



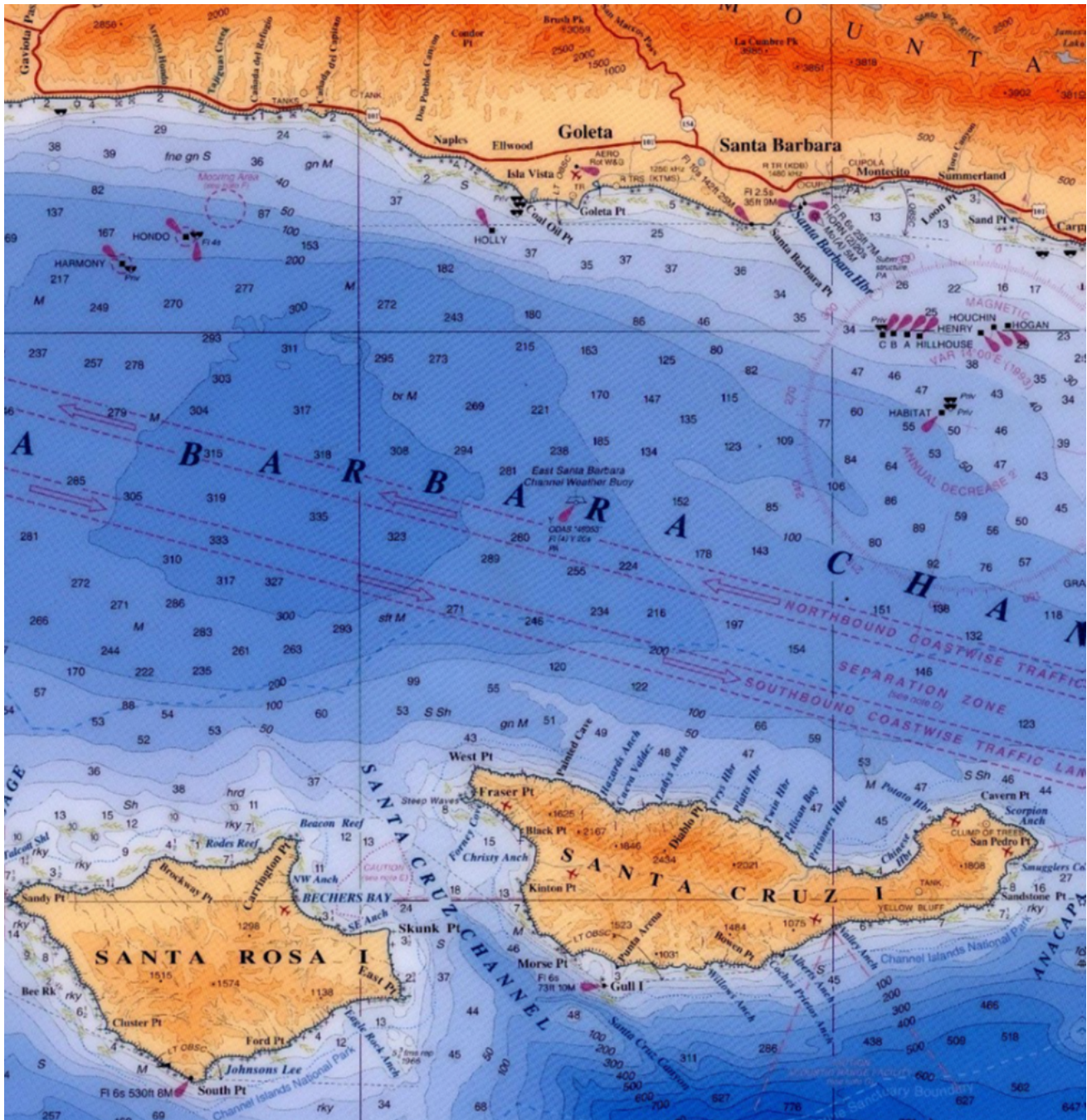
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# Signal Hoist



## Santa Barbara Sail & Power Squadron

### Monthly Newsletter November 2020





## COMMANDER'S MESSAGE

**Cdr. Virginia Johns, P**

It's fall, the time of year when we traditionally think back on our year and give thanks for the wonders we have experienced and the family and friends who have contributed to the happiness of those times.

