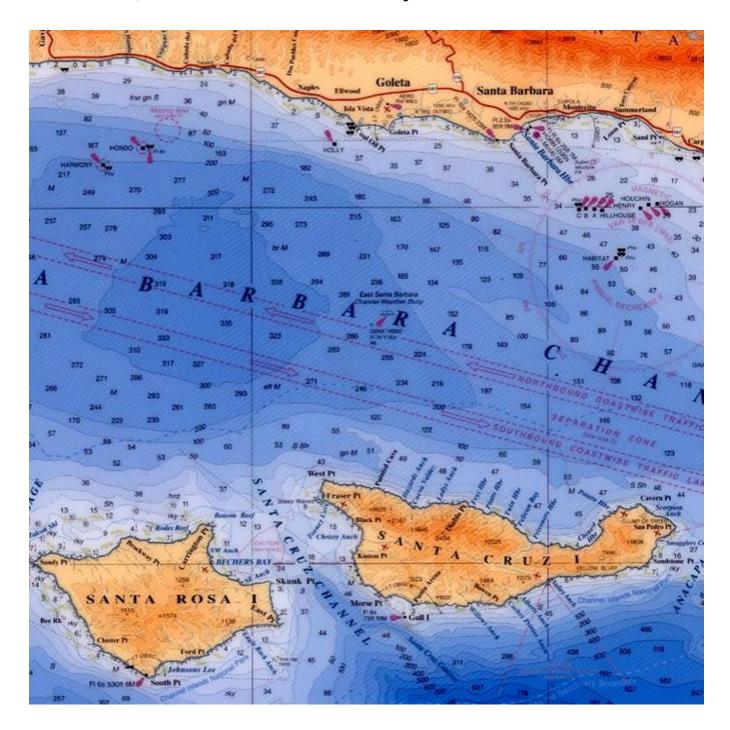




Santa Barbara Sail & Power Squadron

Monthly Newsletter November 2019

America's Boating Club® is a registered trademark of the United States Power Squadrons®





COMMANDER'S MESSAGE Cdr. Dennis Johns, AP

I just finished reading the book, *Swell*, written by Liz Clark, a Santa Barbara surfer girl and yachtswoman. Her dream was to sail around the world on her Cal 40 named *Swell* but reality caught up with her once she got to the South Pacific. In this case, reality equated to equipment failures, relationship failures, and to some extent, psychological letdowns.

Equipment failures were particularly hard on her as her cruising kitty was limited and she had to attack many of the repairs herself. Failures included torn sails, parted halyards, unravelling forestay, inoperable watermaker, broken windvane, disabled autopilot, waterlogged rudder, and a leaking prop shaft. The leaking prop shaft had her in the boatyard for 15 months!

Our cruising experience allowed me to empathize with her equipment failures. Libertad has such expansive storage space that we were able to carry an exhaustive number of spares, so our equipment failures did not negatively impact our cruising to the degree that she experienced. Nevertheless, long distance cruising definitely requires you to learn your boat and systems in great detail or you can spend a lot of money having someone else figure out how to fix your problem. This topic also touches on a rather interesting anecdote from our adventure. Virginia conscientiously recorded our daily events on our blogsite. Of course she would report on the various major and minor repairs we would affect along the way. My son and daughter-in-law read the blog attentively and commented on the regularity and number of repairs we'd be tending to. In response, I first pointed out that the marine environment is a particularly cruel one and has a way of repeatedly finding the weakest elements of a boat. Secondly, I suggested that the failures you experience while cruising are not necessarily more numerous or severe than what a homeowner would have to deal with annually. The difference is repairs on the home can often be deferred or handed off to a knowledgeable repairperson. This is not the case for cruisers who depend on everything onboard working or it results in a significant reduction in lifestyle and/or comfort.

Liz is an attractive young woman and was cruising solo for much of her adventure. This situation led to a lot of attention by men she would encounter. Of course aggressive attention was unwelcome and rebuffed. She discovered that solo cruising can provide a

<u>www.sbsps.net</u> Page 2 <u>www.usps.org</u>

lot of time for self-reflection but at the same time can get rather lonely. Her travels introduced her to a few men with whom she became romantically involved. Unfortunately the cruising life turned out to be particularly hard on relationships and they all resulted in disappointment in one way or another.

