



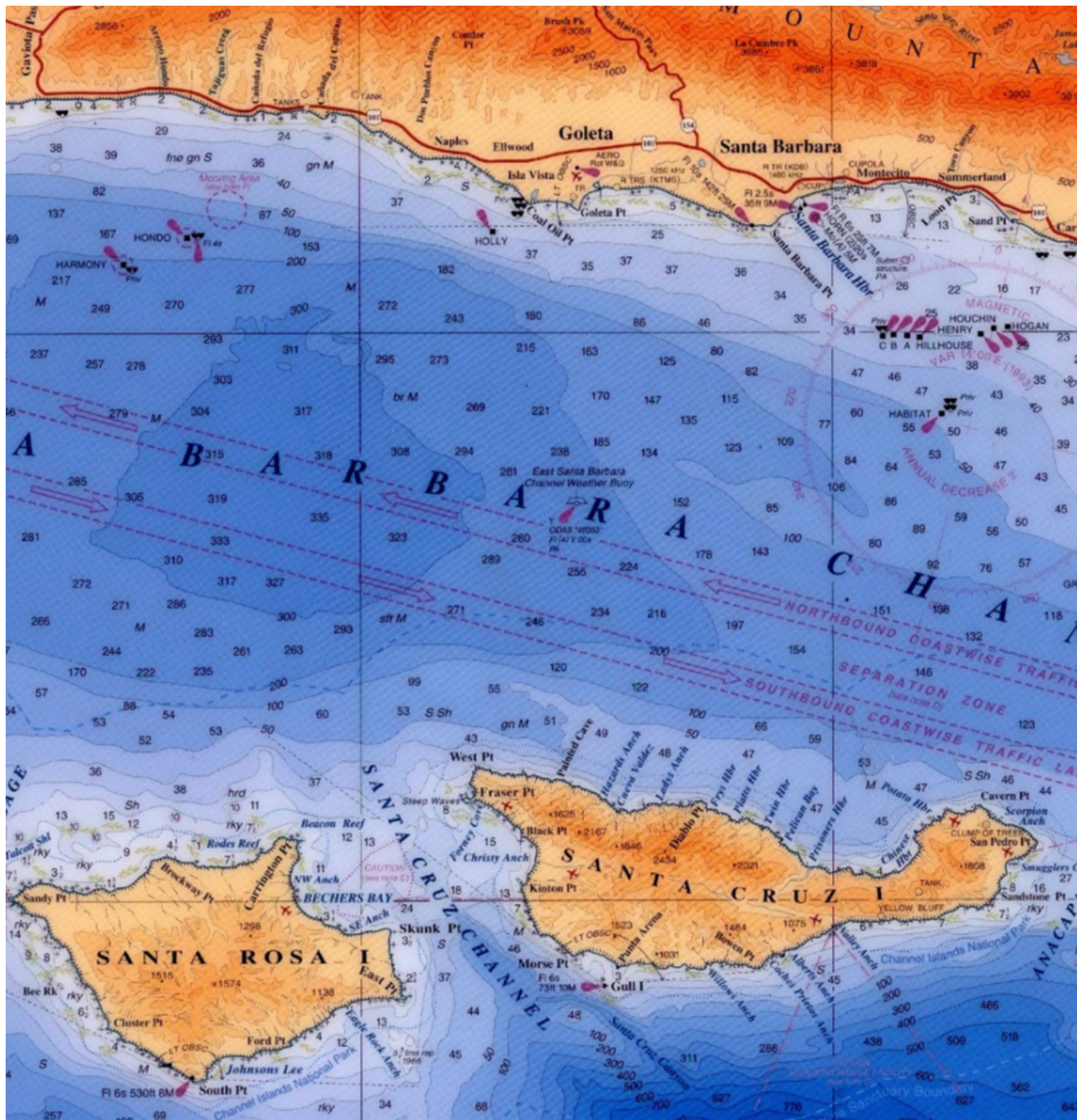
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Signal Hoist



Santa Barbara Sail & Power Squadron

Monthly Newsletter March 2020





COMMANDER'S MESSAGE

Cdr. Virginia Johns, P

We had a wonderful Change of Watch at the Mesa Café on Saturday, February 8. District Commander Ronnie Mann installed the members of the 2020/2021 Bridge. I am honored by your confidence in selecting me to be Commander of this very qualified bridge. I am grateful to Ronnie and her husband Mike for making the long round-trip from Riverside for our evening event. And my heartfelt thanks to all of you who attended – you made it a party! The Slocum team of Vicki and Ron entertained us in their usual style for the Awards Ceremony, keeping us appropriately impressed and amused as the various honorees were announced. We enjoyed delicious homemade desserts. It was so fun.