I admit that this year it would be easier to dwell on the misfortunes of the year and to firmly slam the door on 2020. An old corny joke comes to mind:

***I was going to wish you a Happy Turkey Day, but I didn't want to use any fowl language.***

There are of course many things that I am thankful for and hope you have been enriched by these crazy times as well.

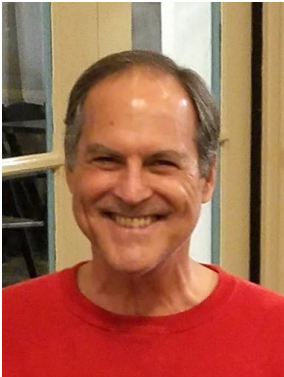
I am thankful for:

- Resilience: Only a very few in my circle of family and friends have contracted COVID and they have all recovered – thank you for understanding our need to cancel so many activities this year in order to keep each other safe
- Connectedness: Our social lives have been very restricted – thank you to our Newsletter crew and contributors for keeping us connected
- Normalcy: Our operations have been limited, but not completely curtailed – I'm grateful to the squadron bridge officers for their willingness to meet virtually and to creatively use virtual technology to offer courses and hold member meetings – maintaining some normalcy (and sanity)
- Support: Amid all the difficulties and craziness it is family and friends who hold us up and help us through. Thank you!

"We must find time to stop and thank the people who make a difference in our lives."- John F. Kennedy

A couple quick announcements:

- We are planning for our annual meeting. It will have to be a virtual meeting but it promises to be fun!
- District 13 is planning a virtual Fall Conference on November 18, 3:00-4:30pm. There will be a photo contest. Review your 2020 photos and participate! Details in a separate article below.



## **ADMIN OFFICER'S MESSAGE**

**Lt/C Dennis Johns, AP**

The SB Maritime Museum Mixer which has recently been held in conjunction with the Santa Barbara Sailing Club has been cancelled (big surprise!)

BUT WAIT! Ideas have been developing on how we can have our Annual Meeting that was postponed in September. We don't need fair weather to have a virtual meeting, so the plan is to have a Zoom meeting on Saturday, Nov 21 starting at 6pm. This is not just another Zoom meeting... Here's the plan:

Folks wanting to attend will patronize their favorite restaurant for a take-home meal –preferably something grilled to perpetuate the annual BBQ theme. Restaurants have been hit particularly hard during the pandemic and they need all the support they can get.

At the start of the meeting we'll have an "Open Mic" period in which we can catch up on what's happening in each other's lives (this is known as Gallery

View). The nice thing about this is we aren't split up into separate tables so each of us gets to hear the news from everyone.

We can still have a live auction of wrapped items but the challenge will be assembling the items prior to the meeting. Folks attending will need to advise me that they will have an item to be auctioned and I will go around and pick them up prior to the meeting (I need an excuse to get out of the house!) The auction will commence with bids and the item will be opened so all can see what was won.

There will also be a house-bound scavenger hunt. The way it works is, I will call for those attending to find a particular item in their house that may or may not be nautical. The first person to return to the screen with the qualifying item gets 3 points, the second person gets 2 points, and the third person gets 1 point. Prizes will be awarded to 1<sup>st</sup>, 2<sup>nd</sup>, and 3<sup>rd</sup> place totals. Points will be awarded to couples rather than individuals where appropriate.

Finally, the business meeting will round out the meeting and has traditionally been very short.

So rather than bemoan another Zoom meeting, let's have a little fun with it and enjoy our company as much as possible. Please notify me by Monday, Nov 16 if you plan to attend the meeting and then advise me by Weds, Nov 18 if you'll have an auction item for me to pick up.

## Upcoming Activities

**Wed, Nov 18**  
**5:00 - 7:00PM**

**Maritime Museum Mixer**

**Maritime Museum**

**Sat, Nov 21**  
**6:00PM**

**Annual Meeting & BBQ**  
**(rescheduled from Sept)**

**via Zoom**

**Sat, Dec 10**  
**6:00 - 9:00PM**

**Holiday Party**

**TBD**





## **SEO's MESSAGE**

### **Lt/C John Profant, SN**

Well, we finished up our first virtual class seminar Tuesday. We finished up with 9 students attending the ZOOM session. I think that was good, they seem to appreciate it. Unfortunately, we were unable to administer the test and actually give the course in person. However, those who bought the course online can still take the online test.

