



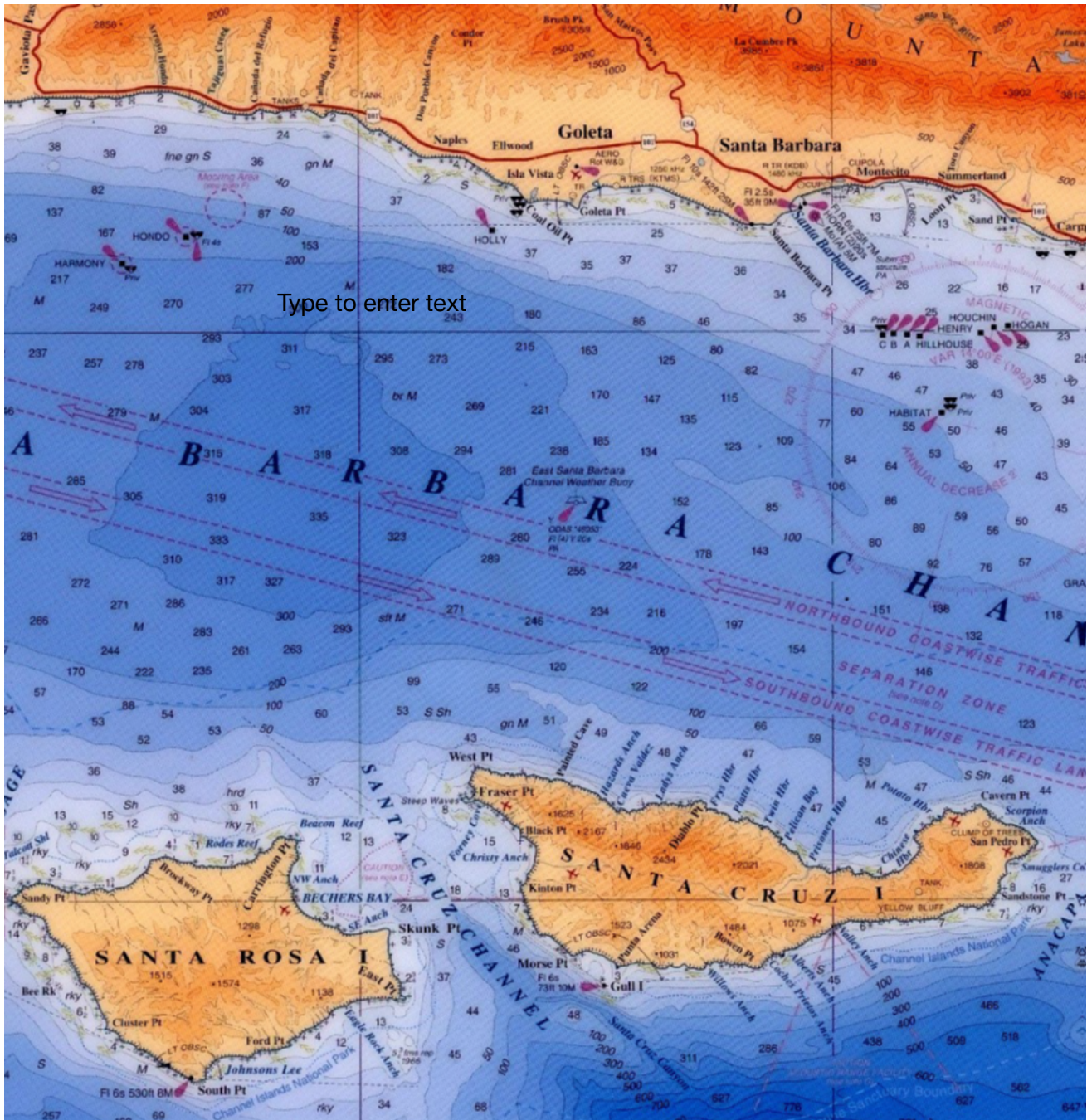
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Signal Hoist



Santa Barbara Sail & Power Squadron

Monthly Newsletter May 2020





COMMANDER'S MESSAGE

Cdr. Virginia Johns, P

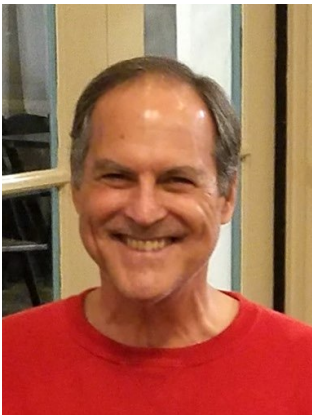
Hope you are all staying healthy, safe, and sane. I enjoyed a number of the isolation activities suggested in our April *Signal Hoist*. In fact, I have become addicted to YouTube videos of cruising sailboats! While our squadron has had to cancel classes, speaker meetings, and social activities until it is safe for gathering, we continue to plan for the future and look for opportunities to stay safely connected in the meantime.