Eric Petersen, your Executive officer, is arranging speakers for our Member and Bridge meetings. He has already prepared a long and varied list of potential speakers on topics of interest to us boaters and lovers of the ocean. Our first such meeting is **Thursday Mar 8**. Following the speaker's presentation we will have a business meeting where we can discuss plans for the upcoming year. See details in his announcement below. Especially note the **change of venue for this one meeting** to the Maritime Museum. As you may have already experienced, there is a big construction project going on in the Harbor parking lot near the Waterfront Classroom, affecting parking in that area. Arrive early!

One of our members deserves special recognition for reaching an incredible milestone this year; he has earned an unbelievable 60 merit marks! I think it will come as no surprise that P/C Don Crowder has earned a merit mark almost every year since he became a member. He was Commander of our squadron in 1973 and again in 2003. He held numerous positions at the

District level, including District Commander. And he was active at the National level too. That is involvement! I for one have benefitted from his wisdom and mentorship over the years and he knows I'll be back for more this year in my new role. Congratulations Don!



Thursday March 5 7:30 pm — Speaker and Meeting

On Thursday, March 5th at 7:30 pm, come join your fellow Squadron members and help us give a warm welcome to Greg Gorga, Executive Director of the Santa Barbara Maritime Museum. Greg will be giving a talk about the maritime history of the Santa Barbara Channel. This will no doubt be an informative and educational presentation, which is not to be missed. Tell your friends! Our business meeting will follow the speaker.

Please note: Instead of our usual venue in the Harbor Classroom, this event is going to be held at the world-famous Santa Barbara Maritime Museum. You can learn more about the museum here: <https://sbmm.org/>. The museum is closed to the public that night so we will need to shut and lock the doors before we head upstairs to the Munger Theater for our presentation and meeting. Give yourself time to deal with the construction in the Harbor parking lot so that you can arrive before 7:30pm.

Snacks and refreshments, including beer and wine, will be provided.

We look forward to seeing you there.

Upcoming Activities

Mar 5	Thurs	7:30pm	Monthly Meeting	SB Waterfront Classroom
			Speaker: Greg Gorga Santa Barbara Maritime Museum Director	
Mar 14	Sat	3:00pm	Ships and Dips	SB Harbor Marina
			(Ron and Vicki Slocum point persons)	
Apr 18	Sat	10:00am	Spring Brunch Business Mtg	Swalling Residence
			(Dennis Johns point person)	



Save the Date: Saturday, March 14th 2020
Hours: 3:00 pm to 6-ish pm

The Santa Barbara Sail & Power Squadron is hosting our
annual Ships and Dips appetizer party down at the harbor.
Come and enjoy good food, good stories and good views!

Here's the schedule:

Appetizers:

3pm - 4pm: Benchmark (Scott & Lisa Burns) Slip 3-C-35

4pm - 5pm: Life is Short (George & Sylvia Poe) Slip 2-C-3

Desserts - shared by two boats:

5pm - 6pm: Jujubee (Max & Rose Davis) Slip 1-H-11

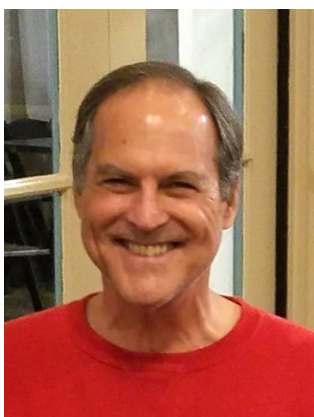
Bobcat (Ron & Vicki Slocum) Slip 1-H-5

Bring an appetizer or dessert to share and whatever you fancy
to drink.

