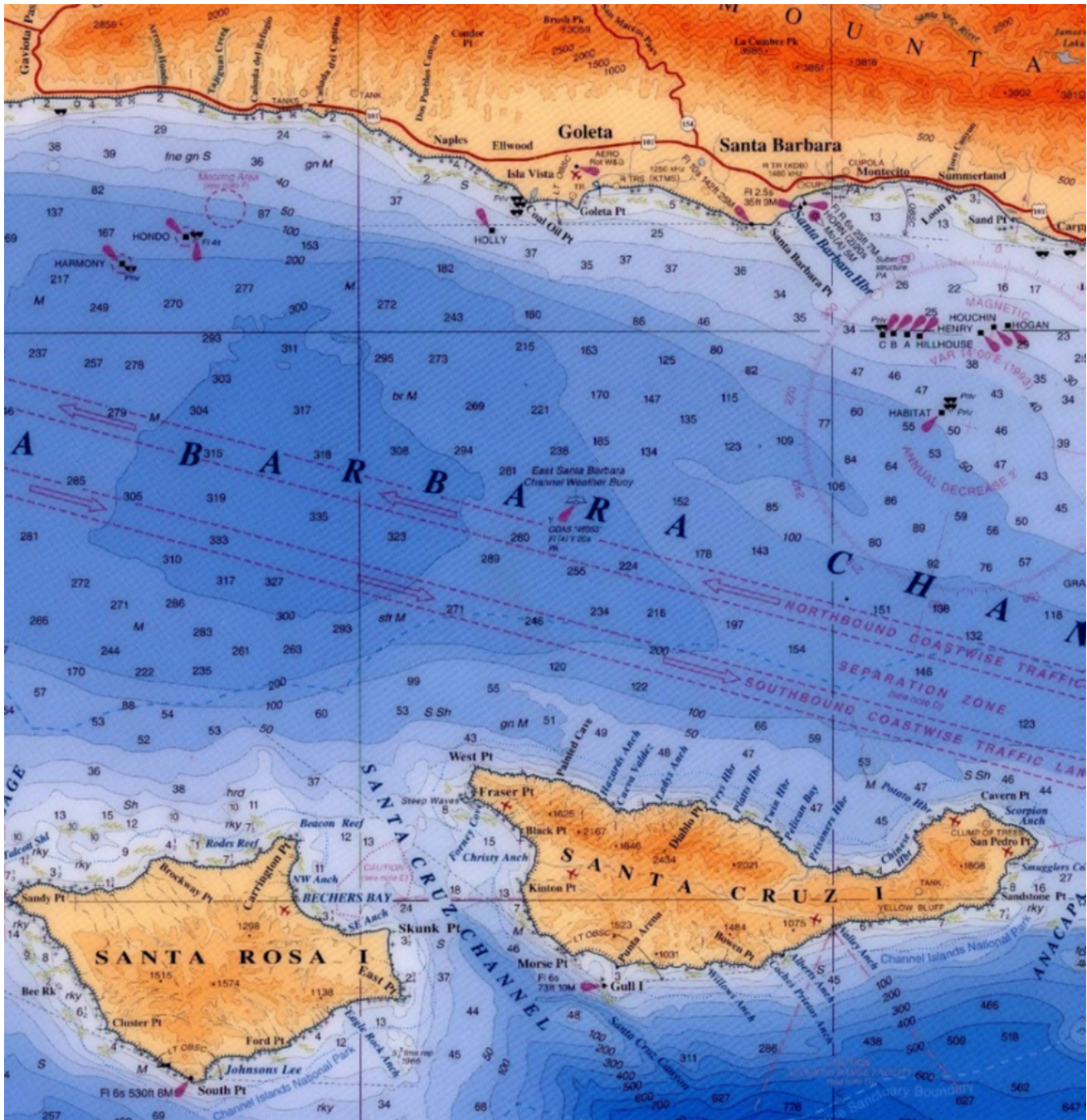


Santa Barbara Sail & Power Squadron

Monthly Newsletter June 2021





COMMANDER'S MESSAGE

Cdr. Virginia Johns, P

It was so energizing to participate in a couple of the traditional Harbor events for Safe Boating Week this past month. Following current COVID protocols, our squadron was able to help with Operation Clean Sweep (where we got a workout and were rewarded with a picnic lunch) and we refreshed our safety skills at the beach Flare Shoot (monitored by our local USCG). It gives me hope that we will be able to start up more of our squadron activities.

