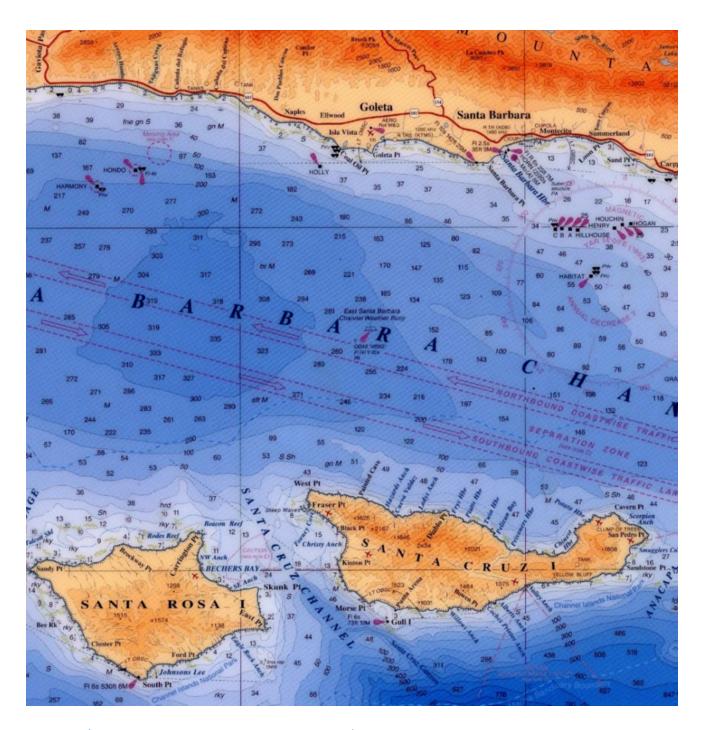


Signal Hoist



Santa Barbara Sail & Power Squadron

Monthly Newsletter February 2021





COMMANDER'S MESSAGE

Cdr. Virginia Johns, P

I hope you all found safe ways to enjoy the holidays. Dennis and I tried to keep up some of our traditions (such as extensive decorating inside and out for Christmas) even if it was only the two of us enjoying it. My spirits are certainly lifted now that Covid vaccinations are starting. I hope that later this year we will feel comfortable with some in-person squadron classes and social activities. In the meantime, we will get out on the water and continue with virtual classes, meetings, and speakers.

Our January 7th business and member meeting was via zoom. Callie Steffen, Project Scientist at UCSB, spoke to us about the Whale Safe Project, a new mapping and analysis tool that tracks and predicts whale traffic in the Santa Barbara Channel. It was very interesting and she sent some followup information (see article further on in this newsletter).

The National USPS America's Boating Club Virtual Annual Meeting will take place Feb 15-25. No registration is required, everyone is invited to attend any and all sessions, and they are all FREE. The announcement (see further on in this newsletter) contains a link to the meeting website where you can find the agenda. The opening remarks by the Chief Commander are Monday Feb 15 at 8am pacific time. The keynote speaker, Captain Nori Ann Reed, USN, Retired, is Thursday Feb 18, 5pm pacific time.

We are reaching the end of our 2020-2021 year. What a crazy year-we really need to celebrate! The slate for the upcoming year is posted in this newsletter and planning is underway for a fun virtual Change of Watch (COW) and Annual Awards celebration. I really hope to see many of you there – I miss you.

Stay safe and stay connected!

2021 - 2022 Slate of Officers

In preparation for the 2021 Change of Watch of the Santa Barbara Sail and Power Squadron, the following slate is presented to the Secretary P/C Richard Ciolino, JN, by the Nominating Committee, consisting of the following:

P/C Susan Hodges, P P/C John Profant, SN P/C Dennis Johns, AP

Recommended for 2021 - 2022 Bridge Officers and Committees for Election at Change of Watch, Saturday, February 13, 2021