Eric Peterson has gathered a list of potential speakers for our future monthly member meetings. Penny Owens with Channelkeepers will speak about her organization's efforts to protect and restore the Channel. And those of you who took one of our squadron classes alongside Penny know that she will include some fun boat stories. Brian Fagan also enthusiastically accepted our invitation to speak. He is Emeriti faculty of UCSB and someone familiar to many of you as the author of the *The Cruising Guide to Central and Southern California*. We have a well-used copy on our boat.

Scott Burns, point person for our monthly cruises, has modified some of our cruising traditions to make our first cruise of the season an "Isolation Island Cruise". He sent out an email with the details and hopes that many in our fleet will be able to participate. We (mostly Captain Dennis) are working hard to make sure *s/v Libertad* is ready to participate in this cruise to Fry's Harbor. I of course will need to check our safety equipment to practice what I learned this past month.

Peggy Ciolino continues to produce the monthly *Signal Hoist* – a great way for us to share, learn from each other, and stay connected.

Some of you may have heard that a former member of our squadron, P/C Bill Schultz, passed away in late March. Bill was originally with the Costa de Oro squadron and transferred to our squadron when we combined. Tonya Schultz, his wife, called me to thank us for the sympathy card sent to the family and to say that given the current situation they cannot hold a memorial service at this time. She will keep us informed and hopes to join us at our Holiday party this year as she and Bill did in years past. See more about Bill in another article further on in this newsletter. Stay safe! Stay connected!



ADMIN OFFICER'S MESSAGE

Lt/C Dennis Johns, AP

I hope everyone is well and protecting themselves. As the war between economic interests and the health of citizens rages in the current Washington administration, it seems clear that the governor of California will be erring on the side of health and keeping orders for isolation in place until widespread testing and vaccinations become available. That means California will continue to see cancellations of many popular public events.

In addition to the cancellation of the squadron's scheduled May events, the Harbor Cleanup and the Nautical Swap Meet have been officially cancelled and we can expect to see more as the year wears on. So what's the good news? There actually is some if you take the time to notice. In last month's *Signal Hoist*, Rich Ciolino provided a list of Vlogs (video logs) of folks cruising the world prior to the onset of the pandemic. Virginia and I have been binge

watching a few of them and they are quite entertaining. The authors range from folks in their 50's to folks in their early 30's. In every case so far, the cruisers have sold everything they have to buy a boat and often with little sailing knowledge have struck out for the watery horizon. Even if you haven't done much cruising, their experiences will bring a smile and a fond memory of a similar personal event. And if you think you've got it bad, consider that these cruisers have been out on the water when this pandemic broke and are now trapped in isolation in some anchorage that they had no plans to stay in for any length of time. Some are facing the hurricane season in the middle of the Caribbean with no place to run. So maybe we don't have it so bad here after all.

The world is going virtual. Earth Day is having a virtual celebration and many of us are communicating via Zoom or other video/audio programs. The upcoming bridge/member meeting is going to be conducted via Zoom and if you haven't gotten up to speed on this technology, it's time to hook up or you may miss out on the only activities that resemble being connected for many weeks to come. We are looking at a virtual flare shoot and safety seminar in the coming weeks, so if you would like to participate in that and are not yet familiar with Zoom, please contact Virginia or me to get some guidance.

In other good news, Virginia and I have been attending to several projects around the house which have been on hold for years. It does feel good to see them fall off the To Do list. If you have something you've accomplished in the last several weeks that you feel particularly good about, perhaps you can share it with the rest of us in a *Signal Hoist* article. We're a nautical club but we are also social beings and interested in whatever anyone is doing to stay busy.

As you've probably already heard and is probably noted elsewhere in this newsletter, the May Cruise to Fry's Harbor is still on but modified to include self-imposed isolation on our various boats. How we conduct the social hour may be a matter of dinghies circling each other which sounds like an interesting story to eventually tell our children and grandchildren. Hope to see you out there.