My comment on this part of her story is to affirm that romance and cruising mix like oil and water. If you think you are going to find romance when you head out across the sea, you may be in for a surprise. First of all, most couples interact less than six hours a day during the workweek and that is only interrupted by inconsistent interaction on weekends. Juxtapose that to interacting for 12-16 hours in an isolated, small space every day of the week, week after week while cruising. That is a transition that will challenge any relationship. In addition, overnight voyages require one person on watch while the other tries to get some rest before they have to relieve the other one on watch. This results in both being sleep-deprived throughout the passage and they arrive in port exhausted and in no mood for romance. Of course there are plenty of romantic moments to take advantage of while cruising but a strong romantic bond had better exist before you leave the dock as cruising may find a way to regularly test that bond. Many couples leave California heading for Hawai'i with visions of the "romantic cruising life". There are a lot of sailboats for sale in Hawai'i.

The psychological letdowns that Liz Clark experienced are very common. Early on she made the mistake of trying to keep a schedule. This resulted in her making a few passages in rough weather. On the one hand, she experienced fear for her life. On the other hand, having survived the ordeal, she experienced profound satisfaction in her abilities. I'm pretty sure there are less stressful ways to find appreciation in oneself but it usually does involve challenging yourself but not necessarily to life-threatening degrees. The next psychological impact she experienced was learning all the things she can live without. The island populations she visited lived very simple lives and survived happily at a sustainable level. She became vegan, eating fish only sparingly. exposure to sparse lifestyles had a profound effect on me and Virginia as well. When we returned from cruising, we immediately recognized the incredible (and unnecessary) number of options available in all our grocery stores. I mean do we really need an entire aisle of cereals, an entire aisle of potato chips, and an entire aisle of cookies? We have recently joined Get Hooked which promotes fish consumption that keeps our local fishery sustainable. Another psychological letdown was her exposure to the rampant consumption of our natural resources, the polluting of our oceans, and the progressing climate change. If you remove yourself from the protective blanket of the megalithic 1st world capitalistic/consumer experience, you will have a greater appreciation of how finite our world is and the impact that humanity is having on it. Liz graduated from UCSB with a major in Environmental Science so this topic is near and dear to her. She might be labeled as a fanatical tree hugger but maybe we need more like her to save the planet from its next mass extinction. Over the years, Virginia and I have made a concerted effort to reduce our carbon footprint and waste. As part of the boating community, we

<u>www.sbsps.net</u> Page 3 <u>www.usps.org</u>

have a lot to lose in this battle, so we should definitely be at the front of the movement and carry the banners.

Upcoming Activities

Nov 7 Thu Bridge and Member Meeting no meeting this day

Nov 12 Tues 7pm-9pm Intro to Navigation Seminar A Waterfront Classroom

Nov 13 Wed 5pm-7pm Museum Member Mixer Maritime Museum

(flyer below)

Nov 19 Tues 6pm-7pm Harbor Watch Meeting Waterfront Classroom

(Fire Training-flyer below)

Nov 19 Tues 7pm-9pm Intro to Navigation Seminar B Waterfront Classroom

Dec 5 Thu 5pm Holiday Party Mulligan's

Note date change! (flyer below)

Jan 9 Thu 7:30pm Members' Meeting Waterfront Classroom

Speaker: Drs. Leila Carvalho and Charles Jones, Professors

UCSB Department of Geography and Earth Research Institute

Sundowners, including relationships with Santa Ana winds

<u>www.sbsps.net</u> Page 4 <u>www.usps.org</u>

Doris Swalling Remembrances

P/C Rich Ciolino, JN



Doris and Will Swalling had been publishing our monthly newsletter, the Signal Hoist, well before I joined the Santa Barbara Sail and Power Squadron back in 2005. Will was officially named as the publisher and Doris was the editor. I believe Doris did most of the work with assembling all of the inputs into electronic and hard copy formats while Will provided many articles and oversaw the final product including getting the hard copy version printed and snail mailed to our members. Doris once told me, "Richard, my English is not as good as I'd like so please help me get it right." That was when she began using me as a final proof reader and we established a fun working relationship on the Signal Hoist as well as the yearly Roster.