Commander Executive Officer Educational Officer Administrative Officer Secretary Treasurer	Cdr. Virginia Johns Lt/C Eric Petersen P/C John Profant P/C Dennis Johns P/C Richard Ciolino Lt/C Steven York	P AP SN AP JN P
Members-at-Large	P/Lt/C Betty Koch Peter Seagoe Edward Kaufman	P P AP
Auditing Committee	P/C Tom Koch P/Lt/C Steve Young William Goodale	SN JN AP
Rules Committee	P/C Nils Lindman P/C Richard Ciolino P/C Neil Ablitt	SN JN P
Nominating Committee	P/C Susan Hodges P/C John Profant P/C Dennis Johns	P SN AP

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ADMIN OFFICER'S MESSAGE Lt/C Dennis Johns, AP

We are sure happy to have 2020 behind us but the outlook for the possibility of boating activities for 2021 is very much in question. The vaccine is here and being distributed but the long-range efficacy and the rate at which it can be distributed is unknown. Regardless, the SBSPS is planning to proceed with optimism as our guide.

We will have a Change of Watch on Saturday, February 13, at 6:30 pm (18.30 hrs). It will be virtual on Zoom and you will be advised of the link to the Zoom meeting in a future email. *Change* of Watch is somewhat of a misnomer as the entire bridge is coming back for a second round after the year 2020 was essentially a bust.

Although the players will be the same, we have some COW plans that will make the event a little more interesting. Of course we will have the normal ceremony conducted by our District Commander, Ronnie Mann, and we'll have awards to be given to those members who managed to distinguish themselves during the year. Finally, we will have some entertainment in the form of a speaker, games, or ? –to be determined but not to be missed.

Per tradition, sometime in February, I will hold a meeting for planning this year's activities. Of course the meeting will be virtual but if you wish to participate, please let me know, so I can include you in the initial communication and the actual meeting. Once I have all the participants determined, we will together decide on the best date/time to meet as it shouldn't be too difficult to find a combination that everyone can agree to. I can hear you say, "Who's he kidding? How can you make plans during this COVID environment?" OK, some of our events may have to take on a different look (Ships & Dips may be online video tours of some of the vessels in the squadron; the Progressive Dinner may become a "Protective Dinner"

depending on the SB Health Dept. guidelines in June). But we can still schedule anchoring practice to Goleta Beach and cruises to the islands. We've reserved a late August date for the PCYC cruise/dinner and that could happen if conditions improve. So there you are. Let's plan for the best and accept the worst if our plans aren't realized.

Upcoming Activities

February 13 Sat 6:30pm Change of Watch

Zoom Meeting (see flyer in this issue containing link)



SEO's MESSAGE Lt/C John Profant, SN

Here is a status report on our Educational agenda for the year. For the time being our classes will be held virtually until this pandemic is well under control. I have ordered 20 ABC student kits and plan to hold this course via ZOOM. I would like to get some of our instructors to take one of the sessions to give. This will most likely happen sometime in March. Weather is another course we would like to offer, and I am having Steve Hodges look into how we might be able to accomplish that.

Seminars are another way we can go. We have over twenty different subjects we can talk about and they take only a couple of hours each. If

anyone is interested in a particular seminar, please let me know. Some of the seminars available include Crossing Borders, AIS Electronics for Boaters, Basic Weather and Forecasting, Mariner's Compass Seminar, Sail Trim, Introduction to Navigation, Using VHF/DXC Marine Radio, Using the GPS, Anchoring with Assurance, and even Emergencies on Board.

We are also hoping when things open up a little more we can get back to doing Vessel Safety Checks and even some on the water training.



TREASURER'S REPORT Lt/C Steve York, S

At our Squadron meeting January 7th, the proposed 2021 Squadron Budget was presented for review and approval. It was approved by all those present with no objections. Highlights for the year include:

- Our Bank Balances currently total approximately \$12,600.
- Education courses will continue to be priced to cover our overhead. We expect to cover all of our costs with registration fees.
- Social events, if they can be held, will be charged to break even.
- Funds will be budgeted for prizes favors and decorations for the Holiday party if held.
- Potential to hold a "thank you" event for members in the Fall if we are able to socially gather. Squadron would cover the costs for this rather

than charge for attendance.

