



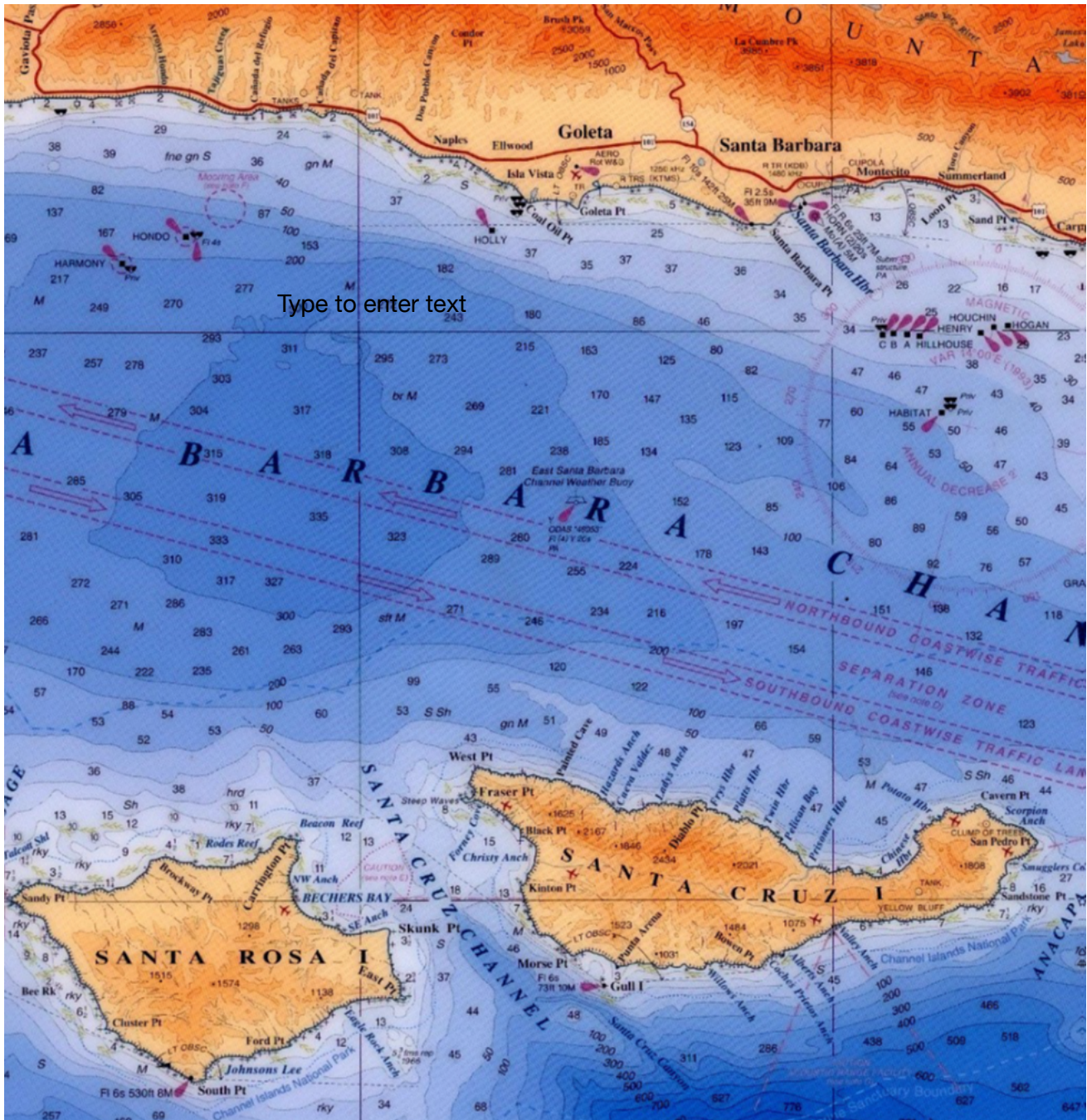
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Signal Hoist



Santa Barbara Sail & Power Squadron

Monthly Newsletter April 2020





COMMANDER'S MESSAGE

Cdr. Virginia Johns, P

Commander's Challenge – who will join me?

Something to do while Self-Quarantined

Our Squadron needs more Vessel Safety Examiners. There are self-study educational materials that make it easy for you to become a qualified examiner. This would be a worthwhile activity while you are self-quarantined in your home! I plan to do it and hope more of you will join me. I have gathered materials to make it easy for you to participate.