There just might be a St. Patrick's Day surprise for dessert !!

The Squadron will provide plates and cutlery





ADMIN OFFICER'S MESSAGE

Lt/C Dennis Johns, AP

As you all know, I have been relieved of my Commander position in which I had a very capable bridge to help me with all the events of the year. Now I find myself in the position of Administrative Officer and am wishing I had accepted a third term as Commander (hmmm, maybe not). We had a very well-attended Planning Meeting on January 21. The calendar for the 2020 year was carefully hashed out and we are satisfied that this year will offer something for everyone. The calendar included in this *Signal Hoist* is still "provisional" as I have yet to establish point persons for all the events. If you have any interest in stepping up and getting more involved with the squadron, please call me (805) 770-0614 to discuss how we can make that happen. Fortunately, all the activities are repeats and there are plenty of people available who have executed them before that a new point person can call on for guidance. It's not a great deal of work and it's an excellent way to earn a merit mark. The calendar will continue to be posted on the Website at <https://www.sbsps.net/wp-content/uploads/2020/02/2020-SBSPS-Calendar129.pdf>, so you can continue to refer to it as the year progresses. Please join us in our activities and keep our squadron vibrant and fun.



SEO's MESSAGE

Lt/C John Profant, SN

Hey, I'm back, looking forward to an exciting year in Squadron Education. To start off with we have a Piloting Class starting Tuesday, March 17th from 7 PM to 9 PM. This is a nine-week course being taught by P/C Rich Ciolino, JN. This course will build your confidence in cruising up and down the coast by knowing where you are located on the chart.

We have a Weather class scheduled for the Fall. This course will be taught by Steve Hodges, three-time Trans Pac racer. We will also be offering a couple of courses during the summer. We haven't decided which course yet but are considering, Engine Maintenance, Cruise Planning and Boat Handling.

The new Boat Handling course is replacing the old Seamanship course. It has six different modules taught over a six-week period. The topics are: (1) Rules of the Road: A Practical Approach, (2) Confidence in Docking and Undocking: Slow-Speed Maneuvering, (3) Boating with Confidence: Handling Your Underway, (4) Anchoring with Assurance: Don't Get Carried Away, (5) Emergencies on Board: Preparation for Handling Common Problems, and (6) Knots and Line Handling: The Knots You Need to Know. The material for this course is either printed or in a PDF format.

We will also be offering a couple of one day seminars. There are over 20 different one day seminars and we haven't quite decided which ones to offer. These seminars will be offered to the public as well, whereas to take one of our courses you would have to be a member of the Power Squadron.

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

Be Safe; Stay Safe Safety Tip



Have any of you tried this mobile app?

The official U.S. Coast Guard app gives you 24/7 access to the most commonly requested information and resources for the recreational boating public.

With the U.S. Coast Guard app, you can:

- Identify the boating safety laws, requirements and resources available in your home state, the state where you keep your vessel or the state where you are planning to operate.
- Request a vessel safety check from the U.S. Coast Guard Auxiliary.
- Determine what safety equipment you are required to carry by law based on the size and type of vessel you are operating. The app also recommends additional safety equipment you might want to consider.
- File a float plan with up to three friends, loved ones or other responsible parties. While you cannot file a float plan directly with the Coast Guard, the app helps you develop a float plan that will allow your responsible party to provide search and rescue coordinators with important information they can use to facilitate a missing or overdue boater case.
- Review the most commonly sought out navigational "rules of the road."
- Access weather information from the closest NOAA buoy to your current location.

- Report a hazard to the Coast Guard – this could be a buoy or marker out of place, a sunken vessel or some other obstacle obstructing safe passage of a Federal waterway.
- Report pollution to the Coast Guard – from a minor oil sheen at the dock to a major pollution event, you can help protect our marine environment.
- Report suspicious activity to the Coast Guard – if you see something, say something! We all have a shared responsibility for homeland security.

While the U.S. Coast Guard app will help you better prepare for your time on the water and may help you contact the Coast Guard in an emergency, it is not a replacement for a VHF-FM marine radio, EPIRB, safe boating classes and common sense. Learn more about being a responsible boater at <http://www.uscgboating.org/>.