- Ships Store is expected to break even.
- Dues will remain fixed unless National raises them. In that case we would increase dues in synch with any National increase.

In the meantime, the Audit Committee consisting of Tom Koch, Steve Young and Bill Goodale, is busy reviewing the Squadron financial records for 2020. These include the financial books recording all of our income and expenses, various bank statements and USPS Statements. It's a lot of detail to scrutinize and we appreciate their efforts. We expect their report in time for the upcoming Change of Watch in February.



America's Cup Update ...

Steve York, P

Following up on my earlier article about the America's Cup, the next round of races - the semi finals - in the Prada Cup Challenger series started on Jan 27th.

If you were watching the last race of prior round - called the Round Robins - you might have seen the US entry American Magic take a spectacular knockdown while rounding the mark at almost 30 knots.



Here's a short 2 minutes clip of the capsize https://www.youtube.com/watch?v=I595VdiBLRo . For a detailed step-by-step explanation of what happened watch this 8 minute video american magic capsize.

She ended up with a large hole in her carbon fiber hull. With lots of help from the UK, New Zealand, and Italian teams, the US team was able to keep American Magic from sinking. She looked pretty sad as she was brought back to the US Team Headquarters and it was not at all certain that she could be repaired in the 9 days until the Semi Finals started.

Fast forward to today and, amazingly, it looks like they have made her race ready again. She is fully repaired and ready to go in just 9 days. Here's a short article about the repairs.

American Magic Relaunches Patriot After Rapid Repairs in NZ



Sailing Snowaway South

Karen and Garett Osgood

Happy New Year! We are anchored off Mazatlan harbor at Stone Island. It is blowing 15-18, rainy and cold. Where are those beautiful balmy sunny days with white sand beaches? My friend reminded me they do have "winter" in Mexico, I guess this is it.

Our sailboat (*S/V Snowaway*, a Caliber 40) has been in Puerto Escondido while we have "commuter cruised" down for the past couple years. This fall I retired so that we could spend an entire season down in Baja and mainland Mexico. We drove down to Loreto November 15, to recommission our Caliber 40 and begin a new chapter of our life, where we are living on the boat to cruise for 7 months. For those of you who know me, I was finally making my cruising dreams come true after dreaming, reading, talking, sailing, and taking classes all those years. My husband committed to a season in Mexico and is our prime dinner catcher. He loves to fish and is expanding his knowledge and experience rapidly, while we get to eat dorado for dinner!

We went down to La Paz to have a couple of boat projects done before the holidays, staying a week at Marina Palmira. On the way down, around Isla San Jose, the engine started making a funny noise so we stopped to have a look. What a mess ensued before our eyes! A few black yard trash can bags with metal yellow ties had wrapped around the alternator belt pulley and melted onto the metal. There was no wind so we drifted for two hours while we tried tools, can openers, kitchen knives, and other assorted utensils to saw and pry the melted mess loose. Somehow the metal ties had melted in with the black plastic to become a hard and glued plastic. We literally had to saw it off the wheel. How random and preventable was this? We learned never to put trash can bags anywhere near the engine, and still can't figure out how they got stacked up in the engine compartment. Murphy's law is alive and well!

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After our week in La Paz where we biked, provisioned, and spent Thanksgiving, it was time to bash back up the Baja to Puerto Escondido. Usually a three day jaunt, it turned into five days for us as strong northerly winds and swells with 5 second interval picked up around Dec. 1. The first day we made it to Isla San Francisco, then wind and swells increased and we diverted into Puerto Los Gatos for protection. We holed up there for three days with winds of 25-35+ in the anchorage. The southern part of the anchorage had waves rolling in and it was cold with shrieking wind. On the fourth day in Puerto Los Gatos we got our weather window and motored up the sea of Cortez with 15-18 knots wind and 4 -5 foot swells. We were thrilled to be back in Puerto Escondido on our mooring again.

A note of appreciation here for the Channel Islands that usually allows you protection from wind and swell. It can be howling in the channel and you can get into an anchorage and be fairly protected. We have found that the anchorages here do not offer the same protection and we have experienced other anchorages in Baja with 25-35 knot northerly winds rolling through, including San Evaristo, Punta Colorado, Agua Verde, and Isla Espiritu Santos.

