



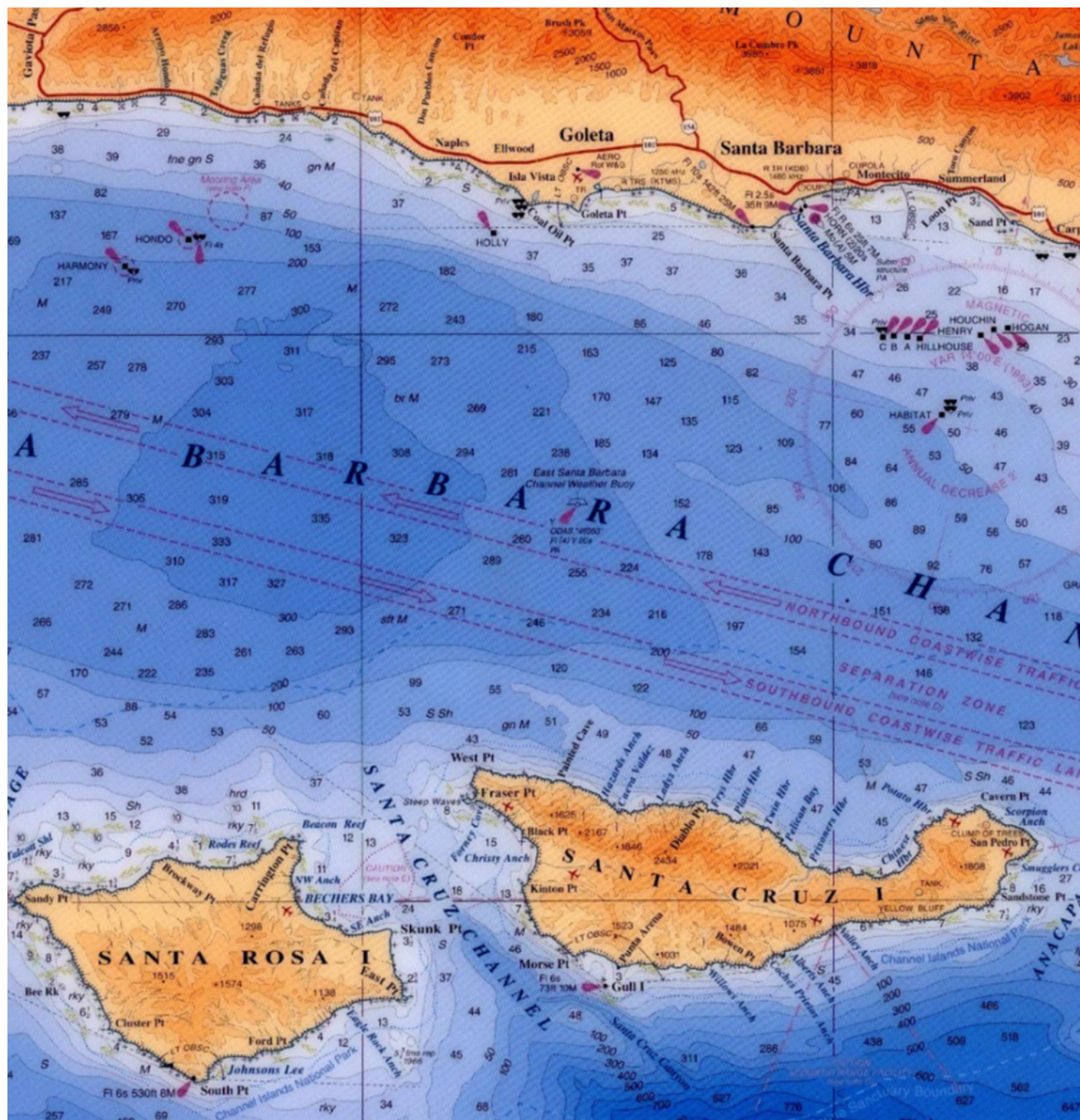
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Signal Hoist



Santa Barbara Sail & Power Squadron

Monthly Newsletter July 2021





COMMANDER'S MESSAGE

Cdr. Virginia Johns, P

Our Squadron: With lessening COVID restrictions in Santa Barbara County, we have been given permission to resume our use of the Waterfront Classroom for our classes and meetings. And our social activities will start reappearing on the calendar!

