



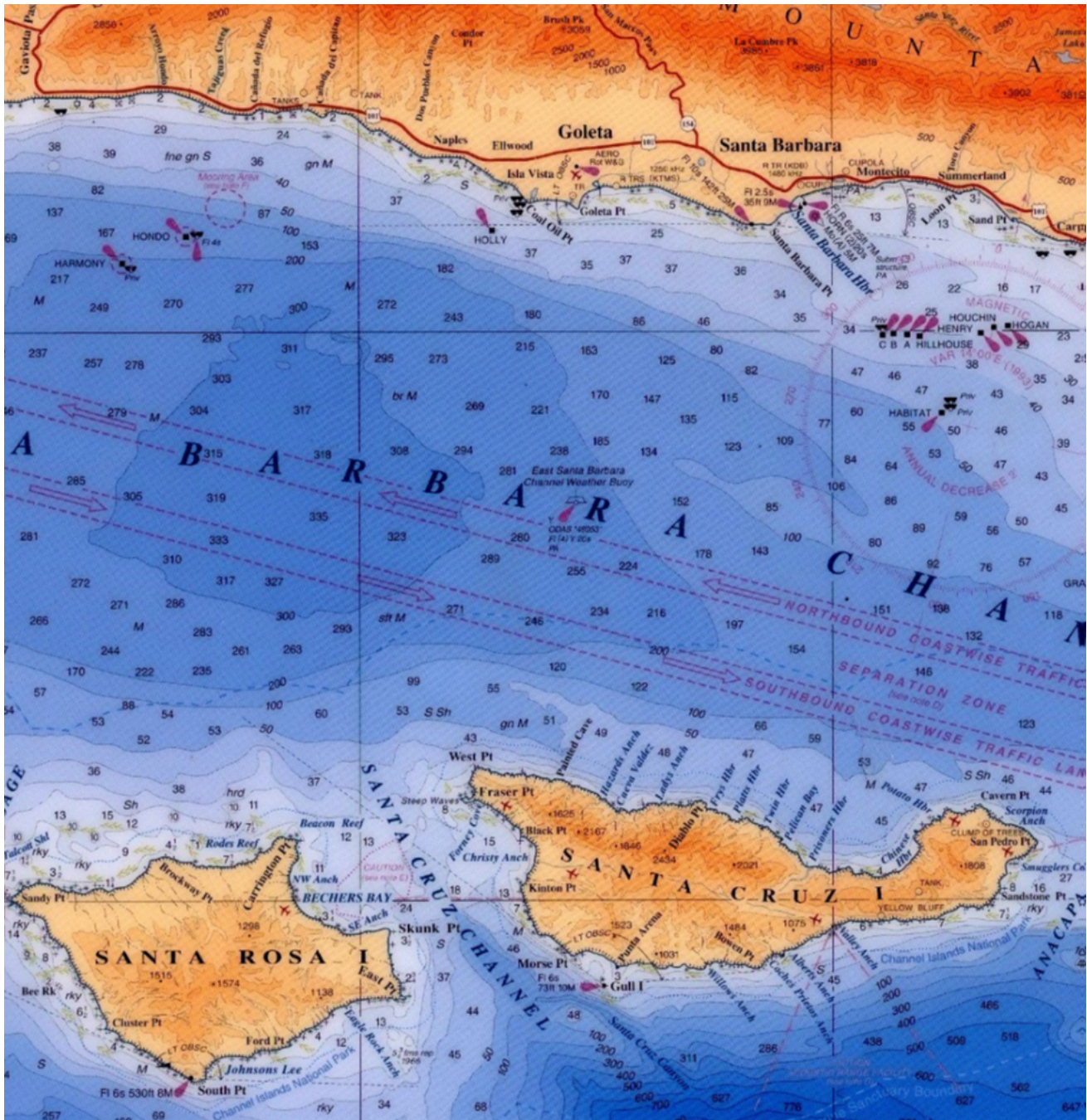
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# Signal Hoist