Remember that our squadron cruising season has started. This is one activity that we were able to continue even during 2020. May was our first cruising month for 2021 and there is a report on that shakedown cruise in this issue. I missed it, but I am hoping I will be out on Libertad for all the remaining cruises that Scott Burns has planned for this season!

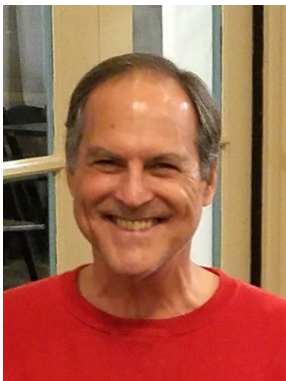
Our **June 3rd 7:30pm meeting** is a quarterly business meeting; all members are welcome to attend and join in the discussions with the squadron Executive Committee. Click [HERE](#) for the link to join us.

I apologize that I had to cancel our May "Fun and Entertainment" meeting with the scheduled speaker on radar. I am hoping to reschedule that when we are back in person. I have had requests for presentations on other topics such as

- mechanics of using the various electronics on our boats: radar, gps, VHF DSC radio...
- maintenance tasks: checklists, painting the bottom, routine engine maintenance...

These topics are of course covered in some of our classes and seminars; but there is also an interest in short presentations by fellow squadron members. Do you have a skill in these areas you are willing to share with us? Let me know –

Stay Safe



ADMIN OFFICER'S MESSAGE

Lt/C Dennis Johns, AP

May was a fine start to our Activities Calendar. The Harbor Dept.'s Operation Clean Sweep on Sunday, May 16, was a fun and entertaining event. I want to thank the members of SBSPS who participated and made our showing so impressive. Those who got filthy with harbor seabed sludge included Ron and Vicki Slocum, Pete and Suzette Seagoe, Rich and Peggy Ciolino, Bruce Wagner, Steve Worthington, Michele Devlin, and Virginia Johns. That eleven of us made up almost a third of all who volunteered. The cleanup effort was concentrated around the travel lift pier, the commercial fishing docks to the north and south of the pier and the Harbor Patrol dock. The main item dragged out appeared to be lobster/crab pots. Several items of miscellaneous description were so heavy that they had to be pulled out by hoists. We had no trouble filling the dumpster to the brim. Peggy was diligent in taking photos which will be included later in this newsletter. This marked a new start to the general process of cleaning up around the harbor which takes about seven years until they return to the pier. So if you missed out, watch for it next year, same month, same time but a different dock.

The Harbor Patrol conducted a flare shoot at 6pm on Tuesday, May 18. The weather was perfect with only a light wind blowing out of the SE. The group

met on the sand just west of the yacht club in front of the catamarans pulled up on the beach. Rick Hubbard of the Harbor Patrol addressed the crowd of about 30 people, explaining how the shoot would proceed and describing the various types of flares that would be fired off. They arranged it so everybody attending would get to fire off one of each type of flare. Many folks brought their expired flares and we soon saw why flares have an expiration date. Several were duds and that's definitely what you don't want in an emergency.

Our 2021 cruising schedule began with a May 21-23 cruise to Frys Harbor on Santa Cruz Island. I was fortunate to crew for Scott Burns on s.v. *Benchmark* with a longtime family friend Wesley. Scott will have a report on that event later in the newsletter.

Now onto June events. Commander Johns will hold a Business Meeting on Thursday, June 3, via Zoom. We are getting closer to a return to in-person meetings but we aren't there quite yet.

Finally, if Scott gets the rip in his jib fixed (details on that will perhaps be revealed in Scott's report), I'm sure he will be looking for boats to accompany him on another cruise to Santa Cruz Island on June 18-20. This one is headed for Pelican Harbor which is a relatively large anchorage and if you haven't had a lot of anchoring experience out at the islands, this is a good introduction as there is a lot of room to move around and re-anchor if need be. You can experience the longest day of the year doing what you love, boating!

Upcoming Activities

**Thurs., June 3,
7:30PM**

**Business Meeting for Officers
(All members welcome) via Zoom
(see link
above)**

**Fri., June 18 -
June 20, early
Fri., AM**

**Cruise to Santa Cruz Island S.B. Harbor
Pelican Harbor
(point person - Scott Burns)**

Scenes from the Harbor Clean Sweep May 2021



Warming up for the day's exertions with a cup of joe



Divers do the initial dredging up



Bruce making one of many trips to/from the dumpster with bottom of the sea floor debris



Hard at work and having a good time too on the fishing boat dock



At times, all the carts were busy!!!