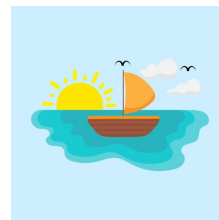
- **July 1, 7:30 pm Waterfront Classroom** This month is a "Fun and Entertainment" meeting. Steve Young, our Marine Electronics instructor, will enlighten us about Radar.
- **Sat July 10, Fri-Sun July 23-25** We also have two social/boating activities in July – so make sure you read Dennis' Administrative Officer message below for those details!

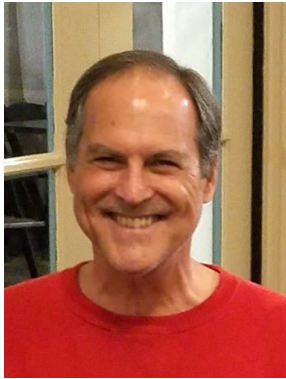
Our District: District 13 is planning a summer/early fall BBQ – several locations are being considered in San Pedro, Channel Islands, and Ventura. I will send out a notice as soon as a date is selected; most likely it will be in Aug, Sept, or Oct.

National: The Fall Conference & Governing Board* meeting will be held Aug 29 – Sept 5, 2021, in Raleigh, NC at the North Hills Raleigh Hilton Hotel – reservations are open. It doesn't sound like there will be many virtual sessions, but some may be recorded for later viewing.

*see my Jargon article below which explains the 'governing board'

Hope to see many of you at our three July activities! I will definitely be wearing my summer smile.





ADMIN OFFICER'S MESSAGE

Lt/C Dennis Johns, AP

California has officially opened up!!! That means the balance of our Activities Calendar is alive and well. Our June 3 meeting was unfortunately cancelled as a speaker could not be secured, but July begins with an in-person meeting on Thursday, at 7:30, at the Waterfront Classroom. Steve Young will be the speaker and will bring us up to speed on the state of radar for pleasure craft. Let's all return to the classroom to enjoy the social environment we've missed for so long.

Scott got his ripped jib repaired in only a few days and at a price that did not require a dip into his retirement fund. The cruise planned for Pelican's Harbor occurred with some drama on the return to the harbor. Read Scott's report on how karma works and what goes around comes around.

July has two more events for the squadron. The first is sort of a new idea with a couple of attempts at it in the past. In hopes of opening up the world of boating to a greater audience, we are asking the entire squadron fleet (boat owners) to join us in a Saturday afternoon rally. Once we know how many boats are coming (and crew spaces available), we'll put out the call to anyone who may want to come along for the ride. Could be a family member, friend, or acquaintance (neighbor?) who will appreciate a day on the water, looking at Santa Barbara from another perspective. This could be a good opportunity to draw folks from the Santa Barbara Newcomers Club or from the Santa Barbara Ski and Sports Club. After the cruise, we will retire to an appropriate watering hole for a social gathering. The formal notice will be coming out shortly.

The final event for July is another cruise to the Channel Islands scheduled for July 23-25. Scott has several weeks to decide which anchorage he wants to target this time and I'm sure he won't keep us guessing too long.

For anyone wondering the status of *Libertad*, Virginia and I continue to load items onboard, and check out systems. The electrician got the windlass, wind generator, and the solar panels hooked up but the ammeter that registers the output of the last two may be on the fritz. The high-power alternator is wired in, but we don't know if it is working because the last time down to the boat, the engine wouldn't start. The electrician will be diagnosing the problem; hopefully it is a simple loose connection. We are still finding issues to be dealt with, but we are happy to have *Libertad* back in the water and soon to be cruising again.

Upcoming Activities

**Thurs., July 1,
7:30PM**

**Members' Meeting
Steve Young speaking
on Radar**

**Waterfront
classroom**

**Fri., July 23 -
July 25 early
Fri., AM**

**Cruise to Santa Cruz Island
(Destination TBD)**

S.B. Harbor





SEO's MESSAGE

Lt/C John Profant, SN

We have an opportunity now. Things are starting to open up and it looks like we might be able to start offering in-person classes and seminars. It has been fifteen months since we had to cancel our piloting course due to the pandemic. It is now time for me to get with our instructors and see how we want to move forward.