There was a lot of interest in taking more courses. I am keeping a running list of those who expressed interest so when we get around to offering another course, I can let them know. I had one person call me about taking the America's Boating Course (ABC) to satisfy a court requirement due to a boating incident. My suggestion was to take the online course offered by the America's Boating Club.

There are a few courses we might be able to offer via ZOOM and then arrange to meet in a socially distance area to administer the test. We are still trying to figure that out. Hopefully, we will have that solution by the beginning of next year.

Meanwhile, be safe.

# Fuel Leak, Fender on the Loose, Sinking Kayak, Bees on Board, Dead Batteries, and Pirates – Oh Yes, All on a Lovely Cruise to Catalina

P/C Rich Ciolino, JN and Peggy Ciolino, P

Turned out we had only two boats able to make the trip to Catalina this year: Rich and Peggy Ciolino on *S/V Ecco Bella*, and Diana O'Connell and Bruce Wagner on *S/V Boat II*. We both planned to leave on Monday morning, September 28, although Diana and Bruce's plan was immediately interrupted by a fuel leak on *Boat II*. Bruce and Diana discovered the leak upon their arrival at the boat early that morning. They were planning to sail to Smugglers for the night and continue on to Two Harbors the following morning. Rich and Peggy's plan was to sail to Channel Islands Harbor for the night and meet up with *Boat II* at a location about 25nm south of



Smugglers the next morning. Bruce was able to find the leak, a split fuel line, and buy and install a replacement which lead to a long delay.

*Ecco Bella* got underway at about noon under overcast skies, motoring all the way, with very little wind, and

was settled-in at the guest dock by 1745 when we heard *Boat II* contacting the Channel Islands Harbor office on the VHF radio. They were heading to Channel Islands instead of Smugglers and asked about accommodations. Peggy and I greeted them at the guest dock as dusk approached.

We headed out of the harbor together just before sunrise on the following day. Once out of the harbor we raised our mainsails to counter the small swells but alas there was no significant wind





until about noon. *BoatII* ran her jib up later as we made progress towards Two Harbors under overcast skies.

A little while after leaving the harbor we got a VHF call from *BoatII* to tell us that it looks like one of our fenders was bobbing about in the waves

behind us and they would try to retrieve it. As happens sometimes we forgot to take our fenders in before we left the guest dock and I hadn't tied it on very well, so it worked its way loose once we started bouncing around. Thankfully they were successful in collecting our fender.

*BoatII* is seen towing its yellow kayak in this picture but it got swamped later in the day when a plug came loose. Diana and Bruce had to recover the kayak, now with many gallons of water in it, making it very difficult to bring it on board, and empty it out. To their dismay and disgust they found





the interior of the kayak to be full of mold and stuff which then spilled onto the deck making quite a mess.

We slowed and sailed along with them until they got the whole mess under control and got under way again. As they approached us from astern we heard a loud horn rendition of the "Ride of the Valkyries"! It was Bruce celebrating their conquering the kayak beast with his trombone – when we talked at Two Harbors he said he never goes anywhere without at least his plastic practice instrument. I was able to record a bit of it after grabbing the camera and spinning around to record it. Click [here](#) to see the short video.

The wind came up pretty nicely as we approached Catalina and both of us decided to sail under genoa jib only – and it was great. (Our own Mike Pyzel told us in one of his seminars that sometimes it's really nice to sail this way with the sail just pulling the boat along, like pulling a toy along on a string.) All in all we got in about four hours of sailing for the 10 hour trip, which is fairly normal for this run.