The U.S. Coast Guard app is a self-contained mobile application that resides solely on your mobile device. Information about yourself, your vessel and your current or past locations is only shared with the Coast Guard when you choose to do so.

Submitted by Cdr. Virginia Johns, P

Vessel Safety Examiner Announcement

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



Lt/C John Profant, SN

Baja Magic

by R. Neil Ablitt,P

Years ago - probably 20 or more - we were anchored in Puerto Escondido about 20 miles south of Loreto. To check out of the country you had to take your papers to the port captain in town. That meant dinghy to shore, get a ride to Loreto (and I think you had to stop at the airport on the way for a paper formality there too) finally arriving at the office of the port captain. Our plan was to sail direct to San Diego not wanting to stop in Ensenada. So it was important to get properly cleared once and for all. When I did get to the port captain's office he said I was missing one document. I didn't like hearing that and wasn't about to make another trip back to the boat and waste I don't know how many more days. Plus I was certain I had left the missing document in the office when we checked in. It probably helped that my counterpart had a rug cleaning business on the side and the fact that I was a dry cleaner had provided an opportunity to discuss things other than the ship's papers in the past. Finally when things were getting a bit heated and I was insisting my document was in his office somewhere he was saying the law was the law and he couldn't complete the paperwork without some magic. Then he stamped the papers handed them to me saying that was magic and have a safe trip!

So today, after all these years, I walked into the same office in Loreto and in my Spanish explained I was very very sad and had a confession to make. Not sure what this was all about everyone gathered around a desk where two uniformed officials were seated to listen to my tale. The punch line was I had found the missing document back on Maude and after all these years wanted to apologize. When I mentioned the officer who helped me had a rug cleaning business the guy with sun glasses and hat stood up, took them off, shook my hand and said, "I still have your Ablitt's t-shirt."

I like to think I may have left good karma that might help another cruiser in need of magic sometime.



2020

Santa Barbara Sail & Power Squadron Calendar

- March 5 - Members' Meeting: 7:30 Waterfront Classroom
- March 14 - Ships & Dips: 3-6pm Harbor Slips. Point Ron & Vicki Slocum
- April 18 - Spring Brunch/Bus Mtg: 10am Will Swalling's. Point Dennis J.
- May 7 - Members' Meeting: 7:30 Waterfront Classroom
- May 8-10 - Weekend Cruise: Frys Harbor, Santa Cruz Is. Point Scott Burns
- May 16 - Harbor Clean Sweep: 8am-Noon Travel Lift Pier. Point Dennis J.
- May 16 - Safe Boating Week: Flares/Fire Ext Shoot. Point Dennis J.
- May 30 - Nautical Swap Meet: 8am-Noon Harbor parking lot. Point Dennis J.
- June 4 - Members' Meeting: 7:30 Waterfront Classroom
- June 13 - Progressive Dinner: 4-7pm Harbor Slips. Point Rich C.
- June 19-21 - Weekend Cruise: Pelican Harbor, Santa Cruz Is. Point Scott B.
- July 17-19 - PCYC Cruise/Bus Mtg: Channel Islands Harbor. Point Tom Koch
 4:30pm Appetizers & Drinks on the dock
 6:00pm No Host Bar
 7:00pm Dinner
 Boaters may arrive at PCYC dock Fri, July 17 and depart
- Sun, July 19
- Aug 6 - Members' Meeting: 7:30 Waterfront Classroom
- Aug 4-11 - Catalina Cruise: Two Harbors, Catalina Is. Point TBD

- Aug 22 - Afternoon Open Boat Cruise: 4-6pm Stowaways welcome, After Cruise Get Together at Endless Summer Café. Point Dennis J.
- Aug 28-30 - Weekend Cruise: Cuyler Harbor, San Miguel Is. Point Scott B.
- Sept 12 - Annual Meeting BBQ: 12pm Rancho Santa Barbara. Point Betty K.
- Sept 25-27 - Weekend Cruise: Location TBD. Point Scott B.
- Oct 1 - Members' Meeting: 7:30 Waterfront Classroom
- Oct 10 - Dockside Brunch: 10am Venue TBD. Point Ed Kaufman
- Oct 17 - Harbor & Seafood Festival: 10am-5pm Harbor. Point Dennis J.
- Nov 18 - Maritime Museum Mixer: 5-7pm SB Maritime Museum Point *****
- Dec 3 - Members'/Bus Meeting: 7:30 Waterfront Classroom
- Dec 10 - Holiday Party: 6-9pm Venue TBD. Point *****
- Jan 7 - Members'/Bus Meeting: 7:30 Waterfront Classroom
- Feb 6 - Change of Watch: 7-9pm Mesa Café. Point *****