## Santa Barbara Sail & Power Squadron

### Monthly Newsletter September 2020





## **COMMANDER'S MESSAGE**

**Cdr. Virginia Johns, P**

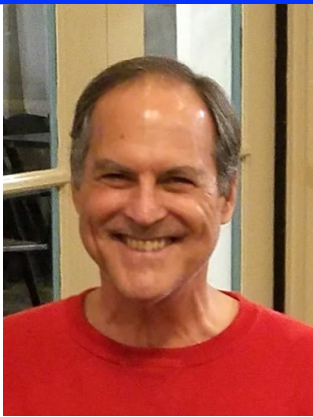
I was so happy to 'see' some of you at our August meeting. Zoom came to our rescue. We had a successful meeting on Aug 6, that began with an enjoyable presentation by Penny Owens, Education & Outreach Director for Santa Barbara Channelkeeper. We followed that with a business meeting where we heard about how we plan to increase our activities: we never stopped our cruises to the islands, we will now add some day cruising activities, continue with zoom speaker/business meetings, and offer our first remote class in late September/early October. Your bridge officers are really working hard to get us active where possible and I appreciate their efforts and creativity. Thank you to those who had time to take the short survey. Your responses were helpful in our strategy sessions on coming back amid COVID realities. There are more details about upcoming plans in the articles below.

Our local Channel Islands were certainly a popular topic this past month. Our very own Mike Pyzel had an article in the August *Latitude 38* entitled "Destination: Channel Islands", where he offers "some practical tips to help you successfully navigate the many different faces, anchorages and moods of Channel Islands National Park." Great reading and good photos. I saved those pages to add to my cruising guide resources aboard *Libertad*. The Aug 20-27 *Santa Barbara Independent* had a story on the book *North America's Galapagos* by Corinne Heyning Laverty. She addresses our Channel Islands from the point of view of their scientific history and value. She spoke at a Santa Barbara Maritime Museum webinar on August 20. The Maritime Museum has posted a video of her presentation on their website which they are offering for free to the public. I really enjoyed the webinar and Amazon will be delivering my copy of her book any day now! Lastly, in the Sept/Oct issue of *Boat U.S.* magazine I am told there is an article that mentions the

Channel Islands Marine Wildlife Institute. And make sure you catch an article on filing a float plan in that same issue of *Boat U.S.* (authored by our member Scott Burns who encourages us all to get out on our boats, by organizing our squadron trips to these Channel Islands).

I get questions about some of our organization's jargon and standard practices. I will plan to periodically address some of these. This month I try to decipher ranks and grades in an article below.

Stay safe and stay connected!



## **ADMIN OFFICER'S MESSAGE**

**Lt/C Dennis Johns, AP**

As you might expect, there have been some changes to the squadron's Activities Calendar. The Catalina Cruise has been postponed as we hope to get more information on the status of the facilities at Two Harbors (specifically the restaurant and the ice cream store). Anyone interested in making the cruise to Catalina should contact Rich Ciolino.

Several members were getting cabin fever at home and decided to make a run to Goleta Beach for some anchoring practice. It was a strange day with just puffs of wind and some summer showers. Four boats participated and Scott Burns kayaked around making everyone feel welcome.

There was talk of an afternoon Rally Around an Oil Platform. There may have been some confusion over the day and that resulted in only two boats participating.

Scott Burns advises that he still plans an island cruise at the end of August, but the date and the destination may be revised. Stay tuned for an update on that.

The Annual Meeting & BBQ was scheduled for September 12 but SB Health officials are still prohibiting group gatherings. Rather than cancel the event, we are hoping to postpone it in expectation that the restrictions may be reduced in the coming month(s).

Scott Burns still has a cruise to the islands scheduled for September 25-27. Destination is to be advised.

We were pleased to have Penny Owens of SB Channelkeeper give us a Zoom presentation on their activities in August. In appreciation of that presentation you might want to get out of the house and volunteer to help them in their mission. You can sign up to volunteer here: <https://www.sbck.org/take-action/volunteer/>.

## Upcoming Activities

**Sat Sept 12**

**Annual Meeting & BBQ**

**Swalling residence**

**Fri Sept 25 - Sun  
Sept 27  
(tentative dates)**

**Cruise — destination TBD**

**Scott Burns, point  
person**

**TBD**

**Catalina Cruise**



**SEO's MESSAGE**  
**Lt/C John Profant, SN**

OK, I am going to try and bring an online course via ZOOM. I had some discussion with Commander Virginia Johns, Rich Ciolino and Steve York on how we can do this. The course we are planning to start on September 22<sup>nd</sup> from 1900 to 2100 hours is the new Boat Handling course that replaced Seamanship. The sessions will be on Tuesdays for six weeks. The logistics that we need to work out are how to get people registered and what to charge. The way it works is that I will get a set of keys. Once you pay for the course you will get a key to download the course material. In the past we have required that you become a member, which in this case we will waive, although members will get a slightly discounted price. I am also looking into how the final exam will be conducted.