How can someone lose so much hose?



Like trying to fit a square peg in a round hole



Harbor Patrol boat was called on for extra power to pull up this serpent-like bit of ocean jetsam



Mystery item????



SEO's MESSAGE

Lt/C John Profant, SN

We were able to finish up with the ABC class on May 22nd. The Yacht Club was gracious enough to let us administer the exam on the lower deck. Because this is a certified class that qualifies you for the California Boater's Card, we had to administer the test in person. Five people took the test and they all passed. Three people were unable to take the test so I let them know that when they are ready, I can meet with them to administer the test. Supposedly anyone under the age of 40 this year needs a California Boater's Card to operate a recreational boat. By 2025, everyone will be required to have the California Boater's Card to operate a recreational boat. I want to thank Cdr. Virginia Johns for helping me administer the exam.

The next course, or maybe it will be a seminar, will be on Weather. We are planning to offer this in the fall. Steve Hodges will be teaching it via ZOOM unless we can get the Waterfront Classroom to open.

We also did a couple of more Vessel Safety Checks. Cdr. Virginia Johns completed her first supervised VSC. She needs to do four more supervised VSC and she will then be certified to do them on her own.

If you want to have your boat checked out and receive the 2021 VSC sticker, just let me know and we can set up a time to do it.

Contact information is johnprofant@cox.net or (805) 455-9173.



Shortened Cruise to Fry's Harbor

Scott Burns

On Friday morning we had a problem when we put in a 2nd reef and decided to turn around and head back. On Saturday morning we went out again and made it to Fry's Harbor.

The biggest issue we had was that the wine opener broke, so we had to open the wine with a wrench on Saturday night. Dennis, Wes Korpela and I mostly motored over and back. Wes also learned that leaving a kayak partially in the water at the beach leads to it floating away.



The following article is submitted by Lt/C Steve York, P, and was originally printed in the *Daily Nexus*.

Isla Vista Boat Boys Clarify: “It was completely sailable”

by Atmika Iyer and Holly Rusch

On the night of May 7, three UC Santa Barbara students took a trip to the local Albertsons near Isla Vista, where they found a kiddie pool. Inspired, the three housemates purchased two kiddie pools and began brainstorming on how to turn it into a boat and take it into the ocean.



The housemates built this vessel with Home Depot buckets, a wooden board and Albertson's kiddie pools. Photo courtesy of the Santa Barbara Fire Department.

Unbeknownst to them, the story of their late-night escapade and eventual rescue would soon become international news, picked up by

the Los Angeles Times, the Associated Press and even a Bulgarian news outlet, an experience the boys called “weird.”

But according to a housemate who spoke to the Nexus, they didn’t actually need rescuing.

After buying the kiddie pools, the three housemates — one first-year and two second-years — got to work figuring out how to keep the kiddie pools buoyant on the ocean. One of the three housemates didn’t sail with the other two on the vessel. Attaching a wooden board and some Home Depot buckets to the kiddie pools, the housemates — who asked to stay anonymous, citing privacy concerns — brought their constructed vessel to Del Playa beach.

On their way to the beach that Friday night, the two were stopped by police who asked them what they were doing with their contraption, the housemates told the Nexus. The group of boys told the officer that they used their knowledge of math and physics to ensure that the boat was safe, and the officer allowed them to proceed.

After the housemates reached the beach, the boat received attention from partygoers on the bluffs above, the boys said.

“The guy who owned the house came down, [and] was talking to us ... People from the party [were] continuously coming down and helping us and looking at it and talking to us,” the second-year student said. Once in the water, the boat worked exactly as intended, the second-year continued.

“We flipped [the buckets] over like you see in the photos, the buckets are up,” he said. “Then you fill the buckets with water, which we calculated, just to keep us stable and buoyant ... It was completely sailable.”

Soon after the boat took sail, with one housemate manning a paddle, someone began flashing a light at the boys. Thinking someone was looking to say hello, they flashed a light back. The boys now believe that the person who originally flashed the lights might have thought they needed help and called emergency services.

The housemates do not know the identity of the person who called emergency services.

“When we first saw [emergency services] coming up [we were] just kind of pissed off because we thought some drunk person just called even though we were perfectly fine,” one of the second-years said.