Since that trip we have been heading back south, after we took our van to a storage facility in Tucson. We brought all our Squadron manuals with us and are rereading these gems of wisdom. So much to learn and experience every day and we are grateful to have our sailing and boating experience in the Channel Islands as a background. We don't know what is coming next, like hitting a fog bank when coming into Mazatlan, but so far we have learned much from these challenges and grateful to be out here living the dream! We wish you all a healthy and happy new year.

A Tranquilo Baja and back

Steve Hodges, N



Photo by Greg Carlsen

A Tranquilo Baja and back

Honestly, if I'd understood the nature of the brain-tickling test for Covid-19, I might have hesitated before agreeing to having it done. But the four of us had agreed that as incipient *Tranquilo* crew, where we would live in close quarters for about two weeks, we should do what we could to protect each other's health. That doesn't mean we didn't bring a lot of potato chips.

Tranquilo is a Catalina 445 and her new owner, Mike Haden, was anxious to sail her from Channel Islands harbor to Baja and back. Mike's original plan was to participate in the BajaHaHa but that was cancelled this year due to viral concerns. Instead Mike had signed up for the NadaHaHa, a socially-distant flotilla that would follow the BajaHaHa route without the beach parties: San Diego-Bahia Tortugas-Cabo San Lucas. One crew member, Greg Carlsen, a mutual friend of Mike and George, had no sailing experience, but was enthusiastic and, it turned out, a great cook. Mike's childhood friend and SBSPS member, George Poe, invited me to be the 4th crew member, and with some concern over schedule and possible get-home flying travails, I accepted.

The list of preparation tasks seemed, alas as usual, to grow as items were checked off. How can one be ready for anything that might happen? And, as anyone who has sailed far knows, almost anything can happen. Meanwhile Covid 19 news was not encouraging and the prospect of either being on the boat for the many weeks it would likely take to get *Tranquilo* to Cabo and back, or of flying home from Cabo, became less appealing. In a crew conference call, I voiced my concerns and after some discussion, it was agreed we'd sail as far as Bahia Tortugas, and then head back. We estimated we'd be gone two weeks.

The plan was to depart Channel Islands Halloween Saturday, which meant that in order to get Covid test results, we had to be tested earlier, Monday and Tuesday. Unfortunately, the day after he had his test, Greg had coffee with a friend who subsequently developed the dreaded symptoms and then tested positive. Now what? Saturday departure couldn't happen, but if Greg could be retested successfully, we could leave as early as Monday. Greg repeated the brain tickler, and on Monday drove to Ventura for the more reliable antibody test. Both tests came back negative and with sighs of relief

we left the dock Monday afternoon. Our plan was to check-in at Ensenada and then sail south....

Day 1 (2 Nov 20)

1430 - Arrived at Tranquilo in Channel Islands with George. Mike was waiting for us, and Greg appeared with our food stuffs soon after. By 1700 Tranquilo had left her slip and we headed out of the harbor for sea. Wind was light so we motor-sailed. Greg served Nachos for dinner. George and I shared the 1st watch from 2100 to midnite... We took the less-traveled route between Santa Catalina and San Clemente Islands....

Day 2 (3 Nov 20)

George and I had the 0300 to 0600 watch. Lovely and welcome sunrise - they almost always are at sea! Mike and George estimated we were burning close to one gallon-per-hour. As we approached and passed Pt Loma and San Diego, we were witness to US warship 20 making high-speed maneuvers, pretty impressive for a 500-foot vessel, and only a few miles from us. By midafternoon we had our first sight of Isla Coronado. Greg elected to serve us a tasty dinner of meatloaf and mashed potatoes. We entered Ensenada Naval harbor at about midnite, and were secured in our visitor slip shortly after.