We arrived at Two Harbors at about 1700 hrs and picked up a mooring for four nights. Diana and Bruce were going to stay for one night and then move on to Avalon in the morning. Our moorings were next to each other with an empty space in between. In the morning Peggy and I dinghied over to *BoatII* to say good morning, pick up our wayward fender, and talk about our trip and plans. I mentioned that it looked like he was playing a black trombone and he pulled it out to show us. It's a relatively inexpensive plastic knock-around horn that he takes on trips like this so he can practice without carrying the good horn he uses professionally. Before they moved on to Avalon later in the morning they took a kayak trip over to 4<sup>th</sup> of July Harbor to do some exploring.

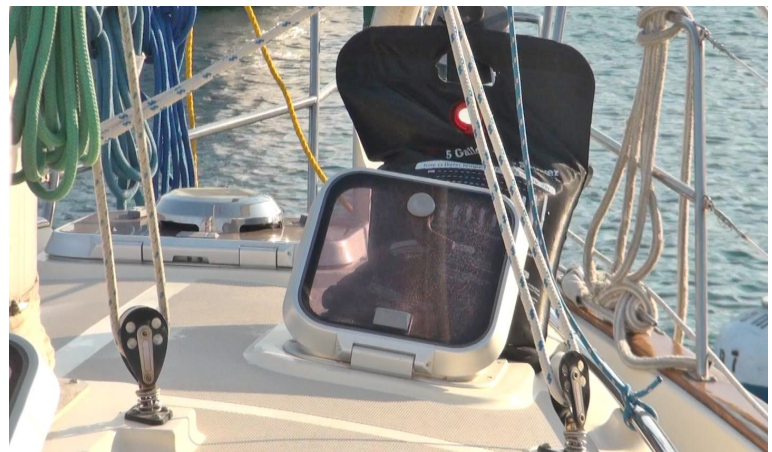






Two Harbors itself is seriously following coronavirus safety guidelines but that can't be said for boaters on boats, in our observations. Anyone coming ashore must wear a mask, and social distancing is recommended on signage. As anyone that's been to the general store will recall there are two ways to get in and out – but now the one nearest the beach is the only entrance and the one on the side next to the ice cream window is the exit. Oh, the ice cream window is not serving ice cream at this time, which was a disappointment, but they do have an adequate selection of frozen ice cream inside. The one and only restaurant is closed indoors but has a pretty full menu for outside, socially distant, dining and takeout. Ordering food is done at the outside bar and they have a waiting line marked around the inner edge of the deck eating area. When your food order is ready they bring it out to a table on the patio and call your number.

Peggy and I planned to stay on board, except for swimming, hiking, and going to the general store if necessary, so we didn't make use of the bathrooms or showers – a benefit of having a cruise-equipped boat I guess, and we can't comment on how these facilities are set up for distancing and so forth. We did shower on-board making use of our solar water heater. Here's a photo of Peggy taking her shower, with the five gallons of

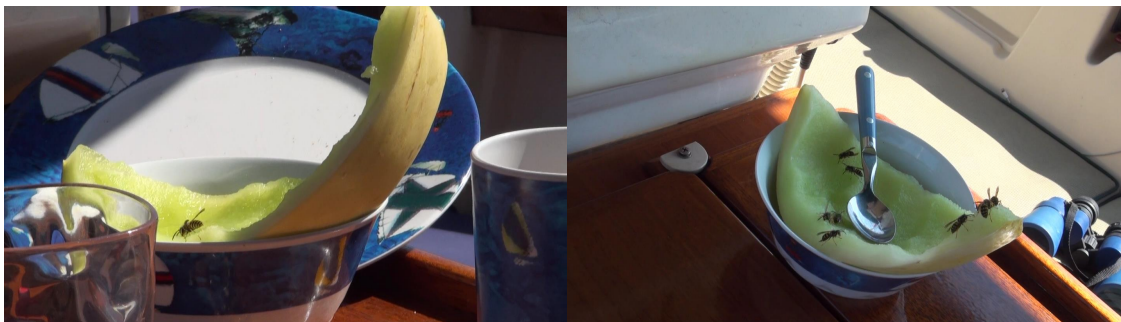


solar heated water sitting above the hatch over the head. I put it out on deck at about 1000 hrs and we used it at 1700 hrs.