Upcoming Activities

May 8-10 Fri-Sun

Weekend Cruise to
Santa Cruz — complete with all
social distancing protocol
(point person Scott Burns)

May 16 Sat

8am-noon

Harbor Clean Sweep
(point person Dennis Johns)

Travel Lift
Pier

May 16 Sat

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

May 30 Sat

8am-noon

Nautical Swap Meet
(point person Dennis Johns)

Harbor
Parking Lot

CANCELLED

Uplifting website

To make up for all the cancelled events in May (but the May 8 cruise is still on), Commander Virginia Johns submitted this link of the song, *Sailing* which she got because their boat, Libertad is an Amel: https://youtu.be/ru6G2AtH_oU



SEO's MESSAGE

Lt/C John Profant, SN

Wow, I feel like I am in the Twilight Zone. We had our first Piloting Class and then boom, we had to shelter in place. Attendance at the first class was low as the COVID-19 pandemic just started to ramp up. We did sign up two new members and they did want to continue studying the material at home and hoped that we could pick things up after this pandemic is over.

I did order the instructors kit for the new Boat Handling course and have been reviewing it. I hope to be able to offer this class in the summer once things start getting back to normal. The Boat Handling course is an updated version of the Seamanship class. It looks well organized and thorough.

This pandemic has been forcing us to do things differently. I've been socializing, attending meetings and conducting business via ZOOM. It makes me think we could even offer a class via ZOOM. The free version of ZOOM has some limitations such as meeting being limited to forty minutes, but there are some other platforms that may work just as well. Our District 13 held a conference using Freeconferencecall.com.

The District Educational Conference was interesting. The Chief Commander Mary Page Abbott also participated. The America's Boating Club is now partnering with DAN Boater which allows us to sign up for emergency flight insurance should you need medical attention when traveling abroad. They have also launched the America's Boating Channel Live on YouTube. It takes place each Wednesday at 4PM and will continue until the shelter in place is over.

All I can say for now is be patient and be safe.

Social Distancing Change of Pace

Lt/C Steve York, P

Since the middle of March when we all became housebound by Covid-19 with routines disrupted and social interactions restricted to six feet, daily visits to the gym, volunteer activities and hiking with the Friday gang have all stopped. Even family visits are restricted to driveways or backyard patios. Very understandable but what a bummer!

Daily neighborhood walks with the dog now happen twice and sometimes even 3 times per day. Lots of families are out walking together, riding bikes and walking their own dogs - who knew there were so many in the neighborhood? Though it's great to see all the neighbors and have quick chats, after a couple of weeks, a change of scenery would be nice.

What's happening at the Harbor? The News-Press came with pictures of barricades at the launch ramp! Is the Harbor shutting down too? A call to Harbor Patrol was reassuring that no, the Harbor is not closed. Social Distancing was all that is required though if people don't cooperate, the Harbor could be closed.

One recent afternoon Eleanor and I decided to check out the Harbor to see how it was impacted by the virus.

The first thing we noticed was that the parking lot was less than half full - what a treat! Not only that but the parking gate is no longer in operation and is in a permanent "up" position. Next was the reduction in foot traffic. Yes there were some joggers and bikers along the bike path but far fewer people strolling along the bike path and walkway to the breakwater. Practicing social distancing with the other pedestrians was not a problem. Not very many and everyone was unfailingly polite about keeping appropriate spacing.

The only restaurant that was open was the sushi shop for to-go orders and they did have business. Brophy's, On the Alley, Chucks, Breakwater (ice cream place) all closed. West Marine was open but hours were limited to 9:30-3:00 the day we were there but the sign had the hours from earlier

days crossed out so it looks like hours may vary. All the other shops appeared to be closed. The Fish Market, though, was open and they just finished an interior remodel. It was busy with 3 people at a time allowed inside and 6-7 people lined up outside six feet apart awaiting their turn. At the end of the day we patiently waited in line about 20 minutes before entering and snagging a great dungeness crab for dinner that night. First time we ever cooked one and it turned out great.

We made our way down to our boat in Marina 1 and saw only a handful of people on the docks. A few we recognized as boat cleaners and workers. There were several dive services cleaning bottoms but very few other people. Distancing was not an issue as we made the long walk to N finger and our boat. From there it was only about 15 minutes before we left the slip and headed out for a great afternoon.



Eleanor at the helm with Coco on board Peregrine

We were the only boat out on the water that day as it was overcast. It was sure great to be out – especially enjoyable for Coco with much different smells to sniff than walking on the neighborhood sidewalks.

We motored for about an hour and when we came back the docks seemed even more deserted.