What is a Vessel Safety Examiner?

The Vessel Safety Check educational materials were developed by the USCG Auxiliary to qualify members of the Auxiliary and America's Boating Club/ United States Power Squadrons as vessel examiners.

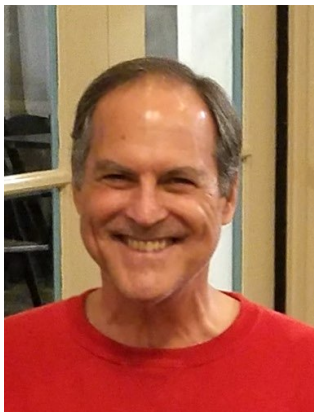
Our members that participate in this activity are called Vessel Safety Examiners (VSE). They use a prescribed check list to conduct an examination of safety equipment on a fellow boater's vessel. When a boat passes the examination, the owner receives a sticker from the examiner for the year and a copy of the examination form. While not official policy, it is generally felt that display of the sticker eliminates most on-water checks by the U.S. Coast Guard.

General Steps to Becoming a Vessel Examiner

1. Download the latest VSC manual
 - I will send it to you as a PDF!
2. Read the manual
 - When taught as an in-classroom course it takes 4 hours to cover the material.
 - I have the Powerpoint that is used for the 4 hour course (which includes some quizzes with answers) - a good complement to the manual.
 - I will send it to you!
3. Take the test on line
 - It is an open book test.
 - You get instant feedback on whether you have the correct answers.
 - I will send you the link!
4. Contact Lt/C John Profant after you pass the test; he manages our Vessel Safety check program
 - He will get you registered with our National organization as having passed the test
 - He, or another qualified examiner, will perform 5 joint Vessel Safety checks with you
5. You are certified and now able to perform solo!

This is a great activity for new members as well as longer-term members as this qualification does not rely on any of the other classes we offer in the Squadron. You will get a lot of satisfaction in giving your free exam while making your fellow boaters a little more confident about their safety on the water. And as John says: you will get to check out some pretty cool boats!

Let me know if you want to accept the challenge and I will send you the VSC manual and class Powerpoint.



ADMIN OFFICER'S MESSAGE

Lt/C Dennis Johns, AP

Regrettably the Administrative Officer has nothing good to report this month. Not only was the March 14 Ships & Dips event canceled/postponed, due to the community Health concerns, the date for a rescheduling cannot be determined as a result of the uncertain future. I have heard estimates that this health threat may not peak and turn around until June. That means our April, May, and perhaps June activities may be impacted. We will try to keep you abreast of any new developments as they become available. There's not much else we can do but follow the recommendations of the authorities.

But wait! Maybe there is something we can be doing... Do you own a boat? Is it seaworthy? If not, let's spend the next couple of months changing that. Getting our boats seaworthy will prepare us for activities such as the island cruises that are coming up –events that I would consider safe. A boat project can not only get you out of the house into a safe activity but if you don't know how to fix what needs to be fixed, it could get others out of the house as well (we have hundreds of years of boating experience that you could tap into). I propose a new page on our website where you can post a project and invite other squadron members to offer assistance, in person or suggestions. In either case it will likely get another person out of the house (at least to inspect the project). If you have a project that needs doing let me know and I'll get that page on the website up and I'll make an announcement to the squadron directing everyone to that new page.

Finally, if anyone has some other ideas on how we can weather this health storm with virtual or "safe" events please let me know and together we'll pursue new possibilities.



Greg Gorga from SBMM Impressed All Who Attended March Meeting

Lt/C Eric Petersen, AP

Greg Gorga, Executive Director of the Santa Barbara Maritime Museum, graciously offered to host our last meeting on March 5th at the Maritime Museum, where he gave a presentation on "A Brief History of the Santa Barbara Channel." The cost of Greg's presentation was "one beer". This was a heckuva' deal, particularly since Greg stayed after hours to host us, and the Maritime Museum usually charges hundreds or even thousands of dollars to host private events. A HUGE thanks go out to Greg Gorga for sharing his valuable time and the Museum with us!