Doris put many hours of work into each month to produce our award-winning Signal Hoist. One of the things that Doris loved to do was come up with special seasonal covers for the Signal Hoist, and the informational flyers for our special events. She would incorporate colorful artwork and clever clip-art to make these publications special. Her Roster publications included a cover picture of a grand sailing ship like the USS Constitution – somehow she was able to (with Will's help I am sure) find a new ship that was "shipworthy".

For those months that didn't warrant a special cover the Signal Hoist was published with a very nice design featuring our name, a sail boat, a power boat, and a USPS flag and ship's wheel designed into a ring that resembled a life saver. A few years ago our national organization began rebranding our organization's advertising and publications with a mandate for all squadrons to use a more standardized format and to submit our design for approval. They strongly suggested that squadrons use an image of their local boating grounds along with a new national logo and that's what lead to our current layout with an image of our local waters taken from a navigation chart. When I told Doris about the changes that national was making to her covers she was not happy, but after some discussion she came around to helping us develop what I think is now a very nice cover.

Will had a serious fall in December of 2017 that demanded a long rehabilitation so Doris decided that she and Will would not be able to publish the Signal Hoist and Roster any longer. Thanks to all of her previous work we were able to transition into our new email format. I enjoyed working with Doris all these years and I will miss her. Take care Will.

<u>www.sbsps.net</u> Page 5 <u>www.usps.org</u>







P/C Tom Koch, SN

When I read your request for items of personal memories of Doris Swalling, I immediately remembered the countless Signal Hoist documents she and Will produced and the awards she was honored to receive. But, my greatest memory occurred as Commander for the (then) Santa Barbara Power Squadron in 2000-2001. SBPS was chosen to produce the District 13 Conference in the Fall of 2000. At that time, a squadron was chosen to produce, either the D13 Spring, or D13 Fall Conference. These were Gala events with morning Breakfasts, Opening Ceremonies and Seminars, followed by afternoon Luncheons and District Business Meetings and Non-Members Luncheons and Programs. The evening festivities included a formal Dinner and Dance with Donation Prizes awarded to the participants. The conferences were attended by as many as 18 squadrons with over 150 attendees. To facilitate the affair, Marsha and Richard Rowland volunteered as Conference Chairs, and Doris volunteered as Chair for the Non-Members Luncheon and Activities. In preparing for this, she used her vision and talent to head up a group of volunteers that made beautiful and fancy straw hats for the ladies of the Non-Members Luncheon, and she and Will designed and headed up the fabrication of small boats for table decorations. I wrote the following article for the November Signal Hoist Commander's Report:

Commander's Message For November 2000 Signal Hoist

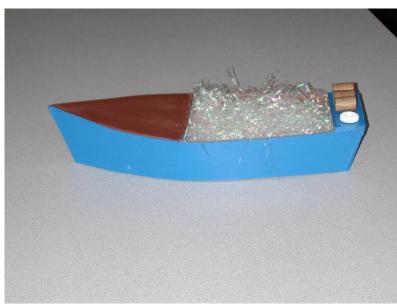
As I write this message, I know there is a large number of people making final preparations for this coming weekend's District 13 Fall Conference. I have been present at, or party to, many of the meetings, work parties and discussions that have been ongoing. I can see the visages of our back patio full of eager faces feeding on Barbecue and making plans for Saturday's meetings, seminars, luncheons, and dinner banquet, as well as the Friday night Host Room. I see photos taken at the Swalling's this summer showing a "bed full" of hats for the Non-Member's Luncheon and a garage workbench full of "Rum Runner" boats for centerpieces at the Member's Luncheon. All reminders of the countless hours people have given in support of this, the most significant event SBPS has been party to since 1992. (See photos below!)

Lovingly and memorably submitted.

<u>www.sbsps.net</u> Page 6 <u>www.usps.org</u>













Newspress Obituary:

https://www.legacy.com/obituaries/newspress/obituary.aspx?n=doris-a-swalling&pid=194137269



ADMIN OFFICER'S MESSAGE Lt/C Peggy Ciolino, P

Thank-you to Virginia and Dennis Johns for hosting the Dockside Brunch last month and thanks to everyone for bringing all the delicious contributions. It was a lovely morning.

We are an active group and even more so around the holidays. In just a few days, on November 13, we'll be hosting, along with the Santa Barbara Sailing Club, the Mixer at the Museum. This is open to everyone whether members yet or not and is always a fun event with appetizers and wine aplenty. Hope you can attend. (More details given elsewhere in this issue of the Signal Hoist.)