25 Pounds of Frozen Meat and a Dead Freezer

Lt/C Dennis Johns, AP

Most boats in the 2013 Indonesian Rally had left Darwin, Australia a few days ahead of us. We were delayed waiting for the rebuild of our transmission. The transmission rebuild went well and as just about everything else in Australia was pretty darn expensive, this work seemed reasonably priced. And I know the rebuild was done correctly because I stood by and watched as the mechanic disassembled and reassembled it. It's a good thing I was watching because he was going to leave out two of the clutch plates if I hadn't pointed that out to him.

Why did we have the transmission being rebuilt? We had to install our spare when the clutches went away shortly after leaving Cooktown. We didn't want to leave Australia without a backup transmission as we had already discovered that a spare was quite handy. The installation of the transmission at Lizard Island cost us a day at anchor, but we had given ourselves some extra days for the passage to Darwin as we anticipated a delay waiting for a weather window to cross the Gulf of Carpentaria.

When we arrived at Seisa on the north coast of Australia (the jumping off point for crossing the gulf, there must have been ten boats there waiting out a few days of gale force winds and watching for the appropriate weather report. We had been getting grib files each day as we approached Seisa and we observed that the conditions were going to relax for a few days. So we only spent one night at Seisa and headed out across the gulf the next morning. It was somewhat disconcerting that not one of the other ten boats followed us out that morning. Fortunately the forecast was correct and the three day passage across the gulf was uneventful. The day after we arrived on the west end of the gulf the wind picked up again and those boats in Seisa had to stay even longer.

We were not the only boat to have a late departure from Darwin for the Indonesian Rally. S/V's *Nahanni*, *Galletea*, and *Capricorn Dancer* were all leaving with us and we timed our departure together. It was a four day passage from Darwin to our first anchorage in Indonesia and knowing that

the rally was going to be for two months and that they had planned festivals for each stop on the tour, we had not stocked maximum provisions in Darwin.

The morning of the second day out *Galletea* radioed to us to report that their refrigerator had died. You never want that to happen out at sea but especially when you've stocked it with 25 pounds of frozen meat! They inquired if we would take some off their hands and place it in our freezer so as to not lose the entire supply. Because we had not thoroughly packed our freezer with provisions, we advised that we'd be willing to help out.

Now came the problem of how to transfer the meat from ship to ship. The seas were quite confused and we didn't want to get the boats too close to each other even with fenders. One boat would rise on one swell while the other would fall into the bottom of another. So instead, we decided to toss a line between the boats that would have a knot in the middle dangling a carabiner with enough spare line to pay out from one boat to the other.

We positioned the boats about 15 feet apart and fell into synchronized speed. I attached a fender to the end of the line and that was enough weight to toss the line to the other boat. The next problem was to keep enough tension on the line to keep the meat hooked onto the carabiner from dipping into the ocean. That was quite a balancing act as we had to draw the line across from the other boat but not so fast as to pull the line out of the hands of the crew.

Thirty minutes later and after about three transfers, we had the process pretty well figured out. We did have enough space in our freezer to accommodate all 25 pounds of the frozen meat. When we reached Kupang, our first destination in Indonesia, *Galletia* was fortunate to find someone ashore who came aboard and repaired their freezer. Our efforts did not go unrewarded. They gifted us two steaks in thanks for our assistance.

This is only one small example of how helpful and grateful the cruising community proved to be during our world tour.