For the better part of an hour, Squadron members were enlightened and humored with tales of ancient civilizations on Santa Rosa Island, the Chumash, oil in the Santa Barbara Channel, local shipwrecks, Santa Barbara women lighthouse keepers, deep-sea diving pioneers, and the history of the Santa Barbara waterfront. It's truly amazing how much rich maritime history we have right here in our own backyard. If you missed Greg's presentation and ever have an opportunity to see him give a repeat performance, we highly recommend it, although it may cost you more than "one beer".

On a related note, as with so many local businesses shutting down due to the Coronavirus threat, the Santa Barbara Maritime Museum has closed its doors until further notice. As a result of the closure and the cancellation of

several public and private events, the Museum has lost many thousands of dollars worth of revenue. That being said, if you're not a member of the Santa Barbara Maritime Museum, we strongly encourage you and your family to become members and/or to make a donation to help support the Maritime Museum and our community during these trying times. You can become a member or make a donation online at <https://sbmm.org/>.

Thanks again to Greg Gorga of the Santa Barbara Maritime Museum and to all of the Squadron members who made our event a success.



Upcoming Activities

Apr 18 Sat 10:00am Spring Brunch/ Business Mtg Swalling Residence
(Dennis Johns point person)

May 7 Thurs 7:30pm Members' Meeting Waterfront Classroom
ALL MAY EVENTS ARE TO BE DETERMINED

May 8-10 Fri-Sun Weekend Cruise to Santa Cruz
(point person Scott Burns)

May 16 Sat 8am-noon Harbor Clean Sweep Travel Lift Pier
(point person Dennis Johns)

May 16 Sat Safe-Boating Week
Flare/fire extinguisher shoot
(point person Dennis Johns)

May 30 Sat 8am-noon Nautical Swap Meet Harbor Parking Lot
(point person Dennis Johns)

When Emergency Equipment Fails

Lt/C Dennis Johns

Virginia and I are technically unable to declare that we've circumnavigated the earth. That's because we put *Libertad* on a freighter to transport it from Thailand to Turkey in 2014. Although from the start, we had intended to sail into the Med, it wasn't a difficult decision to make. In 2013, four Americans on a sailboat were murdered by the Somalia pirates. Nations around the world were arming their Red Sea bound freighters with militia and multinational naval escorts were becoming common. The only cruisers going through the Red Sea were traveling in a convoy and were usually unaccompanied by military of any kind. The problem with a cruiser convoy is all boats have to travel at the speed of the slowest boat. This can be very frustrating, especially when you know the area you are in is dangerous and numbers is your only defense.

Yes, we could have sailed around Africa and then entered the Med from the west. When you choose this route, you begin with the threat of the Southern Ocean. Nearly everyone you speak to who has sailed the Southern Ocean will be happy to tell you about their harrowing experience in this inhospitable patch of water. After you round Cape Horn, you must follow the trade winds over to Brazil. From there you must sail north to cross to Gibraltar. Then you sail east only to then turn around and sail back out west. This route would add at least two additional years to our adventure and we were not willing to add that delay to our permanent homecoming.

The best news is that the process of loading onto a freighter for the Red Sea passage had been in place for two years already. We learned that the freighter was coming from Australia and the first stop to pick up cruisers would be in Thailand with other pickups along the way to the Med. We may have wished to visit some of the countries en route to the Med but we decided to stay in Thailand and prepare for the first loading. We were told the freighter would be arriving late March and our contract with the transport agency required the boat to be ready to load. That meant all sails removed and everything else stowed or lashed down. The arrival date was pushed back repeatedly and ironically the boat was in no condition to visit

the many beautiful islands in Thailand that many of our cruising friends were enjoying.

Finally word came that the freighter would arrive that afternoon and we were scheduled to be the first loaded the following morning. The marina we were in had an approach that could only be navigated at high tide, so we had to leave the marina the previous day and spend the night anchored nearby the freighter.

While in the marina, we were on shore power the entire time and never bothered to check the batteries before we left. As we cleared the shoal and headed for the freighter, I noticed that our Xantrex battery monitor indicated a minimum of amp hours. I turned on the alternator to recharge the batteries but after a while I realized that the batteries were not recharging. This presented a bit of a problem as we would be anchoring near the freighter but we'd be in the center of a commercial traffic zone without mooring or navigation hazard lights. I even had to lower the anchor by hand as there wasn't enough energy to power the windlass. I couldn't chance to run the lights with the engine batteries in fear that they would be too drained to start the engine when we needed to move into position for loading. But all was not lost! We were prepared for just such a situation. We had a portable gas generator on board and while it would be quite noisy to run all night, it would be what we could use to get us through the night. So I set it up with the proper cabling and adaptors and a tankful of gas and tried to fire it up. After numerous pulls, it was obvious that the generator was not going to start. I opened it up to examine the innards. For the last 3 years the generator had been stored on the stern deck of *Libertad* with a canvas cover over it. Apparently that wasn't enough to prevent rust from decimating all the electronic components of the unit. Ok, so our emergency equipment was kaput, now what?