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 was planning to teach 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 second supervised VSC and is starting to feel more comfortable performing the Vessel Safety Examinations. She has three 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.



The Summer Sailstice Sail to Pelican's Bay

or

*How we get by with a little help from our friends
by Benchmark crew member Lisa Burns*

Summer Sailstice at Pelican's Bay began Friday morning with 2 dads, Scott Burns & Steve Carlson in the *Benchmark*, along with wife Lisa, leaving at 8am & arriving at 12:30pm. Joining the Catalina 30 *Benchmark* were fathers Tom, Paul and Gary on *Destiny*, 31' Beneteau. It was an uneventful motor across a calm Santa Barbara Channel to Pelican's where *Destiny* and *Benchmark* anchored on the east side, near the makeshift landing of the old hotel, away from the 11 (which swelled to 14) yachts, a mixture of sailboats & motor cruisers. In a twist of fate, this proximity became important on Saturday. Gloomy skies cleared and the crews of both boats took their respective dinghies to Little Pelican's, where we walked the Nature Conservancy's trail to amazing vistas of both Pelican's and Prisoner's Bays.

Scott made friends during kayak visits to other boats anchored and by Friday evening, a social-distanced gathering spontaneously developed as people lashed their dinghies together to form a flotilla, passing wine, beers and going boat to boat hailing crews to join up with their preferred libations.



Saturday morning began with intentions to relax or exercise when the *Destiny* discovered that the diesel would not start. The day progressed with Tom making a neighborly visit inquiring if *Benchmark* had a battery charger on board. Score one for the Power Squadron, Scott had a battery charger. Tom exchanged a bottle of wine and took it over to the *Destiny*. However, their battery would not take a charge. Scott took *Benchmark's* second battery over to *Destiny*, but the engine would not turn over. The problem was not the battery, but what to do? Scott having had a prior experience, remembered how Dennis Johns towed the *Benchmark* back, and offered to return the favor for Tom. A plan was made for an early departure on Sunday, with the *Benchmark* towing *Destiny* back to Marina 3, where both boats had berths.

Early Father's Day Scott prepared two ropes so that the *Destiny* would be evenly pulled from the bow on port & starboard, as Dennis did with *Benchmark*. A neighboring fishing boat kept a watchful eye as the sailboats



moved, circled around, pulling up first their stern, then their bow lines, and then connected lines from *Benchmark's* stern to *Destiny's* bow. Soon *Benchmark* started the trip, and with calm seas, light winds and only one southbound freighter to be concerned with, the crossing was made. Decisions to try to sail across the channel were abandoned with light winds, so *Benchmark* towed the *Destiny* home, finally moving cautiously through the harbor channel, with *Destiny* throwing off the tow lines after Marina 4. The wind then

picked up and they were dead in the water for a few seconds, drifting over to Marina 4. The crew secured the boat and waited a few minutes for the Harbor Patrol to take them to their slip on Marina 3.

Footnote: The ground cable to the motor had gotten loose, and it took 20 seconds to tighten, once it was noticed back at the slip.



Anchoring Tips in an Emergency



Tip #1: Deploying your anchor in an emergency

Repeated from a 2018 Signal Hoist, by Lt/C Rich Ciolino, JN

What should you do if your engine stops while underway? Your response depends upon basically how close you are to grounding or drifting into something, and your troubleshooting capability. While at sea large waves could expose you to broaching, or at least make it difficult to troubleshoot your problem. If necessary, deploying a **sea anchor** at sea would allow the boat to position itself in a stable position, that is, with the bow of the boat facing into the waves and/or wind. If the possibility of grounding or striking an object exists you should deploy your **anchor** to put the boat in a stable position. Once in a stable position you can look into the problem and make a decision about how to deal with it. Options could be fixing it yourself, calling a Tow Service, calling the Local Harbor Patrol, or calling the Coast Guard, even if only to let them know that you are dead-in-the-water and are working on the problem.