Day 3 (4 Nov 20)

Our goal was to check-in and depart as quickly as possible. The marina had agreed to act as our agent, but as often happens in Mexico, we had to go downtown to clear immigration. The marina drove the four of us there, and three of us stood outside for an hour or two while Mike was inside getting us cleared. Almost everyone wore masks, as did we. By 1435 we were back on the boat and the marina delivered our papers. By 1500 we were headed for the Pemex fuel dock across the harbor at Marina Coral. The service guy at the fuel dock recognized the boat--he'd seen it several times before under its previous ownership. By 1600 we were headed out and then SSE for Bahia Tortugas. We motor-sailed through the night.



Leaving Ensenada

Day 4 (5 Nov 20)

My 0300-0600 watch (solo now) was rewarded with the lovely rise of Venus, climaxing with a gorgeous sunrise. I could feel mental tugs from my sextant.... George's French-Press, fresh ground coffee was a morning treat. By mid-morning we were sailing wing-wing with the genoa poled-out to windward. We were still sailing at dinner when Greg served spaghetti with red sauce and baked acorn squash. Yum!



Sailing wing-in-wing

Day 5 (6 Nov 20)

Again, my 0300-0600 watch was rewarded with the lovely rise of Venus, and another glorious sunrise. Just past noon (Mountain time now) we caught our first sight of Punta Eugenia, just beyond Isla Natividad above Bahia Tortugas. It was a lovely day to do laundry and shower on the transom. As we neared our destination, Mike's trolling hand line snagged a medium sized Skipjack Tuna. After anchoring at about 1600, we enjoyed a fresh sauteed tuna meal, with onion rice.



Dinner

Day 6 (7 Nov 20)

Just before 0800 we were visited by the ubiquitous Enrique in his panga, and we asked for 40 gallons of diesel. While we waited for Enrique to return, we siphoned the fuel from our eight jerry cans into *Tranquilo's* tank. Soon thereafter, Enrique arrived and refilled the jerry cans. We estimated we had enough fuel to make it back to Channel Islands, or, in event of NW winds, at least to Ensenada. The view from our spot in Bahia Tortugas, aka Turtle Bay, looks directly to the South, and I took the opportunity to shoot the sun on and off from about 1100 to after 1300. Local area noon was 1144. My reduced sight gave a position within about 12 nautical miles of our GPS position; not too bad for a rusty user with an old lifeboat sextant! (I had some regret that I didn't bring a better sextant.) Greg treated us with a tritip and risotto dinner, after which we watched the one and only movie (thank

goodness) Captain Ron. I slept in the cockpit under the stars and planets; Mars overhead, Orion and Sirius to the South, and Saturn and Jupiter setting to the West (where else?).



Filling jerry cans in Bahia Tortugas

Day 7 (8 Nov 20)

Mike was still working out the bugs in his Iridium Go! Satellite receiver, via which we were hoping to obtain marine weather forecasts. So, in the meantime, I fired up the boat's Icom 802 SSB/Ham transceiver and listened in to the Bajanet. The forecast was for a moderate to strong front to pass along with up to 25 knot NW winds, and even more of a detriment for heading north, large and growing seas. My sailing mentor and friend, Dave Wyman, was watching the weather and texted a similar forecast of strong weather coming our way, with seas up to 15 feet! The crew subsequently decided to delay our departure to Tuesday morning (10 Nov) by which time conditions were forecast to be easing. My cockpit sleeping experience ended with a sudden wee-hour drenching as the cold front moved through. Not too surprising in hind sight!

Day 8 (9 Nov 20)

As we swung on the hook in Turtle Bay, I listened to the Baja and Sonrisa nets. Their forecasts, and Dave's, hadn't changed, so we waited. Various

options for a return route were discussed, and, based mainly on the weather forecasts, we decided an early next-day departure was reasonable and that sailing north West of Isla Cedros was our best option.

Day 9 (10 Nov 20)

At 0400 we pulled anchor and headed into the blackness, south and out of the bay before we turned to the NW. It was bumpy and there were no meals served, and not much talking. We sailed close hauled, 40-45 degrees off the wind, using the newly acquired 100% jib that Mike bought for the purpose. With a reefed main were able to sail with reasonable weatherly progress into 25 to 30 knot winds, and seven to 12-foot seas. A typically uncomfortable Baja bash....