We've been back to the boat several times in the last two weeks and our experience around the harbor has been the same. We've had great afternoon sails but even on the gorgeously warm days there were only 1-2 other boats on the water. We feel very lucky to have a boat and be able to practice social distancing on the water. We highly recommend it to all of you who also have a boat!

*Editor: To see what's happening in Catalina, click and read the L.A. Times article: **Escape to Catalina? No, it's closed up tight***

*For more about what's happening on Catalina during the pandemic clickClick on **The Log**, the Catalina newspaper.*

Above sites for articles submitted by Steve York.

Editor: As Rich and I took our Friday morning walk last week, we were surprised to see the burnt out shell of the little store and hot dog stand that is on the Harbor walkway close to Marina 4. The story we got is that the city was burning weeds growing along the juncture of the wall and ground and accidentally caught the wood interior on fire. Supposedly a total loss inside.



Sheltering in Place – Afar

Margaret and Dennis Plessons

EDITOR: Richard (my husband) received an email from past member Dennis in response to our upcoming Fry's, Santa Cruz, cruise announcement. He said that it sounded like fun, but they were "staging in place" in Costa Rica and would have to pass. Richard contacted Dennis and asked if he would give us an update on their recent cruising experiences, and this is his response. (Thank-you Margaret and Dennis!):

Well we started cruising in the fall of 2018, doing the Haha that year and cruising down to Zihuatenejo, Sailfest/Guitarfest and inland travel to Mexico and Oaxaca. Then back up to the Sea of Cortez for a month. Hauled out in La Paz for the summer. Splashed again in the fall and have travelled South since then through Mexico, Guatemala, El Salvador and now in Southern Costa Rica. Travelled inland Guatemala and El Salvador. We have loved our travels and seen so many fascinating places, too many to list. Costa Rica is wonderful. We are sheltering in place in a small marina in Golfito, self isolating. We can provision locally. There is a rainforest within 5 minutes from the marina and we take hikes or dinghy around the bay and swim. All borders are closed till May 15th at least and for now cannot cruise with Chimera, our 47 ft Beneteau. She is comfortable and the addition of an air conditioner has been great. We hope to visit National Parks in CR when they open up again. Our plans are evolving and open ended. We track news from around the world and Santa Barbara. Stay well, Margaret and Dennis

*Editor: Click **NY Times** for an article about cruising during the pandemic submitted by Steve York.*

When 25 Feet Is NOT Enough!

P/C Dennis Johns, AP

We had anchored at Ensenada Benao, Panama which was about 12 miles west of the entrance to the Gulf of Panama. Our plan was to enter the Gulf of Panama and head for Panama City where we would meet up with our friends on s/v Ann Lucia and help them as line handlers in their Panama Canal passage. Ensenada Benao was a wide bay with a long sandy beach and the bottom was good holding. We had no intention of going ashore as the dinghy was deflated and stowed away, so we dropped the anchor in about 30 feet of water which ended being quite a distance from the beach.

We had a good night's sleep and our next leg was estimated to be about 17 hours and so to arrive at midday we decided to leave Ensenada Benao at 1930. We had a nice 15 knot breeze offshore moving us quickly to Punta Mala, the final point before entering the gulf. For those of you who have not translated Punta Mala yet, that's Bad Point in English. And yes, it was a very Bad Point. Approaching Punta Mala, the wind wrapped around the point and became 20 knots on the nose and the seas became rough and confused. Our speed was reduced from six knots to three and we appeared to be facing about 14 hours of crashing through swells. We decided it was not the day to make the rounding of Punta Mala. Turning around we made it back to the anchorage by 0230 at seven knots on only the main.

We realized that we would not be able to round the point until we had a weather window of very mild conditions. The weather report indicated that this was not going to happen any time soon –at least a week. We had to email our friends on s/v Ann Lucia that we were not going to arrive in time to be line handlers –bummer we were really looking forward to having a canal experience in advance of our own crossing from the Caribbean side when we had completed our world tour.

Stuck in Ensenada Benao for at least a week we at least had the Internet and could email family and friends and pay bills. We had plenty of food on board but because this bay was a surfing destination, we could see a few restaurants on the shore and decided to have a meal or two off the boat and maybe take a hike around the area. We hauled out the dinghy and outboard and headed to shore. We tilted up the outboard and dragged the dinghy

about 10 feet out of the water. Took out the dinghy anchor and buried it in the sand in case the tide came in and refloated the dinghy before we got back.