Tip #2: Leaving your anchor in an emergency

By Lt/C Dennis Johns, AP

Whether you have a nylon rode or an all chain rode, the bitter end of the anchor rode needs to be securely attached to a cleat or a loop in the anchor locker before you deploy your anchor or you may lose it all overboard. When your rode is all chain, it is advisable to have a short section of nylon line at the bitter end that is attached to the boat. Since it has a bit of stretch in it, it provides some shock absorption that will prevent excessive strain on the anchor locker attachment if the rode runs out unexpectedly. And in an emergency situation if you need to purposely release your anchor and rode, it is easier to cut this line than to unshackle a chain connection.

Getting a New Dodger

Lt/C Steve York, P

Last summer, after more than 15 years, we decided it was time for a new dodger for Peregrine. Though the old one still provided protection, the zippers were frozen, the windows were scratched and there were black streaks on the top where mold had accumulated and was not removed in a timely manner. Bennet Garr has always been referred to me as the "Go-to" canvas person since we brought Peregrine to Santa Barbara about 10 years ago. He made a new sail cover and dodger cover for us in 2018. When I approached him during August of 2020, he told me to contact him in a couple of months. In November he told me that he was retiring and would not be taking any orders - only completing those he already had. What to do now ...??

It took a couple of queries but finally in February I was referred to Vanessa Fern who runs Manten Marine Canvas in Ventura. She works on boats from Oxnard to SB and came by Peregrine in mid February to provide an estimate. I could tell from her detailed examination of our current dodger that she would be good. She pointed out a number of issues she could see and had great suggestions to resolve them with the new dodger

Then she took me to a similar sized sailboat on the next finger that she had just finished. She showed me how the windows would be improved, new and sturdier materials for the chafe points, better methods for securing the dodger to the traveller - all of which she would incorporate into our dodger. No sales talk - just obvious competence and expertise. We also wanted to keep our existing dodger cover and bimini which are both in good shape and have it connect to the new dodger the way it currently does. She figured that out as well. Before we got the quote we knew we were going to use her.

Since she was quite busy, she wasn't able to start until early May. The new dodger itself went on just before Memorial Day. She spent time during the next two weeks adjusting for the bimini connection so it now connects perfectly. She also adjusted to existing dodger cover so that it now fits perfectly. When we look at the work, we are both so impressed with the quality of her work and meticulous attention to detail. You can see it in everything from the stitching to the straight seams to the snaps and their installation. She was also able to preserve the existing dodger cover and bimini which required creativity on her part. What an improvement over our old dodger setup!



Throughout the process she kept us informed with text updates, phone calls and pictures when there were issues to discuss. We would recommend her to anyone who is considering new canvas for sail or power. We would also be happy to show off our new dodger if you want to see the quality of her work. If you want to get in touch with her, text 805-256-0761 to get started.

Jargon — What is the Governing Board?

Cdr Virginia Johns, P

The Governing Board (GB) of America's Boating Club – USPS reviews the policies and management of USPS, and approves changes to the dues and bylaws.

Who is on the Governing Board?

The GB is composed of three classes of members:

- 1) Those who acquire membership by virtue of office held (i.e. members *ex officio*);
- 2) Those who are elected as individuals – “general members”
- 3) Members emeriti

Members *ex officio* include the chief commander, vice commanders, rear commanders, district commanders, district educational officers, members of the national general committees, squadron commanders, past chief commanders and past vice commanders who have served a minimum of two full elected terms as such.

General members are elected at the annual meeting in the ratio of one for every six hundred (600) active members of USPS. They are nominated by the Committee on Nominations, usually upon recommendations submitted by the district commanders.

Members emeriti are members who have earned at least fifty merit marks.

When does the Governing Board meet?

The GB meets once per year as a part of an America's Boating Club - USPS Conference.

Who gets to vote?

Voting at all GB meetings is by its members plus delegates from the squadrons in the ratio of one delegate for each one hundred (100) active members, or fraction thereof. These delegates are appointed by the squadron.

Given the above designations for members and delegates, our squadron currently gets three votes at each meeting of the Governing Board:

- Me, as Commander
- A delegate
- Don Crowder, who is an Emeriti member (with at least 50 merit marks...he actually has 60!)





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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