We took this opportunity to try out a new boating appliance on this trip - a mechanical coffee grinder, that was given to me by Peggy last Christmas. It worked well and aside from one hike to Cat Harbor, and a couple of quick dips in the water, it was the only source of exercise I had on the trip - I'm certainly not complaining because a major reason for taking trips like this is to relax.

Just after breakfast on our first morning we got a taste of perhaps a bee hell to come. It's not unusual to have a bee or two find us while eating in the cockpit - I'm not sure how they do that out here on the water but they do. We had eaten some deliciously tasty honeydew melon and sure enough a bee showed up. Our experience with bees has shown that if you give them something to eat they'll leave us and the rest of the food alone, pretty much. So I tried leaving one piece of melon out and sure enough the one bee seemed to enjoy it but soon a swarm of bees showed up. After a while bees were flying all over the cockpit, even after I put the melon in the trash. My plan was seriously flawed and I had to resort to self-defense by wildly swinging a folded newspaper at them and killing a few that were getting particularly aggressive. Things calmed down but a few of them came back later over the next couple of days and sweet Peggy got stung two different



times, once on her hand and the other on her arm. Fortunately the damage didn't seem to keep her from enjoying our time there.

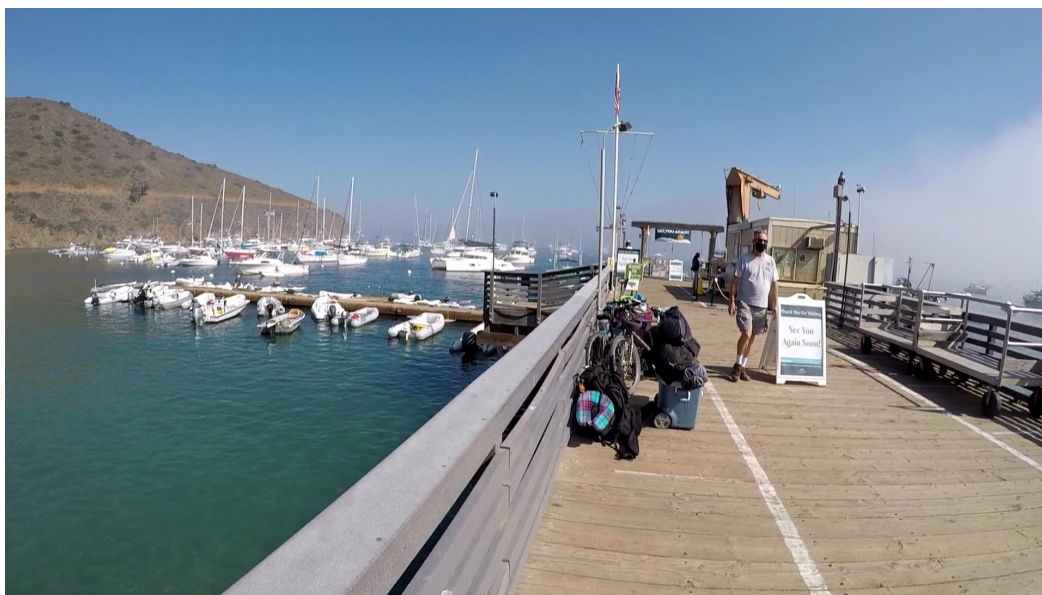
The day we took our hike started out very foggy but by the time we began, the fog was clearing. In the photos below the clearing fog is behind Peggy



to the left of the main trail in one and the view to the right of the trail looking towards Cat Harbor is in the other.



Below is a view of the pier and the dinghy dock. Something interesting about the dinghy dock was that the two side fingers had been removed, for repair or replacement we presume, leaving just the main walkway.



On the dinghy ride back to the boat we rode around the harbor a bit and took the following photo of fog on the far end of the harbor that caught our eye. If you look closely you'll see a fair number of flags flying on some of the boats, and that brings us to another interesting aspect of our visit to Catalina. When we arrived on Tuesday afternoon there weren't very many boats in the harbor. As the days passed we noticed more and more boats coming in and many of them were flying "pirate-like" flags. There was one boat in particular that had probably 30 or more large flags flying on her



mast and stays. What we deduced was going on was an impromptu Buccaneer Days rally! I use the term impromptu since I had read announcements from Two Harbors that the annual Buccaneer Days had been canceled due to the coronavirus restrictions. Obviously all these pirates didn't get the message, or more likely, didn't care and came anyway to have a good time. Buccaneer Days has been going on for about 30 years and it involves a lot of partying on-shore, on-boat, and on-dinghy. The on-shore activities, bands, bbq's, etc, were not happening but the other celebrations were going full tilt including boat parties, loud music, firing off cannons, and setting off major firecrackers on Friday night. As we had planned, we would leave on Saturday morning so we "missed out" on Saturday's revelry.