This course covers a practical approach to the Rule of the Road, knowledge on how to confidently handle your boat, how to anchor, and how to dock. It also covers some practical knots used in boating and what to do if you have an emergency on board.

Those interested in taking this course can email me at [johnprofant@cox.net](mailto:johnprofant@cox.net)

# Little Scorpion Caves

Lt/C John Profant, SN



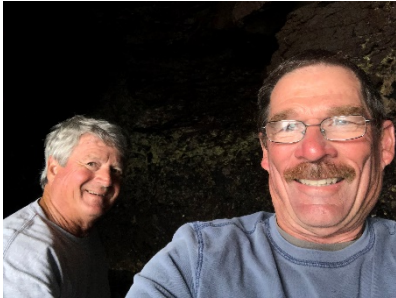
It was the end of July, overcast with winds out of the west at 12 to 14 knots and one to two-foot swells, headed to Little Scorpion on the S/V Maude, a 37-foot Swan. We could have sailed but chose to motor over, using the auto pilot. I was with Captain Neil Ablitt and Bob Peace.

We were there earlier in June and I think what Neil likes about that anchorage, is that we have cell service there. Since that time, I saw an episode of Huell Howser's *California Gold* exploring the caves between Scorpion and Potato Harbor. That inspired me to dig out my book *Sea Caves of Santa Cruz Island*, by David Brunnell. That book maps out over a hundred caves on Santa Cruz Island. Hence, my interest was to go explore some of these caves.

We anchored at Little Scorpion at about 1400 hours. The wind was still out of the west and hadn't really let up, but protection from the swells was good. We proceeded to settle in and launch the dinghy. With the wind up it was decided to wait until the next day to go exploring. So, I grilled a tri-tip for dinner, which was a little challenging since I accidentally dumped the lighter overboard. None-the-less we had a fine dinner and I was kicking back telling stories when something fell through the companion-way. Neil turned the lights on and saw a flying fish flopping around on the



salon floor. For a few moments I was thinking about breakfast and then we decided it was too much work. So, I picked the fish up and threw him back into the water.



The next morning the wind had laid down. I went up into the cockpit to enjoy the morning while Neil made breakfast and Bob played on his phone. After breakfast, Bob and I got the dinghy setup and decided to see how well the 2HP outboard worked. There was a cave about 75 yards from the boat. So, the both of us went over there to take a look at

it. The water was clear, you could see the bottom. We shut the motor off to keep from getting gassed, and paddled our way in. It got dark and I was thinking about going back to the boat to get my dive light when Bob turned on his phone flashlight. Being aware of any swell that might come up, we decided to turn around when the ceiling started to close in. There was a beautifully framed view of the boat as we came out of the cave.

We then motored over to the next cave to check it out. It was not as deep or as dark, so we continued to explore some more caves that were in this cove. As we

entered one of these caves the fish jumping out and a seal close on their tail looking for breakfast. The seal didn't seem to be too bothered kept corraling the fish hoping to get a meal. The next cave we went into had an exit. To paddle thru the exit, we



had to raise the outboard because of how shallow it was.



Getting to the next cave was a bit of a challenge due to all the kelp, but once inside there was an awesome display of colors on the wall due to an entrance on the side that allowed light to illuminate it.

There was also a rocky beach.

After exiting that cave, we decided to motor down to the pier they were building at Scorpion. Impressive hydro drilling operation. You could see in the yard where the fire had started a few months earlier. We kept our distance from the pier as men were working on drilling to install another piling.

Bob's battery was getting low, so we decided to head back to the boat. On the way back we saw another big cave on the northeast side of the larger island at Little Scorpion. We had to paddle through the kelp to get into the cave, but once we got in there a couple of cormorants flew out. As we paddled in further, we saw that a tunnel went clear through to the other side. As we emerged on the other side, we found the rocky bottom was so shallow I had to get out and pull the dinghy as Bob shifted his weight from the bow to the stern and back. It was about that time I slipped on a rock and fell in the water. That is the only time I got in the water this trip which is pretty unusual.

Once we got back on the boat the wind started to pick up. We had lunch and gave up on the idea of going back out. Spending the afternoon playing on our phones and going over the pictures we took made the time go by pretty quick. What an experience those caves were.

