he just put a little propane in and he said no. So, what to do? I then asked him if he had adaptors that allowed one to connect a camp stove type 1 pound the hose that normally connects to the larger tanks and he said let's do that. We bought a more one pounders, we had board for the BBQ, and went the boat. The photo shows the tank, the solenoid mounted on the one pound bottle, and the brass adaptor attached to the



On the boat I hooked up one of the bottles using the adaptor and to fire up the stove burner so we could make our coffee and tea. She got the burner going, but noted the flame was a bit smaller than usual, but it seemed to work well enough. It was a while later that Peggy noted that she hadn't turned the solenoid on at the electrical panel like she normally does – she was too excited about trying out the temporary propane hookup to do that. So, how did the propane get to the stove if the solenoid was not turned on? Oh oh, that told me the solenoid valve was frozen "open" letting gas through regardless of the electrical signal being sent to the solenoid! Looking again at the solenoid it wasn't surprising since, as I said before, it was heavily rusted.

sold
connect a
bottle to
connects
YES! OK,
couple
two on
back to
rusty
the wall,
brand new
regulator.
the
told Peggy

And, being “open” all the time meant that propane gas was coming to the stove all the time, solenoid or not, and that was unsafe as the idea is to keep the propane gas out of the cabin unless you are using the stove, because a leak could occur in the cabin – bad show! For the remainder of the trip I disconnected the bottle every time we were finished with the stove. Now that we’re home the task now is to get two new propane tanks and a new solenoid, hopefully ones that are not so susceptible to rusting problems. **Also, I consider this a lesson learned and a reminder to all boaters that have propane systems on-board to check them out regularly, including signs of rust, and make sure they are properly installed.**

Getting Home

We had initially planned to return to Channel Islands Harbor on the way home, making it another two day trip, but decided to do it in one day instead because we had done this once before and made it home before dark, and the weather forecast was for small seas and light wind most of the way. The plan was to leave early on Thursday morning, motoring to the eastern end of Santa Cruz Island and sailing the rest of the way, assuming we got the usual afternoon wind in the channel.

Again, we had to dress as it was cold, wet and good visibility as we got little before 05:00. We time on the first leg as calm with one to two- and the winds were on light. A few large pods swam by along the way managed to catch a some in a photo as they towards Anacapa arrived at the Anacapa rounded Santa Cruz about 14:15 hours in beautiful clear weather and sunlight.



very warmly overcast, with underway a made good the seas were foot waves the nose and of dolphins and I glimpse of swam by Island. We Passage and Island at

After cruising by Scorpion Anchorage we turned north toward Santa Barbara and continued motor sailing until 16:00 hours when, with 8 – 10 knots of breeze from the west, we turned off the engine as we were leaving the northbound shipping lane to

finally start sailing. All was going well, enjoying the quiet sounds of the boat and some nice music, when at 17:00 hours, with about 10 nm to go, we hit **the fog bank!** It has been a very long time since we had to deal with fog like this where the visibility was perhaps a quarter of a mile. Our radar came in very handy to guide us away from the oil platforms and looking out for other boats and we both kept our eyes and ears wide open while heading to



Santa Barbara.

Just to see how far reaching the fog was I pulled up a Webcam site on my iPhone, luckily we had good internet reception, and selected the Webcam located at Sea Landing with a view looking seaward across the harbor entrance and Stearns Wharf.

(<https://www.skylinewebcams.com>) I could see the fog sitting offshore past the harbor entrance so we knew we'd have good visibility once we got near the entrance. As it turned out the first thing we saw was our waypoint, the SB Safe Water buoy (red/white with white light and bell) that lies about a half mile off-shore, and it was clear sailing from there into our slip, arriving at 19:00 hours.

It's all fun when you're on a boat whether sailing or parked in a lovely spot like the Isthmus at Catalina!

An Encounter with the US Coast Guard Enroute to Catalina

by Cdr. Dennis Johns, AP

Yes, I should have scheduled a Vessel Safety Check with John Profant when we returned from our world cruise. I figured I'd "get around to it" when I'd finished decommissioning *s/v Libertad* from a world cruiser to a local cruiser. During this decommissioning process we realized that we had several safety items that needed attention. Some of the items were self-inflating life-vests needed replacement cartridges, flares were expiring, and the missing oil disposal label. Like a good Safety Officer, Virginia had taken action and ordered the replacement cartridges (but only one had been installed) and she was poised to buy new flares, using the West Marine discount coupon made available this year. Nevertheless we felt we were in good enough shape to head for Catalina's Two Harbors for a six day round trip.