We got underway on Saturday at about 0730 hrs with a goal of reaching Smugglers Cove on Santa Cruz Island before dark. This is usually about a 10 hour, mostly motoring, trip as the seas and whatever wind you get is typically pretty much on the nose. A few hours after leaving Two Harbors we got a radio message from *BoatII* that they had some battery issues while at Avalon. They were able to get some help to get their engine running and were planning on motoring all the way to Santa Barbara, not wanting to chance turning off the engine to stop overnight along the way. They made it back safely.

As happened last year on one of our trips back from Catalina, we had another good passage since the seas were fairly flat and the wind was light. The weather was good with visibility about 3nm under overcast skies. When you take this straight shot course from Catalina to Smugglers Cove you have a good chance of passing very close to the Santa Monica Basin weather



buoy, which we did. Peggy noticed it thinking at first it was a sailboat off our port side. It's kind of nice to pass something like this on a long trip – it gives one a sense of making progress.



Around 1500 hrs the overcast skies began dropping to sea level reducing visibility and by 1700 hrs it was about 1/4nm. The fog remained until about a 1/2nm off of Smugglers which was bathed in sunlight. We heaved a sigh of relief now that anchoring in the fog was not going to be necessary. By about 1930 hrs we were settled and ready for dinner. We put out our flopper stopper to counter the usual wind shifts during that night that put the boat beam-on to the normal westerly swells. Since it was cooling down outside we had dinner down below and when finished I went out to the cockpit to see how we were sitting relative to when we anchored and could not see anything but anchor lights as the fog was in heavy and wet. Fortunately the winds were calm and the sea state was low during the night so we slept comfortably.



After yesterday's long haul and while feeling comfortable at anchor, we slept in a bit and woke up to pretty clear skies. After breakfast we took our time getting ready to leave the anchorage for Santa Barbara and got underway about 1230. With the usual morning light winds we motored for several hours before the wind finally built enough to sail. After a couple of hours under sail we were moving nicely in 13 – 15 kt winds as we approached the harbor – a perfect way to end a cruise.

## More from Baja

Neil Ablitt, P

It's not that we'd been **in Baja too long**, but rather there's a funny story behind the fisherman waving at us on **Isla Monserrat**.

During the winter months in the **Baja** the **Northerlies** can blow for several days at a time. A good place to ride them out is on the south side of **Isla San Jose** about 50 miles north of **La Paz**. And that's where Sue and I set at anchor doing just that when a three man crew in a **panga** from a commercial **Mexican tuna boat** came along side to bide the time of day. Like us these young kids were sitting at anchor in another anchorage unable

**Isla San Jose**



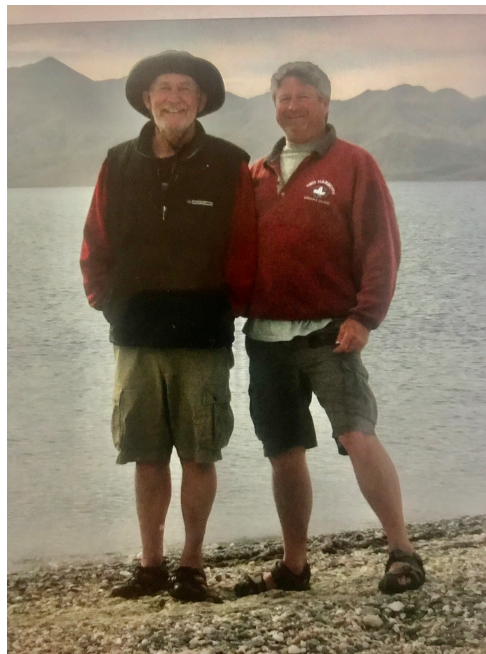
to fish and thoroughly bored. Looking for something to do they were happy to spend time getting to know two Gringos aboard **s/v Maude**. **Sue** aptly named them **Sleepy, Busy** and **Happy**. The names fit as **Sleepy** slept a lot and **Busy** was always busy carving on a piece of coral which in the end he gave to **Sue** and she has it to this day. **Happy**, on the other hand, did all the talking and as the name implies was always happy. No doubt it was **Happy** that waved to us at the fish camp on **Isla Monserrat**.