That night the swells had us rolling a bit which kept waking me up. That is part of boating, you wake up until you are too tired and fall back to sleep. In the morning we prepared a leisurely breakfast and then went out to pick up the dinghy and get ready for our trip home. Setting the sails and



heading out on a course of 330° we were quickly doing six knots with NW winds of 15 to 20 kts and 2 to 4 ft seas. Like Huell says, "That's a fine example of California Gold".



*Maude at anchor*

# Scorpion - a second opinion...

Neil Ablitt, P



*Going...*



*Going...*



*Going...*

They played. I worked.



**GONE!**

## Midsummer Sail to Goleta Beach

Peggy Ciolino, P

Anchors all held well at a Goleta Beach on the 15th of August for the four sailboats that cruised there for lunch: Diana O'Connell and Bruce Wagner on *Boat II*, Lisa and Scott Burns on *Benchmark*, John Blaustein and Dennis Johns on *Mon Bateau* and Richard and I on *Ecco Bella*.

We congregated at 10:00AM outside the harbor and proceeded west to Goleta. In the past when we've sailed to Goleta, we've stayed close to shore and motored against the wind, while anticipating the wind being behind us for a nice sail home later. We took a different tack this time, just for a change and tacked out several miles from shore, catching a bit of wind, but not making great progress since (as you may read elsewhere in this issue), our jib was in for repairs and we were moving only by the staysail and mainsail.

The other three boats we could see were moving along well closer to shore. They arrived at Goleta Beach quite a while before us, even though about halfway there, we were making such slow progress that we did turn on the motor. All of us, whether close to shore or farther out, were surprised and delighted by the pattering sound of cooling drops of rain falling briefly on dodgers and cabin tops.



Click on this link for a short video that Janis took of us coming into the anchorage: <https://youtu.be/TD5nyT0O5Ck>



We all enjoyed lunch on our respective boats and for once a calm anchorage. We've been there before when there was no social distancing requirement, yet we were forced to stay apart because the anchorage was too rocky to even allow movement on our own boats, let alone trying to move while carrying a tray of appetizers pitching and yawing in our hands to someone else's boat.

Because we didn't have our jib, the sail home with the wind behind us was still pretty slow, but it was a beautiful day and great to be out on the water and see others out there too. Enjoy these pictures, mostly taken by our Squadron photographer, Janis Johnson from the pier at Goleta Beach, accompanied by husband Duane Felender. Some were taken by Rich and me. Thank-you Janis and Duane for coming out to record this Squadron event.





*Lisa & Scott on Benchmark*



*John & Dennis on Mon Bateau*



*Diana & Bruce on Boat II*



*Our photographer Janis with husband Duane  
on the Goleta pier*



*Other observers from the pier*

## **An Afternoon Sail that Turned into a Frustrating Anchoring Exercise**

Lt/C Rich, JN and Peggy Ciolino, P

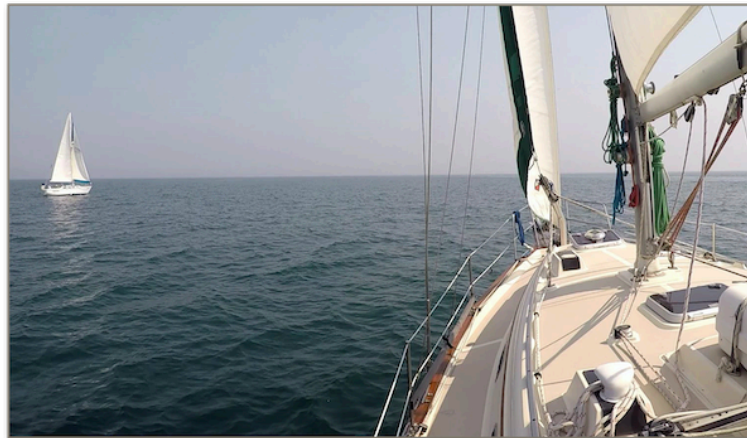
The plan was to meet up at the red/white buoy at 15:00 with a few other squadron boats and sail out to the oil platforms (about 5 nm from shore) and back. We have done this a few times in recent years with limited success when it comes to supporting wind. In any event we were always able to top it off with a nice social gathering at the Endless Summer restaurant for drinks and food. Our plan for today's get-together was just for the sail as we're still not socializing due to COVID-19. And as it turned out the wind let us down too and we had to abandon our sail.