After our hike, we went to dinner and finally returned to the dinghy at about 1900. We were shocked to find the dinghy about 50 yards from the water. The tide had been in when we arrived and the slope of the beach was very gradual. We knew tides would be greater in Panama but this was our first indication how drastic they can be. What we didn't know is exactly what the tides were running at that time of the year. So you don't have to look it up, the average range from high to low tide is about 13 feet while the maximum range is about 23 feet. It took us 30 minutes to drag the dinghy with that 75 pound outboard over the beach to the water. If we went ashore again, we'd row and leave the outboard on *Libertad*.



Ensenada Benao when the tide left the dinghy high and dry

Knowing we missed our chance to help our friends with their canal passage, we decided to make a more leisurely approach to Panama City and visit the Perlas Islands which is a popular destination for cruisers heading to or from Panama City. Our weather window arrived about five days after our first

attempt and we left the anchorage at 0530 with the plan to make a stop at Isla Iguana which was only about 22 miles away rather than the 17 hour nonstop trip to the San Jose Island in the Perlas group.

The early morning rounding of Punta Mala was uneventful but the wind started to pick up again as the day wore on and again it was on the nose. As we rounded the point we saw a sailboat heading the opposite direction under sail and envied their route. That envy was short-lived as Virginia hailed them on the VHF and discovered that they were initially headed in the same direction as we were but they had lost their transmission and were forced to sail to their next destination where they could get service.

Fortunately for us, the seas were relatively calm as the breeze had not had enough time to stir up a fetch before we arrived at Isla Iguana. We could tuck behind a point that would protect us from the wind somewhat but the swell wrapped around the point and had us porpoising all night. We couldn't move too much closer to shore as there was a reef with crashing waves that we could not get over or around. We dropped the anchor in 25 feet and made sure it was set well as we expected a continual blow all night.

After relaxing with dinner and a movie, we made an attempt to sleep knowing that the porpoising would probably keep us awake most of the night. What we didn't expect was the 0130 bumping from bottoming out on the seabed in the trough of the swells on which we were experiencing. We didn't know how much more the tide was going to ebb and how much more violent the bumping was going to get. We could tell we were bumping on sand rather than rocks, so we figured the keel wasn't getting damaged. We certainly weren't eager to re-anchor in the middle of the night so close to a reef and in the blowing conditions we had. We were both up for the next several hours waiting for the tide to turn and it finally did and the bumping ceased. What a hair-raising night, we were exhausted at the following sunrise when we thought we'd be heading off for San Jose Island.

The weather did not cooperate. We stuck our heads out and found 20 knots blowing already in the early morning. We did decide to re-anchor in the deepest area we could find and we had a little more protection from the wind. We weren't going anywhere that day. Later that morning two officials in a panga came along side and informed us that we were anchored in a



Rough seas we had as we anchored at Isla Iguana

nature preserve. We could stay, but it would cost us US \$50. They had us where they wanted us so we paid, hoping it would really go to preserving the island ecosystem and it was not just a scam.

The move to a new location worked out as we had a better night's rest with no bumping on the seabed. By noon the next day we determined the weather would be acceptable to make our run to San Jose Island. Of course the wind became stronger as the day wore on and we reefed early but the wind was about 70 degrees off our bow and we could sail all the way. We arrived at 0300 and although we never like to enter an anchorage in the dark, it was a large bay and we could see two other boats already at anchor. They were catamarans, so we knew we couldn't anchor near them and we dropped the hook in 35 feet and laid out lots of chain in case the tide was going to flood later that morning. Didn't get much sleep that night either as we were up later that morning sorting out the boat and arranging with the other boats in the anchorage to meet up for a birthday party. After the party we finally got a good night's sleep. Stay tuned for next month's trip to a Panamanian hospital.