Day 10 (11 Nov 20)

The highlight of my 0400 to 0700 watch was the rise of a crescent moon followed by Venus, and a red sunrise. Sirius was to the SE approaching her zenith, and Polaris was on the bow. I was able to take sights of the moon's lower limb, and Sirius, but due to the boat motion, dimness of Polaris, and no sextant optics, I wasn't able to bring down the North Star. Still, good sights were obtained for a reasonable two-body fix. As the day advanced, the bump gave way to a gentler swell and we enjoyed some pleasant upwind sailing. Our plan was to make Isla San Martin, off San Quintin, and anchor there for a night. Unfortunately, as we approached the island around midnite, the depth sounder began to indicate startlingly shallow water; less than 20 feet in some places where we should've, according to the chart, have had hundreds of feet below us. We slowed the boat and headed off shore figuring it'd be safer to anchor at the island after it was light.



Hitchhiker - hope springs eternal

Day 11 (12 Nov 20)

We were anchored before 0730 in the 'alternate' anchorage at Isla San Martin, just outside the lagoon. Mike and Greg went down for well-earned naps. While George and I lazed in the cockpit, a fishing panga stopped and with sign motions, offered us lobsters. We happily accepted, and soon had a bucket of them. But the fishermen refused payment! Before we could gather gifts in return they were gone with smiles and waves, as suddenly as they had arrived. Lesson: have give-away stuff at hand. We considered going ashore, but then Dave sent a weather update: another stronger frontal system was headed our way that night! After brief discussion, and only about five hours at anchor, we were on our way, SOG 6.7, COG 332T. We took advantage of the calm conditions to transfer fuel from three jerry cans to the main tank. Dinner was--you may have guessed--sauteed lobster tail on rice.



Isla San Martin



Lobster dinner courtesy of Isla San Martin fishermen

Day 12 (13 Nov 20)

My watch was a bleary one between 0130 and 0400. We had Ensenada some miles to starboard at 0220. SOG 6.5, COG 340T. Several boats detected in the darkness, one on radar but not AIS, the other was a fishing boat that I could see, but there was no AIS or radar signal (scary)! We motor sailed all day.

Day 13 (14 Nov 20)

Another 0130 to 0400 watch, now in California waters. We saw a lot of naval activity between San Diego and San Clemente, as well as several freighters as we approached Santa Catalina. It was calm outside Channel Islands so we transferred the dinghy from deck to davits, and traded the small jib for the genoa. By 1300 Tranquilo was home in her slip, engine off. We were home,

The brain-tickling nasal swab had been worth it!

Whale Safe Follow-up

Cdr. Virginia Johns, P

We received the following note from Callie Steffan, Project Scientist at the Benioff Ocean Initiative at UC Santa Barbara, who presented on the Whale Safe project at our January 7th member meeting.

Thank you for having me last night, it was great to meet you all! I wanted to follow up with a few publications on the acoustic buoy and the blue whale model that I mentioned in the presentation if there is any interest in digging a little deeper into the technology.

- 1. Persistent near real-time passive acoustic monitoring for baleen whales from a moored buoy: System description and evaluation
- 2. <u>Dynamic ensemble models to predict distributions and anthropogenic risk exposure for highly mobile species</u>



Through the Eyes of a Four-Year-Old

Ghostwritten for Avery Aldritt Goad by eighty-five year old Grandpa Art Aldritt, AP

What a wonderful adventurous place — to discover "down below" in the cabin of a small cruising sailboat through my eyes as a four-year-old; especially when my only prior experience is in the cockpit of a kayak in my mom's lap. There are even handrails to help me down the companionway ladder, backwards. (I could just jump you know!)

"Topside" hand-over-hand helping Mom raise the mainsail is hard work, but the winch handle helps finish it. For the cleat, it's a "round turn, figure eight with the last loop tucked under," a lot more complex. "Coiling with the sun," so as to keep figure eights out of the halyard coil is a challenge. Grandpa had to help Mom with that.