“We were mad both that we were gonna have to deal with this but

also that emergency services [was] wasting their time with something so stupid.”

The boys apologized for the bevy of emergency services that were brought out to aid in the rescue — including paddleboards, jet skis, boats and a fire truck — as they got to shore without assistance.

Once the boys paddled back to shore, they took a shower and returned to the beach to take care of their boat. They dragged it by the stairs on the beach and tied the boat there hoping to bring the boat back later. Unfortunately, it seems their knots were too strong, and they’ve struggled to bring it back home.

Despite the boys’ claims, Mike Eliason, the public education officer for the Santa Barbara Fire Department, said that the fire department had an obligation to bring them back to shore.

“[The boys] weren’t dressed appropriately. The seaworthiness of the vessel was in question. They can say that it was perfectly formed and will ballast and everything else,” Eliason said. “But we’re not going to allow them to stay out there at that time at night in that vessel. And we wanted to bring them ashore for safety reasons.”

According to Eliason, “rescuing” the boys cost the fire department \$4,000. Eliason added that the fire department wanted to avoid a situation where someone might have gotten hurt as a result of their expedition.

“If one person had been suffering from hypothermia, or if they had gone overboard, then it would have taken an entirely different tone. So that’s why we reacted the way we reacted,” Eliason said.

As a result of the coverage — both by news outlets and on Reddit — the boys received an unexpected amount of media attention, something they attributed to the [tweet](#) from Eliason that originally reported them as “rescued.”

“Without that mistake, it’s just a non-story. It doesn’t have to have been written, probably,” the first-year student said.

However, because of the news coverage, one mariner offered to take the boys out on his sailboat — an offer the boys told the Nexus they plan to take up.



Cdr. Virginia Johns, P

It is the start of our squadron's cruising season. Likely you are getting your boat ready for the season. But before you call John Profant and ask for your FREE annual Vessel Safety Check –

- check the state of your safety equipment (click [HERE](#) for the list our squadron examiner will use when inspecting your boat)
- get a discount at West Marine on the purchase of new flares or any other safety equipment that needs replacing on your boat (click [HERE](#) for the West Marine coupon – make as many copies as you need)



Perfect Evening for Practice Flare Shoot

On a picture-perfect clear evening with (thankfully) little breeze the Harbor held its annual practice flare shoot on May 17. Here are photos from that event.

Editors note: In these photos, it might be hard to notice reporter John Palmintieri, since we see only his back, but he was there and you may have caught a brief interview he did with Squadron member Lisa Burns on the local news.



Rick Hubbard from the Harbor, explaining the 3 different types of flares that would be tested:

1. Hand-held flare





2. Gun-launched meteor flare



3. Parachute flare

Jargon - Vessel Safety Check

Cdr Virginia Johns, P

The vessel safety check program developed by the US Coast Guard (USCG) helps to achieve voluntary compliance with federal and state recreational boating safety laws, particularly regarding the carriage of safety equipment. It also raises boaters' awareness of safety issues through one-on-one

contact by vessel examiners. USPS, along with the USCG Auxiliary, is approved to participate in this program as qualified examiners.

1. Vessel safety checks are generally performed on recreational boats under 65 feet. Vessel safety check requirements parallel federal and individual state regulations regarding equipment and safety conditions of the vessel.

2. A vessel safety check is not a punitive report, but rather a courtesy safety examination to promote boating safety and awareness. Therefore, vessel examiners do not have any law enforcement authority. Once the vessel meets all requirements, a sticker is issued for display on the boat.

3. A vessel safety check is performed only with the consent of the owner or operator, who must be present at the time of the examination.

4. A vessel safety check does not prohibit the right of any federal, state, or local law enforcement authority to verify the presence and condition of safety equipment. But the presence of a current sticker on your boat indicates to the Coast Guard, or other boating officials, that you have passed a recent equipment check.

5. Squadron Vessel Examiners achieve qualified status by passing the USCG online test and remaining active with a minimum of 5 vessel safety checks per year. They are permitted to offer this service to the public, not just squadron members.

John Profant is currently our squadron's sole certified Vessel Examiner. I have passed the test and now need to perform 5 vessel checks under his supervision before I can branch off on my own. Now that COVID restrictions are somewhat released we have been approved to start up our vessel checks again, practicing caution. John supervised my first vessel examination last week.

They make it quite convenient to become an examiner. The manual, practice test, and final test are all online. If I can do it ...



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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