1 Good, 5 Better, 3 Next

Neil Ablitt, P

Slips

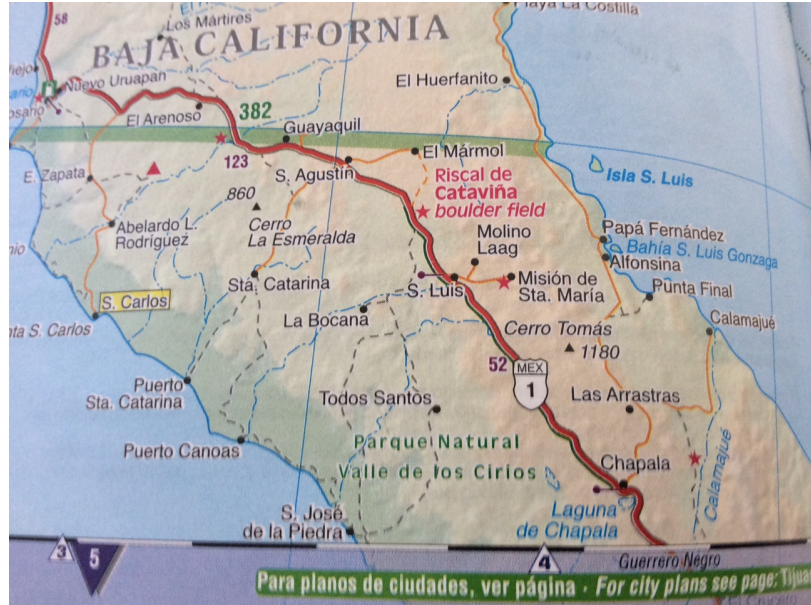
There are plenty of world class slips in safe and secure world class marinas in Baja California. Just a short 60 miles south of San Diego you'll find more than 300 slips in Ensenada, another 500 further south in Cabos plus another 500 after turning the corner and heading up to La Paz. And, as you might



Mexican Marina

expect, they also come with world class rates. But still in any given year more than 1000 cruisers - mostly from the US and Canada - will keep their boats down there for the better part of the year. Many will fly back home during the summer to work and replenish the cruising kitty, but the lucky ones - especially if from Southern California - can pick up their vehicle and take it back down to park it in their respective marinas. And that brings us to the major highways in Baja - which is what this article is supposed to be about: park your boat in Baja, fetch your vehicle and enjoy the best of two worlds: **touring Mexico by land and sea**. Something Sue and I were fortunate to do for a number of years. Call it decadent, but to sail from marina to marina and return to pick up the vehicle by bus was heavenly - not to mention the best way to savor the sights, flavors, beauty and

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four since leaving Ensenada, we arrive at El Rosario. This is where we turn left heading inland and away from the Pacific. It is also where the landscape makes some big changes. We gain elevation and approach the Valle de Los Cerios and the great boulder fields. For the next 222 miles we are really in the middle of nowhere, but the scenery is spectacular. Cirios, or Boojum in English, is that odd tree that looks more like a cactus and is said to have been the inspiration for the funny looking trees found in books by Dr. Seuss.



Boojum Tree

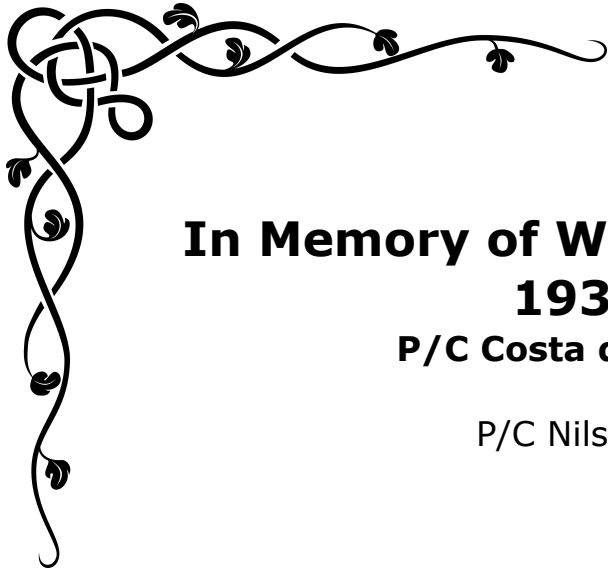
The Boojum, only found in a few places in Mexico, is unique in its ability to make a U turn and bend back toward the earth seeking (I am told) more water. And the boulder fields along the way have some boulders the size of houses and others stacked so many and so high they are in fact good sized hills. Kind of reminds me of the pyramids in Egypt only more natural. This rugged 222 miles section of high mountain desert between the town of El Rosario and the next population center, Guerrero Negro, was the last section of the Trans-Peninsula to be completed thus enabling the northern state of Baja to be connected to the southern state of Baja Sur by a paved road. For the first time you had highway all the way from the US to the tip of Baja. This is particularly meaningful to me because in 1973 I was living in Mexico City and the Earthmoving Representative (ER) for Caterpillar Tractor Co. and this Trans-Peninsular highway was my first major project. So every time we drive the stretch we stop about 8 kilometers south of the only town along

the way, Catavina, (if you could call a hotel and a few houses a town) and admire the monument commemorating that September day. Of course some have pointed out that because you could now drive from the US to Cabo San Lucas that little town would be changed forever – and they were right. But I still don't see it as my fault!