Ironically, I doubt that the sticker we would have received from a successful VSC and placed on our dodger would have prevented the following event. We were about two hours out of Smuggler's Bay, Santa Cruz Island, headed for Catalina and Virginia and I was leisurely reading my Kindle in the cockpit when they motored up. We certainly didn't look like serious sailors, not to mention that we weren't wearing our self-inflating vests. The first question they asked was, "When was the last time you were boarded and inspected?" Of course the answer was, "Never" and their response was, "Prepare to be boarded and inspected!" We were instructed to slow down and change course so we'd be cruising with the swell –that would make it easier for them to board and conduct the inspection. As we did so, we wondered how long it was going to take as we had planned on arriving at Two Harbors before dark. In sort of a joking fashion, I asked if we would receive a sticker if we passed the inspection. The officer said no but we would be receiving some paperwork and a citation if we didn't!

It became clear that if this was not their first boarding and inspection, it was a fairly new experience for some (if not all) of them. The "leader" had the guide book in his hand which he constantly referenced. The first thing they asked for was our USCG documentation which freaked me out because I wasn't sure I had returned it to the boat after taking a lot of paperwork off during the decommissioning (stacks of multiple country clearance, immigration, and customs paperwork). Fortunately I quickly found it in one of our several folders and we cleared that hurdle.

They were standing in the cockpit and wanted to see the engine room. Expecting me to lead them into the salon to gain access to the engine room, I told them they'd have to get off. They gave me a surprised/annoyed look until I explained that the floor of the cockpit was the access to the engine room. They had to get off the cockpit floor which was the engine access. I was relieved when they explained that they were looking for excessive water in the bilge (presumably to be sure the bilge pump was functioning). We have low water and high water bilge pumps and, in fact, the low water bilge pump

was not functioning (I was going to fix it right after the trip) but the bilge is so deep that the high water bilge pump kept the water level out of sight. No problem!

Then they asked to see our lifejackets. Of course it was a little embarrassing for them to discover that several of our self-inflating PFD's had no cartridges in them but when Virginia showed them the cartridges she had purchased and explained that she was going to install them on this trip, they seemed amenable to that. Nevertheless, they wanted to see our other lifejackets since the self-inflating ones were useless. Virginia and I have debated whether or not we should keep those old, ugly orange ones on board because they take up so much room. Thank goodness we still had them on board. We passed that test!

Then they asked to see our flares. We pulled out our entire flare inventory and it was noted that they were expiring that month (August). The leader also noted that the flares were SOLAS approved rather than USCG approved. He asked where we had picked them up. Then we explained our cruising history and I also mentioned that I was the Commander of the SBSPS which had an annual Flare Shoot Day to use up expired flares. He was impressed with our cruising history but not with my SBSPS position. He said, "Actually the SOLAS approval is better than the USCG approval, but you'll need USCG approved flares regardless." Because the flares were still, technically, valid, he only gave us a warning on that.

They noted that we did have a MOB recovery system and noise makers for fog. They also wanted to see our garbage disposal label. Virginia led them down to our "recyclables bin" where the label was installed and when she opened it to show them, what was the only thing in the bin? -our expired PFD cartridges. Thank goodness they were so amused by that, that they failed to ask us about our oil discharge label which had fallen off from the engine room wall several years ago and I had yet to replace.

Next they wanted to see our heads and our black water disposal system. The leader advised us that, at the time of our boarding, we were within 6 miles of Anacapa Island which is a marine sanctuary and you cannot dispose of black water within 6 miles of a marine sanctuary. I wanted to check our position and would have if they'd made an issue of it but he saw our Y-valves and gave us a pass (even though the Y-valves were set to send overboard at that time).

We were waiting for them to ask to see our copy of the ABC's of California Boating, which we definitely did have on board, but they never asked for it -maybe it's not required anymore?

The second in command was tearing off our copy of the report he'd made and the leader was headed for the runabout when he looked in his book one final time and said, "Wait! We need to check your fire extinguishers!" Virginia and I looked at each other and nodded in silent agreement that these guys were likely in training since they'd almost forgotten to check our fire extinguishers. Having confirmed the fire extinguishers were in good order, they disembarked and wished us well on our trip to Catalina.

They were very pleasant and the event was quite educational even though we were worried that we'd negatively impacted our float plan. We checked the time and our remaining distance to travel and were relieved to find that we could still make Two Harbors by about 1800.



We share this story as the Safety Tip of the month....not because we are coveting yet another Boner Award!



Anchored in Smugglers



Early morning departure Smugglers to Catalina



Moored at Two Harbors

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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