First we turned off every piece of electric equipment including the refrigerator and freezer. We'd eaten our supplies down to next to nothing so this was not a hardship. The only idea that we could come up with was to string up some of our headlamps around the boat in the flashing mode. We couldn't be sure the headlamp batteries would last all night so we scheduled an all-night anchor watch in case batteries would need to be changed. With all power off, it was a very dark night. Thankfully the idea worked, sort of.

Two of the three headlamps lasted through the night and we were quite happy to see the sunrise. Later that morning crew from the freighter came by to give us directions for the loading process. I raised the anchor by hand –the first time I ever had to do that. The engine started and we moved *Libertad* into position. With fenders along the side and bow and stern lines secured to the freighter, the hoist was lowered, the sling was attached, and Virginia and I were off-loaded and set ashore while *Libertad* was placed in her cradle on the deck of the freighter. Thus began our land tours in Thailand, Cambodia, and Turkey while we waited for our boat to be delivered in Marmaris, Turkey.

Inside-Out of Knots

As boaters, we all depend mightily on our knots! Well, I've heard of "string theory," but now there's "knot theory." Here's a link to an article that tells of scientists, (including Ken Millett at UCSB) who are working on understanding the different stresses and strains within the turns and twists of a knot. Scientists would like to be able to see the stress in a knot from inside the material of the knot. So far this has not been possible. However, we may be getting closer because of a fruit from a plant called the bastard hogberry whose cells are arranged in "light bending patterns."

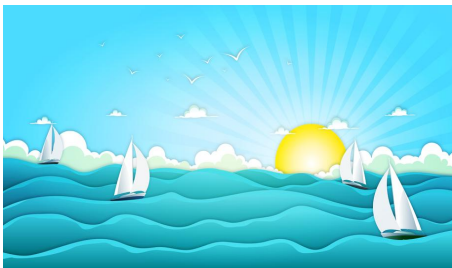
If you click on this link you can read directly from the scientific article, by Devin Powell in *Quantamagazine* with excellent photos and videos that help to explain.

https://www.quantamagazine.org/color-changing-material-unites-the-math-and-physics-of-knots-20200210/?utm_source=newsletter&utm_medium=email&utm_content=Read%20More%20%E2%96%B6&utm_campaign=February%2013%2C%202020

submitted by Cdr Virginia Johns

Something to Help While-Away the Time

Lt/C Rich Ciolino, JN



Because of the CoronaVirus, all Californians have been told to avoid going out in public unless it is absolutely necessary. What to do? Putter around the house and yard, read more, or work on some projects that have been in the queue for a long time. Here's another option that I enjoy and I think most

sailors might like – watching other sailors cruise to the far reaches of the world. There's a wide variety of boating related videos available to us through the use of the internet and our televisions using the YouTube platform and I'd like to recommend one segment of the available material – cruiser videos.

(If you're familiar with the YouTube platform just skip this paragraph.)

YouTube is a free digital video storage place, or platform, that allows anyone to gain access to the stored videos. Anyone can "upload" a digital video to YouTube using a computer via the internet making it available for anyone to watch. All one needs is a computer, smart TV, or a dumb TV with a device that gives the TV access to the internet such as Apple TV, Roku, and Fire. The place where these videos are uploaded to is called YouTube – it's up there in the cloud or wherever, but it's available to anyone for free. YouTube is a convenient way to share digital videos and I've gotten some experience doing this with our own "home movies" of our Mexican cruise and other videos.

Many cruisers put good quality videos up on YouTube. These cruisers are mostly couples that are cruising the world and have gone well beyond taking home videos of their travels as they are devoted to add a short new video quite regularly, like once a week. Their recording and editing equipment skills are quite good and make for interesting viewing. As an aside, while they publish their videos to YouTube they use another on-line internet company called Patreon that allows the sailors to actually make some money from those viewers who choose to support them in their travels.