Back to the cockpit with this cumbersome life jacket on is a battle with the lifelines. Mom insists, however. Next comes the order (not a request) to "sit and stay," with Mom Carla while Nancy and Grandpa Art showoff. (I'm only four, so to tell me to do one thing means to do the opposite.) Carla's on top of it though, so no problem!

Whew! Those pelicans really stink, but are interesting. There must be hundreds of them. Look at those big sea lions on the red and white bell buoy. Maybe we can make them bark!

We're on a steady starboard close reach now, so Grandpa and Mom say I can steer. (Wind is SW, 8 to 10 knots small chop, swells long and gentle, but definite.) Wow! It steers just like my "Radio Flyer Wagon;" push tiller left,

boat turns right. Amazing how easily this whole big boat turns, so that I have to concentrate to "stay in the middle of the sidewalk."

Grandpa and Mom say I really steered well. Now that I'm not steering, I notice that the boat is leaning over. Is that all right? It's not all right in our kayak!

I'm feeling a little queasy, so Mom Nancy holds me for awhile then puts me in a cozy berth with a canvas lee cloth, where I take a long nap with gurgling water sounds just outside my ear.

Later, while they're putting the boat away, I discover a smooth stainless steel fireman's pole in the cabin to slide down, again and again and again and again! I can't imagine why it's there except to slide down from the forward "V" berth to the cabin sole (whatever that means!)

We start the "cushion put away brigade" wherein my style was best and I announce that "I'm in charge of the brigade" as I throw cushions down the companionway into Grandma June's head and arms.

Time to go home now, but not before coming face to face with a great blue heron as tall as I am. He looked me right in the eye, then made a huge "squawk" as he leaped into flight; scared the "beans" out of me!!

There sure are a lot of fun things to see here at the Santa Barbara Harbor.

One Last Thing about Isla San Jose

Neil Ablitt, P

Doing research I discovered Isla San Jose was one of the few islands in Mexico that is privately owned – and has been since 1887. But the bigger surprise is it is **FOR SALE!** Of course there are environmental restrictions like you can only develop 800 of the 40,000 acres and stuff like that. But just think – and I know this is pie-in-the-sky, but we have to dream don't we? What if all the US Power Squadrons were to buy it? The perfect place to teach Safe Boating ON THE WATER! And can you imagine the classrooms and the meeting facilities? Yes, it is a lot of money, but with every squadron starting a GO FUND ME thing who knows? And hey, it's really not that much more than a home in Montecito. Well, at least something to think about. Or at least dream.



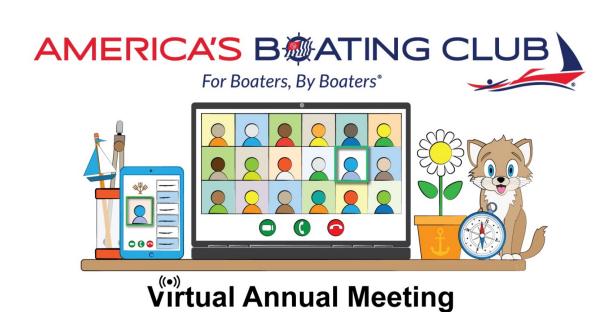
Santa Cruz Island 94 Square Miles Priceless

Isla San Jose 70 Square Miles \$72,000,000



749 San Ysidro RoadSanta Barbara, CA 93108 **\$62,000,000**4 BR 3.5 BA 12.77 ACRE





February 15-26, 2021

The United States Power Squadrons, America's Boating Club, 2021 Virtual Annual Meeting will run from Feb. 15–26, with sessions scheduled at different times to accommodate members in all time zones. Registration is not required for meetings, and everyone is invited to attend. (One course does require preregistration.) Just open the <u>current agenda on the left-hand menu of the meetings</u> page, find the sessions of interest to you, and mark your calendar.

How to Connect

- 1. Go to <u>FreeConferenceCall.com</u> 10 minutes before the meeting date and time.
- 2. Enter meeting ID **USPSABC** for ALL meetings on the agenda
- 3. Connection issues? Refer to the <u>step-by-step connection guide for</u> <u>attendees</u>

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

www.sbsps.net

Website address:

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