Neil at the Trans-Peninsular Highway Monument

Oop! I've run out of time and Peggy needs this now... wanted to talk about Mex 5 as we were among the first to travel the complete route the month it opened – exciting. So I'll just end calling this the first in a series and continue next month, if interested. Blame it on Corona!



In Memory of Willian C. Schultz, Jr., 1932-2020

P/C Costa de Oro Squadron

P/C Nils Lindman, SN

William C. Schultz Jr. was born in San Francisco, California on December 2, 1932 to a Naval officer William C. Shultz, Sr, who would later attain Admiral ranking, and wife Helen Karns. He lived in many places, including on the Naval base at Pearl Harbor, Hawaii during its WWII bombing. He had many hobbies and interests including basketball (player and coach), golf, sailing, travel and flying. He attended the Naval Academy, received his bachelor's from the University of San Diego and a master's from University of Southern California and UCSB. He was an aerospace engineer and retired from Lockheed-Martin in 1995 at Vandenburg Air Force Base.

The Power Squadron was a major force in his life as SEO and Commander for the Costa de Oro Squadron and DEO for the District 13 Squadrons. He and Tonya had a 42-foot Catalina sailboat in the Santa Barbara harbor for eight years. We had many happy-hour gatherings on the weekends. Susan called it "slip sailing" - her favorite type of cruise. I recall one evening when Tonya hosted a party for twelve friends for a lobster feast. We were sitting on anything horizontal including the deck.

Bill and I had a hobby business in the Santa Barbara harbor. We swung (adjusted) compasses for Bob Kieding at the Chandlery on boats that he sold. That way he knew the boats' compasses that left his business were accurate and it would minimize lawsuits when boaters ran into the breakwater. When Bob got out of the business, most of our work dried up. Only a few compass adjustments remained and just by word of mouth. Bill was very involved at the country club in Lompoc. He was on the board and on its finance committee and assisted in selling the club a few years

ago. He loved Friday night dinners there and socializing with his many friends.

He and his wife Tonya have lived in the Lompoc area since 1959. They have two daughters Cheryl and Sandra. Cheryl and her husband Mike Jennings have two children: Kendall and Rachel. Kendall and her husband have two sons Jack and Clark. Sandra and her husband Bruce Kerl have a daughter, Sydney. They and their families live in the San Diego area.

We have all lost a good friend.



Bill and Tonya Schultz

A Look Back At Surviving The CoronaVirusS

Lt/C Shelli Swaim, Asst. Treasurer

On March 15, 2020 my husband decided to drive to Las Vegas to attend a 3-day golf tournament. It had been 3 years since he had attended this annual event put on by a group of friends from the Central Coast. Back then, the term social distancing had just begun, and he was sure to be careful by being armed with hand sanitizer, a can of Lysol, disinfectant wipes, and medical gloves. However, shortly after his return home, he developed a headache and by the next day a fever. He started wearing an N95 mask he found in the garage to prevent it from spreading to me. At this time, Jeff's symptoms were a constant headache, fever and loss of appetite. Just 3 days after his symptoms began, I started to have a cough and fever, too. We now realized we both had it, but were grateful we had already been isolated inside the house since Jeff's return from Las Vegas.

Over the next 10 days, my symptoms were a fever (that responded to Tylenol), cough, sinus issues and night sweats. I also broke out in a rash that mimicked Chicken Pox located mostly on my neck. But, the weirdest symptom was when I completely lost my sense of smell. Taking a big whiff of rubbing alcohol was like smelling water. What was this? I immediately googled it and both symptoms popped up as "new" indications of the CoronaVirus.

After 2 weeks, Jeff's constant fever would sometimes rise to 102° and he was still barely able to eat. He was very weak and short-of-breath and his hands began to shake. We decided it was time to seek medical attention. After no help from a phone call to our primary care physician, I drove him to Cottage Hospital where they had set up a triage in the parking lot. However, he was refused a CoronaVirus test and any kind of treatment, even a simple flu swab. They did listen to his breathing via a stethoscope and prescribed him a z-pac and an inhaler (which both proved no help). He was told to just go home. In the days after he returned home, I was getting more worried about Jeff and so I sent an urgent message to our daughter, who happens to be a busy first year doctor working the frontlines at Stanford Hospital. After hearing her father's symptoms, she said he needed to get a chest x-ray as

soon as possible! She explained that by just listening with a stethoscope you cannot detect what the virus could be doing inside his lungs!