Peggy and I aboard *Ecco Bella* were first out to the buoy followed by Scott and Lisa Burns aboard *Benchmark*. We waited a while and decided to get going as it looked like no one was going to join us. Visibility wasn't great as the platforms were not visible but certainly not so bad as

to not make the sail. It was probably a combination of fog and smoke from the burning fires on shore as we could smell smoke in the area.

Scott and Lisa moved out smartly with about 8 kts of wind and we followed, shall we say "slowly",



since we were without our jib that was having a rip repaired. We were sailing with our staysail and mainsail that with light winds doesn't move *Ecco Bella* very well – we were making about 2-3 kts.

It wasn't too long after, that the wind began dropping, virtually bringing us to a halt and slowing *Benchmark* enough for Scott and me to have a talk on the radio about whether to continue or not. We decided to call it off and return to our slips.

Peggy and I were prepared to have dinner on our boat when we returned so I suggested that we go anchor off of Leadbetter Beach, relax, and have dinner there – it's a lovely spot especially when the wind and waves are down as they were. Peggy agreed. We turned on the motor and made it over to Leadbetter.

*Ecco Bella's* bow anchoring gear had been changed about a week before, when we were getting ready for the previous Saturday's sail to Goleta Beach

for lunch and a run home in the afternoon breeze. Before going to Goleta we were checking out our anchoring gear with a practice anchoring when the windlass broke. Luckily we didn't have too much chain out and I was able to pull it in by hand without much effort. So, what to do for the upcoming

Goleta trip? I decided to take our stern anchor and move it forward to our spare bow anchor rode that has only 30 feet of chain to deal with. The stern anchor is a 16 pound Fortress high strength aluminum Danforth style anchor so moving it to the bow with the 30 feet of chain would make it easy to deal with until the windlass is replaced. It had worked well on our trip to Goleta.

Well, we made three attempts to set the anchor off of Ledbetter Beach and each time the anchor just bounced along the bottom without setting. Every time I pulled up the anchor it was full of seaweed! I've seen boats anchored there many times and I think we even did it once years ago, so there had to be someplace along there that was clear of seaweed, but after pulling up the anchor three times by hand I'd had it and suggested we head to our slip.



We did just that and had a lovely, relaxed time, with a great dinner, right there in our slip, which is a pretty nice place to hang out, especially after a frustrating anchoring experience.

# Jargon : Understanding Ranks and Grades

Cdr Virginia Johns, P

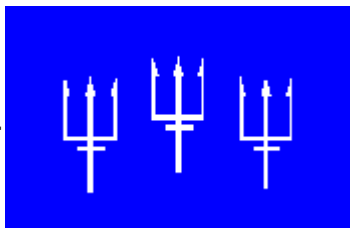
## RANK

Our organization, America's Boating Club (formerly called United States Power Squadron) has three levels: squadron (local), district, national. Each of these levels has a bridge (board) to manage operations. Our Santa Barbara squadron (club) routinely has the following positions on our bridge: Commander, Executive Officer, Secretary, Treasurer, Administrative Officer, Education Officer; often we also include an Assistant Treasurer and Assistant Education Officer. The bridge positions are grouped into various ranks, an indication of the hierarchy of the positions. Thus, members who are on the bridge have a rank designation which relates to their specific leadership position on that bridge.

<u>Rank</u>	<u>Position</u>
Cdr Commander	Commander
Lt/C Lieutenant Commander	Executive Officer, Secretary, Treasurer, Administrative Officer, Education Officer
1/Lt First Lieutenant	Assistant Treasurer, Assistant Education Officer
P/C Past Commander	former Commanders

The Santa Barbara Squadron uses rank when we identify one of our officers in an article in our Signal Hoist newsletter; it's a publication standard for America's

Additionally, can fly a flag denoting their samples



Boating bridge on their rank; some below.



Club. officers boat

Cdr

Lt/C

## GRADE

Grades indicate the level of educational proficiency achieved by a member. For instance, we offer five Advanced Grade courses. They are designed to be taken in sequence because each builds on skills taught in the previous course. As a member works through the sequence they earn a higher grade for each class they pass:

### Grade

S	Seaman	Completed Seamanship Course
P	Pilot	Completed Piloting Course
AP	Advanced Pilot	Completed Advanced Piloting Course
JN	Junior Navigator	Completed Junior Navigation Course
N	Navigator	Completed Navigation Course
SN	Senior Navigator	Completed N and 6 Elective Courses

If I haven't put you to sleep and you are interested in even more details on rank and grade, look here: <https://www.usps.org/cgi-bin/nat/tools/pages.cgi?definitions>

If you have some term or process you would like me to address in future articles – let me know. Items already suggested to me include: merit marks, senior and life members.