Change of Watch (COW) Frivolity

For the second year, the annual Change of Watch was held at the Mesa Cafe, with desserts provided by many Squadron bakers and entertainment and awards presentations by Ron and Vicki Slocum. We were also honored to have the District 13 Commander Ronnie Mann in attendance from Riverside, to swear in the new Commander, Virginia Johns and her new Bridge. You can find a list of the new Bridge at the end of this article.

Thank-you to Point Persons Dennis and Virginia Johns, our fabulous bakers, Ronnie Mann, and last but definitely not least, our fantastic and clever presenters of awards, Ron and Vicki Slocum, who were the hit of the evening!



District Commander Ronnie Mann and new SBSPS Commander Virginia Johns



Virginia Johns, Ronnie Mann, Steve York, Rich Ciolino, Eric Petersen, Dennis Johns, Shelli Swaim, John Profant



Virginia Johns recognizing the service of Dennis Johns as out-going Commander



The awards begin



Scott Burns — Commanders
Trophy



Rich Ciolino — Al Lincoln Award



Virginia Johns — Most Valuable
Player Award



Steve York & Eric Peterson
MVP Honorable Mentions



The Ron and Vicki Show



Peggy Ciolino — Marcia Rowland
Award



Steve Worthington — Power
Boat Award



Alyssa Lewis & Patrick White — Sailing Award



Judith Muller & Art Aldritt — Sailing Award
Honorable Mentions



Ken Fish — Santa Maria Award



Charles Kaska —
Honorable Mention Santa
Maria Award

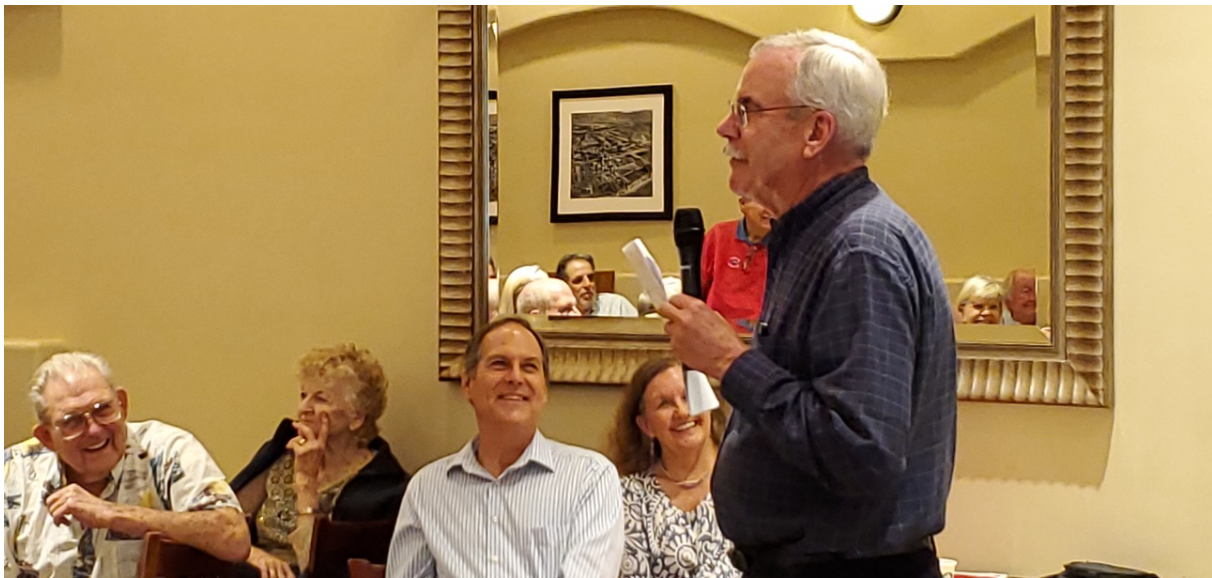


Ron Slocum — Boner Award











SBSPS 2021 BRIDGE OFFICERS

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 Executive Officer
 Education Officer
 Administrative Officer
 Secretary
 Treasurer
 Asst. Treasurer

Cdr. Virginia Johns, P
 Lt/C Eric Petersen, AP
 Lt/C John Profant, SN
 Lt/C Dennis Johns, AP
 Lt/C Rich Ciolino, JN
 Lt/C Steve York, P
 1st Lt Shelli Swaim

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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