Next, please join us and bring in the warmth and cheeriness of the season with old and new friends at the annual Holiday Party on Thursday, December 5, at Mulligans Cafe and Bar. It's early in the month and a chance to get together before the whirlwind of the holidays escalates! See the flyer elsewhere in this issue of the Signal Hoist for more details.



Maritime Museum Mixer

Wednesday, November 13, 2019
5:00 to 7:00 p.m.
Free Wine and Appetizers
SB Maritime Museum

We will have the Museum all to ourselves. Join us for two short hours of comraderie - sharing nautical knowledge, boating stories, and friendship.

Presentations at 5:30pm

Hosted by
Santa Barbara Sail and Power Squadron
Santa Barbara Sailing Club

RSVP to Virginia Johns sbmesafirstmate@gmail.com or 805 770-0611



<u>www.sbsps.net</u> Page 10 <u>www.usps.org</u>





SEO's Message Lt/C Rich Ciolino, JN

Our Seminar Series that includes Partner in Command and Introduction to Navigation opened on October 22nd with 17 members and non-members registered. As mentioned in last month's report the Partner in Command seminar was expanded to three sessions finishing on Tuesday November 5. Introduction to Navigation begins on November 12 and runs for two weeks.

It'll be time to start planning for next year's course offerings so if you have any thoughts please get in touch with me.

For more information about these seminars see our website under the Boating Courses banner at **sbsps.net**.

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. It is free and takes about an hour.

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



HARBOR WATCH MEETING

November 19, 2019

Waterfront Classroom 6:00 pm

Fire Training

Fire Hose Box Training

Hands on training with a marina fire hose box. Harbor Patrol will discuss the techniques on how to correctly open the hose box, pull the hose, charge the line, and spray water.

Marina/Boat Fire Hazards and Fire Extinguishers

What fire hazards to look for in and around your boat and in the marina. Come and get hands on training with a portable fire extinguisher putting out a real fire. There will be a SBFD engine to demonstrate the proper techniques using a fire extinguisher.

Law enforcement statistics

Before the training in the classroom there will be an opportunity to ask questions and voice any concerns with harbor security.

For more information contact the Harbor Patrol at 564-5530.

<u>www.sbsps.net</u> Page 13 <u>www.usps.org</u>



Squadron Stores Open for Business

1st Lt/C J. Peter Seagoe, P
Assistant Treasurer

We have recently received new burgees and with the fantastic deal our commander negotiated we can offer them at a great price. Only \$20.00 for a 12x18 "SBSPS burgee. We also have a vast quantity of fire hose chaff gear (free) for your winterizing needs.



Please contact me at JPSeagoe@gmail.com if interested.

Editorial note: the commander says it was Pete that got the great deal!

District 13 Spring Cruise

CLASSIC CALIFORNIA COAST CRUISE

7 days: 25 April – 2 May 2020

7 days roundtrip from Los Angeles on the Royal Princess Itinerary: San Francisco, Monterey, San Diego, Ensenada

TAKE ADVANTAGE NOW OF THE LOS ANGELES HOMEPORT SPECIAL OFFER* DON'T DELAY – OFFER EXPIRES 4 NOV !!!

**Promotion pricing different from Group pricing-deposit is nonrefundable **
PROMOTION PRICING FROM \$679pp

Inside stateroom from \$679pp Balcony (unobstructed) from \$819pp Suites from \$1094pp

Price does not include \$203.51 pp taxes & port fees. Travel protection & transfers are additional.

Here's a great opportunity to take a quick getaway on the gorgeous Royal Princess, one of Princess Cruises beautiful, Medallion-class ships

This is also an easy way to raise funds for our District-the more we have in our group, the more D13 benefits.

Feel free to invite your friends, family and neighbors to join us.

Everyone must book through Dawn Eckhart in order to be included in our group and receive the exclusive group benefits

Please email Dawn Eckhart at <u>dawnstraveldeals@gmail.com</u> or call (727) 403-0406 to join our group on this fun-filled cruise!