Clarifications and corrections are welcome!

## **FROM THE LOG OF S/V TEDDY BEAR**

04 June 1993

Squadron Cruise to Cuyler Harbor San Miguel Island

3 boats participating: S/V Shearwater with Neil and Suzanne Ablitt

S/V Wind Chime John Profant and Mary Jo

S/V Teddy Bear Don and Inge Crowder also Richard and Marcia Rowland

0932 Depart slip

0942 depart harbor buoy. Course 004°M speed 6.7 K

hSea's calm, light wind good day for power boats

1615 Arrive San Miguel Island and turn into Cuyler Harbor past Prince Island

1620 Drop anchor under bluffs northwest end of harbor

Anchor down and boat secured time for refreshments dinner, and into bunks every one tired end of long day.

05 June 1993

S/V Shearwater and S/V Wind Chime are at anchor.

Noon, Dick John and Mary Jo, the free divers leave in dinghy to get dinner.

Back with dinner, you are not going to clean fish on Teddy bear. So all go ashore found nice flat rock in surf line, stand in water up to knees and just right height as water would wash over cleaning rock and fish.

Boner Award moment.

Let me explain, Teddy Bear carried aboard a hard bottom tender, built and designed by local boat builder Harry Davis. It had a small keel at stern. I asked Harry when he did the lay up to add a PVC pipe in there with the idea that water flowing on the outside of keel would create a vacuum and any water in the boat would be pulled out. High school physics. It did not work but was great when washing down as all water in boat drained out. But when using the boat had to put a cork in it to stop water from coming in. Now with fish aboard, Inge in bow seat, I on center seat with oars, Marcia in stern. Dick now pushing off beach, gets in boat and then declares we have water coming in. We are sinking. I realized Dick had dislodged the cork pushing off. "Dick put your finger in the inside pipe to stop water from coming in!" He did and we made it back to the boat. Unload people and fish. But Dick still in dinghy in search of Teddy Bear. No cork could be found. On radio call to fleet "Need bottle cork now!" Two dinghies show up with 6 corks. Cork installed

and now Dick can remove finger which is now swollen and blue. To be civil I won't say which one it was.

1800: All aboard Teddy Bear. Bar-B-Q fish. Inge made a great salad. Also corn and French bread with lots of butter.

2045 All leave to go to their own boats.

06 June

0930 row ashore to hike on island. Take the trail up the bluff (hard hike) to Juan Cabrillo memorial. Nice view of harbor. Long hike to center of island — maybe 5 miles. After lunch back ashore and walk the beach to east end, collecting sand dollars.

1800 all back on Teddy. Inge with help, another great dinner.

07 June 1993

0930 Shearwater and Wind Chime were gone. No idea when they got under way. Anchor up leave for S.B.

0945 off Prince Island can see heavy seas and wind at 25K. Set staysail and mizzen under power for now, C 184 M speed 7.5 K TB handles seas well but lots of spray over bow. But we are all dry and warm in TB large pilot house. Marcia not feeling well, standing in companion way with head to wind. About 2 hours out we are overtaking Shearwater. From our vantage point she looks like a sailing submarine with Sue sitting valiantly at the tiller wet.

Companion way hatch is closed, Neil is not in sight. Aboard TB it is decided that Neil is below warm and dry in his bunk.

Now after 27 years later we find out that he was cleaning up the galley and wiping up leaks. So he says ????? (*Editor's Note: For context here, read August 2020 issue of the Signal Hoist, "Somebody's Gotta," by Neil Ablitt*)

1625 S.B. Buoy abeam.

1640 Back in slip tied up and secured.

Brake open the wine all around — great trip. One of the few times was able to have good weather on trip up.

Note for a number of years people coming aboard always presented me with a bottle cork.

So Logged S/V TEDDY BEAR P/D/C Don Crowder, SN Owner--Master

## EMBARRASSING, BUT TRUE

Neil Ablitt, P

In August 1994 four members of the SBSPS delivered s/v Maude from Port Ludlow, Washington to Santa Barbara, California with stops in Port Angeles, Washington, Newport, Oregon and San Francisco, California.

Recently their original delivery charts materialized for all to see.



It's never good to mess with history.

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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