Jeff called our primary care physician back requesting he get a chest x-ray and explained his symptoms again. The doctor said he would contact Pueblo Radiology, but we would have to wait for them to call us back for an appointment. He also asked if Jeff was exaggerating his symptoms, because he didn't want to ruin his reputation as a doctor. This comment proved to be very disturbing! We never heard back from Pueblo Radiology and when Jeff finally called them, their message said they were shut down and no longer doing x-rays. At this point, we became very frustrated!

Days later we were able to get our hands on an Oximeter, which is a handy little tool that reads your oxygen saturation levels in your blood. We got this from a local doctor friend. He and our doctor daughter were keeping an eye on our results and noticed they were holding steady, but my daughter still wanted to see a chest x-ray. Jeff, still very weak, agreed to go to our last resort, Goleta Valley Cottage Hospital. I drove him up to the tents they had set up outside as I waited in the car, so as to not expose my own symptoms of the virus to anyone. Jeff had set up a group text message with our doctor daughter in the Bay Area and myself in the parking lot. After the initial screening, they led him inside the hospital, but after a few more questions, he was still unsure if they were going to do any testing. Our doctor daughter said, "When a patient presents themselves to a hospital complaining of weakness and shortness-of-breath and they don't do at least a chest x-ray, well that is just...dumb! Tell them to call me on my cell phone!" Thank goodness the hospital was already on top of things and proceeded to give him not only the chest x-ray, but he was also tested for the flu, and blood work was drawn for lab results. The flu test came back negative (no surprise there) and fortunately the chest x-ray was clear, but the lab results showed a couple markers consistent to having the CoronaVirus. These indicators led them to approve for him to get the CoronaVirus test. He was released to go home and told that he would recover before even getting the results back from the test. That would take a whopping 14 days!!!!

Back at home, Jeff was starting to feel better now, but I was getting worse. I believe this virus attacks the weakest part of your body, and for me, that is

my joints (thanks to sports). I was experiencing excruciating pain in my back, hips and knees when lying down. On top of the pain and sleeping pills I was taking, I also had heating pads and ice packs attached to my body just to make it through the night. I even attempted to sleep standing up against a wall with a pillow behind my head (that didn't go over too well)! After 3 more nights my pain finally subsided and that's when we got the earlier than expected call that Jeff's CoronaVirus test results were indeed positive. The Public Health Dept said he would officially be quarantined. He asked, "What about my wife?" They responded that there was no need to spend another test on me because they already knew I probably had it. The next day, and after a full 3 weeks of symptoms, Jeff signed the PHD's official quarantine paper. That night we had a huge downpour of rain in Santa Barbara.

The next day we got a call from the marina that someone reported our boat alarm was sounding off. Since Jeff was under official quarantine, I would have to be the one to go check it out. Armed with a full mask, gloves and everything covering my body except for my eyes, I drove to the marina and scurried down the docks to our boat. Sure enough the alarm was sounding in both the main cabin and up on the enclosed flybridge. With Jeff on Skype, I showed him the engine bilge light was on, indicating there was water in the engine compartment. After looking in, I verified that there was indeed water below and aft of the engine and the bilge pump was not able to pump it out. I was in a position to turn the alarms off; however, I was unable to reach the bottom of the engine compartment to do anything else. Knowing that more storms were coming in, our only option was for Jeff to break his quarantine and come fix the boat. We could not ask anybody else to come into the already contaminated cabin to do it for us. I came back home to find Jeff had already called the PHD and told them our dilemma. They were able to switch his quarantine orders to be on our boat as if he were living aboard. He, with his mask and gloves on, came to the boat and fixed the problem. Even though he was still very weak, he managed to crawl and squeeze himself into the engine compartment to solve the issue and fortunately there was no damage to the engine. He made it home fine and a few days later he was officially released from quarantine.

It has been 3 weeks since we recovered from the CoronaVirus and we would like to thank the outpouring of friends, family and especially neighbors who were so helpful to us during our ordeal. For us, we made it through, but

there are a lot of people who weren't as fortunate as us, and there is still a lot of suffering going on right now. I know that with this pandemic, life has changed, but it is how I view life that has really changed. We hope you stay well and safe.

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.

Editor:	Peggy Ciolino, P
Proofreader:	Lt/C Richard Ciolino, JN
Squadron Photographer:	Janis Johnson, S
SBSPS Website Manager:	Lt/C Steve York, P
	Lt/C Eric Peterson, AP
Website address:	<u>www.sbsps.net</u>