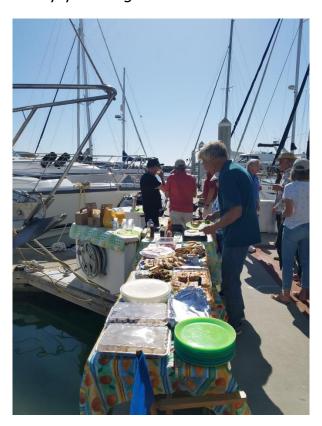
<u>www.sbsps.net</u> Page 15 <u>www.usps.org</u>





Saturday, October 5, Dennis and Virginia Johns hosted the potluck brunch aboard *S/V Libertad* and on the nearby dock area. They cooked pancakes and the 24 attending members brought a wonderful brunch spread of quiche, egg and sausage casseroles, a pile of crispy fried bacon, mounds of fruit, bagels with cream cheese, pastries, OJ, and coffee.

We had a great turnout, gorgeous weather, and lots of fun. Janis took wonderful pictures that tell the story best, see below. Don Crowder had a place of honor as he and Inga started this tradition many years ago.































Following the October 5th Dockside Brunch, Duane and Janis were treated to an impromptu sail on Rich and Peggy Ciolino's boat, Ecco Bella. They extended their enjoyment of the beautiful weekend weather, with Duane at the helm part of the time. Before returning to port, the winds picked up a bit and they sailed toward Holland America's Oosterdam cruise ship for a closer look before it left Santa Barbara.





<u>www.sbsps.net</u> Page 24 <u>www.usps.org</u>









This event was on October 12 and ran from 10am to 5pm. Of course we had to be there earlier to set up our booth, so Rich (who stores the booth supplies throughout the year – Thank you, Rich!), Virginia, and I arrived about 7:45am. We always have a year to forget how the booth canopy goes together but this year we had three heads who had done it last year to confer on the assembly and it went quite smoothly. The only thing that we need to perhaps revise is the banner that announces who we are. Currently we string it across the front of the booth but it hangs down just enough to be in the visual path of anyone over 5 ft. tall so they have to duck down to have a conversation. We considered stringing it across the back of the booth but then it's mostly hidden. Any suggestions from the squadron would be welcome (of course you'll be inducted to the setup next year to install your concept).

What a beautiful Saturday to be out at the harbor. Lots of sunshine and a nice calm breeze in the afternoon cooled things down. Although the festival wasn't slated to start until 10am, there were plenty of people milling around by the time we had the booth set up (we knew this from previous years). So Virginia and I manned the booth from 8:30 to 10am. Duane Felender and Janis Johnson took the second shift from 10am to 11:30am while Virginia and I ran off to *Libertad* for lunch and a quick boat project. Mary-Louise Scully arrived for the next shift and Virginia and I joined her at 11:30am. This turned out to be a really busy shift so the three of us hung around together until about 3:30pm when things began to slow down. We called it a day at about 4:15pm when Rich showed up and we broke down the booth. Thank you Rich, Duane, Janis, Mary-Louise, and Virginia for your participation.

Of course the festival is attended mostly by tourists or locals who are there for the food and crafts for sale. But we always seem to get a handful of people interested in what we do, and we often see familiar faces of folks we know in the boating community. This year was no different and we got a pretty good list of email addresses of folks who will be getting our future newsletters and announcements. It can really be an enjoyable way to spend a Saturday, people-watching and making our presence known in the community. I highly recommend that you consider volunteering for the event next year.























DAN INSURANCE

All members should have received an email from National headquarters on October 1 regarding the new Dan insurance benefit. Dennis and I had Dan's emergency medical evacuation insurance while we were cruising abroad. Below is an update from National about the effective date of this new member benefit.

Commanders,

We recently discovered that our agreement with DanBoater to provide travel insurance was not, REPEAT NOT, actually in place on October 8th as we originally thought. We are in the process of furnishing DANBoater with the necessary USPS member information so they can populate their databases. You will be notified when this has occurred and we are led to believe that DANBoater will communicate with each of us when the insurance is in effect.

Regards,

V/C Harry Hebb, SN

National Secretary

The <u>Signal Hoist</u> 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.

Editor: Lt/C Virginia Johns, P
Proofreader: Lt/C Richard Ciolino, JN

Squadron Photographer: Janis Johnson, S

SBSPS Website Manager: Lt/C Steve York, P; Eric Peterson, AP

Website address: <u>www.sbsps.net</u>

<u>www.sbsps.net</u> Page 33 <u>www.usps.org</u>