I began watching a young couple from Portland, Oregon a few years ago as they sailed down the California coast, stopping in Santa Barbara and the Channel Islands and worked there way down to Central America before

heading across the Pacific. I got Peggy interested also and we've gotten interested in several other cruisers over the years and would suggest you check them out. To gain access, get onto YouTube on your TV or computer and search for the names I list below, e.g. Adventure Adrift. Here's a list of the ones Peggy and I have been following:

1. Adventure Adrift – Began in Portland, sailed down to Central America, and made it to Hawaii before falling for a bigger boat. Currently back in the northwest building up their sailing kitty and refitting a newer boat.
2. Sailing Project Atticus – Refit an old sailboat in Florida, sailed the Caribbean including Cuba and Mexico and currently in Panama doing a refit before heading into the Pacific.
3. MJ Sailing – Began in 2014 and rebuilt an aluminum sailboat and headed north into cold waters. Great videos sailing in Norway and Scotland with some great hiking videos on the Isle of Skye. Currently considering another project boat – to build a new catamaran.
4. Ryan and Sophie Sailing – Started in 2016 from Sweden. They have a great Atlantic crossing series of videos and are currently stalled in St Martin because of CoronaVirus restrictions.
5. Sailing Bacchus Home – Two New Zealanders who were working in England when they decided to sail home. Bought a boat and off they went. They were proud of having a nice wooden dinghy to row as a tender but finally lowered their pride and bought an electric outboard. Actually three of these sailing teams have electric outboards. Currently stuck in Curacao, off of Venezuela, with going further west a problem because of CoronaVirus restrictions.
6. RAN Sailing – Sailing a lot in Sweden their home. Recently bought a newer sailboat and recently added new crew, a baby girl.
7. Sailing Fair Isle – Retired British couple with a beautiful boat, a Hans Christian 48T built in 2000, in beautiful condition. Currently stuck in a locked-in bay in southern Spain because of CoronaVirus restrictions.
8. Adventures of an old Seadog – This is the only solo sailor I've watched. He is an old Seadog and so is his boat.

It's been interesting seeing how the CoronaVirus is affecting these cruisers, and probably many more. Check some of these out — it'll get you out on the water without getting cold or wet. In the meantime, stay safe!



SHIP'S STORE



What can you do while social distancing? SHOP!

If you see something you'd like to order, call or text Shelli at (805) 895-6083. Our logos will be embroidered on each item. Once we get a minimum of 6 orders of any one item, an order can be placed. So, spread the word with your friends and let's get your swag on!

Port Authority Glacier Soft Shell Jacket

This is the same jacket you see a lot of members wearing.

- 96/4 poly/spandex, 100% polyester interior
- Two-way zipper
- Front zippered pockets

Men's Sizes: XS-4XL Color: Black/Chrome

Ladies Sizes: XS-4XL Price: \$89.98 + tax



Port Authority Cotton Touch Performance Polo

A polyester polo that performs with the comfortable feel of cotton.

- 95/5 poly/spandex jersey
- Ladies have open y-neck placket

Men's Sizes: XS-4XL Color: Frost Grey

Ladies Sizes: XS-4XL Price: \$30.96 + tax



Port & Company Brushed Twill Low Profile Cap

- Unstructured
- Self-fabric adjustable slide buckle closure

Color: Black or Navy Price: \$12.98 + tax



All items may be viewed also on the Squadron website: www.sbsps.net

Port Authority Ridge Backpack

For everyday outings with plenty of storage on or off the boat.

- Roomy main compartment
- Air mesh padded back panels and shoulder straps
- Mesh side pockets

Color: Black/Dark Charcoal Price: \$34.96 + tax



Port Authority Packable Travel Blanket

Packs and zips easily to form a pillow. Great for the boat. Logos are featured on both the pillow and blanket.

- Web strap with snap for easy carrying
- Foot pockets

Color: Deep Smoke

Price: \$32.96 + tax



Port Authority Microfiber Towel

A nice towel to use on the boat or to just keep your hands and golf clubs cleaner.

- Fully hemmed for a clean look

Dimensions 16"W x 26"L

Color: Navy

Price: \$18.96 + tax



ADDITIONAL ITEMS IN STOCK ON SALE

Price

3 red logo hats

\$15 ea

Soft shell jacket, 1 ladies med and 1 men's 2xl

\$44 ea

1 Long sleeve button down collar blue shirt

\$25

19 Burgee boat flags

\$20 ea



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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