"Best sandwiches ever!"



But what's funny is on the second day **Sue** asked if they were hungry and turned out they were starved as their captain had them on limited rations. Needless to say there was some irony watching **Mexican tuna fisherman in heaven feasting on Sue's piles of Chicken of the Sea brand tuna sandwiches on white Bimbo bread!**

No John, I can explain...



Finally the more I think about it, it may be impossible to be too long in the Baja.

## **Jargon: What is our name?**

Cmdr Virginia Johns, P

Our national organization got its start in 1911 when a separate Power Boat Division was established for the Boston Yacht Club fleet to accommodate the educational needs of a growing group of power boaters who were joining yacht clubs previously focused on sailors. Recreational power boats and engine additions to sail boats were a novelty at that time. Courses on navigational rules of the road, piloting, and such, which were routinely taught to sailors, were now offered to power boaters too. As interest in the Boston Yacht Club's education program spread, a separate organization was formed and named United States Power Squadron. Boaters did not need to be yacht club members to join this new organization. Local clubs were established across the United States and referred to as squadrons. We were initially established as the Santa Barbara Power Squadron. It isn't clear if USPS was strictly for power boaters originally, but in 1953 a Sailing course was added to the curriculum, so at least by then sailors were welcomed. About 15 years ago, a number of the squadrons, including ours, added "Sail" to the name to make it more evident that the organization served sail and power boaters alike.

USPS, our national organization, is undergoing a name change to America's Boating Club (ABC). Squadrons have not officially changed their names, but are often referenced by related ABC names such as America's Boating Club of Santa Barbara.

Note: A more detailed account of the history of USPS can be found at:

<https://www.usps.org/departments/15000/15900/15200/2015-02-22-21-03-25> .





District 13 would like to revive a beloved conference tradition of the past - the ***Harlan Anderson Memorial Photographic Contest.***

Given we all generally take digital photos, we are hoping it will be easy to incorporate this contest into our virtual conference. The picture must have been taken during 2020 and the contest will use the same categories as in the past.

If you are interested in submitting an entry: (deadline Friday November 13)

1. Compose an email to Virginia Johns at [sbmesafirstmate@gmail.com](mailto:sbmesafirstmate@gmail.com) with the following information about you and your photo:
  - a. Name, rank, grade
  - b. Squadron
  - c. Phone number
  - d. Category for photo: (choose ONE)
    - 1)ABC/USPS Educational Activity
    - 2)ABC/USPS Boating Activity
    - 3)General boating or scenic photograph
  - e. Explanation of your photo entry (tell us the story!)
2. Attach your digital photo to the email
3. Send it to Virginia by the deadline: ***FRIDAY November 13, 2020***

A small group of members who have not entered the contest will judge the submissions in advance of the conference. During the virtual conference we will display all the photos for the attendees and announce the winners. It will be fun to share the photos and their stories.

We realize that under COVID restrictions squadron education and boating activities have been limited, so category #3 might be a popular choice this year!





## **DISTRICT 13 ANNUAL FALL CONFERENCE**

This will serve as the Call to Meeting notice for the District 13  
Fall Virtual Conference meeting.

DATE: Wednesday, November 18, 2020

TIME: 1500 til whenever

This will be a virtual meeting using Free Conference Call. The link will be sent out to squadron commanders the day before the meeting to share with their members. Please note there is a separate announcement for the Harlan Anderson Photo Contest.

Questions?? Please contact District Secretary Sheryl Paul at [curlylocks13@att.net](mailto:curlylocks13@att.net).  
Looking forward to “seeing” you there!



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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