



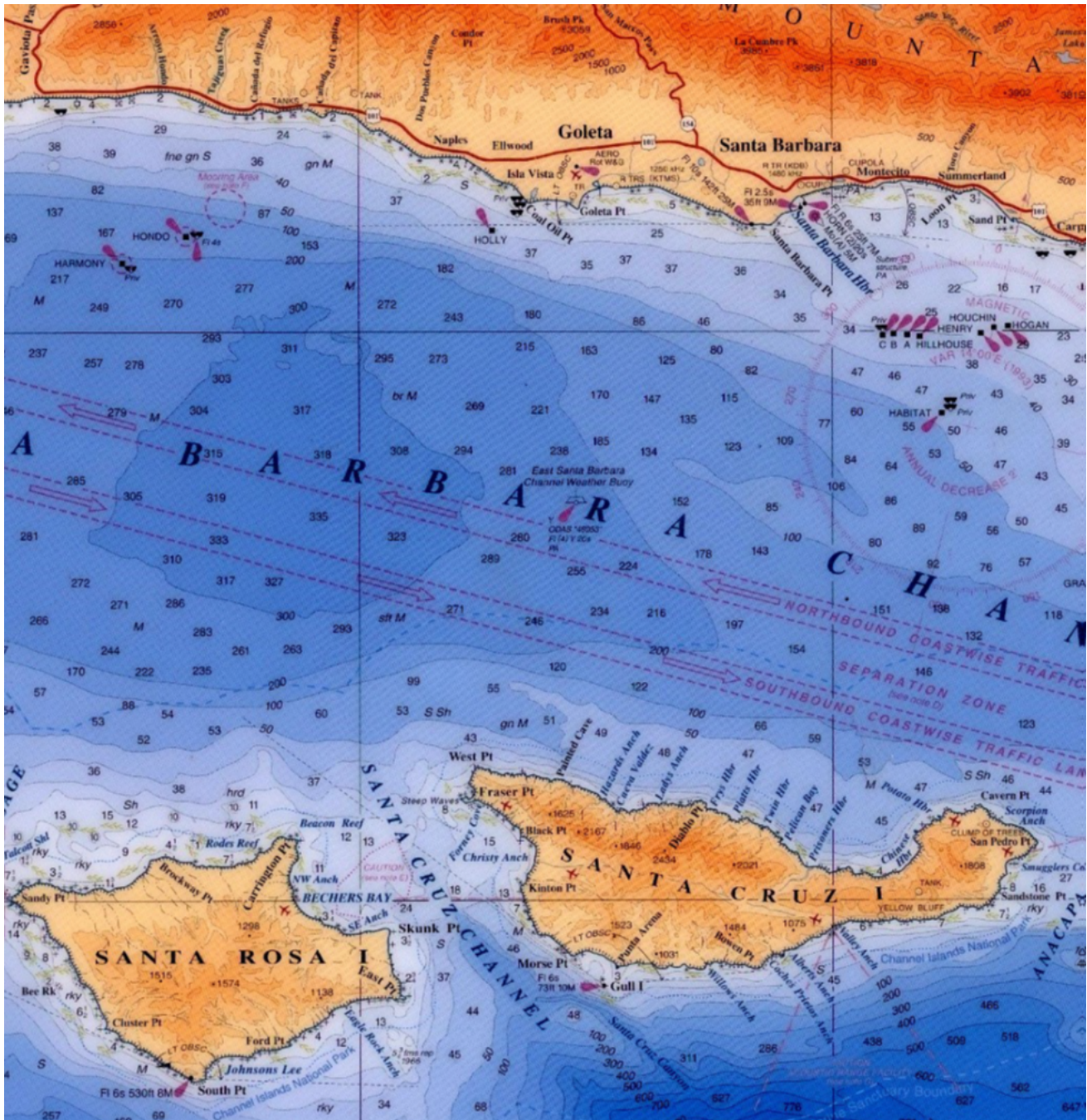
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Signal Hoist



Santa Barbara Sail & Power Squadron

Monthly Newsletter November 2021





COMMANDER'S MESSAGE

Cdr. Virginia Johns, P

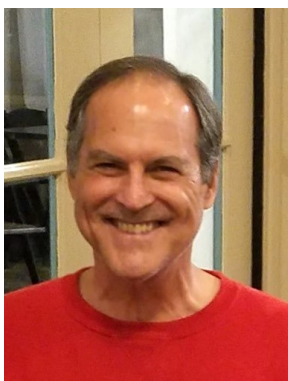
October's Fun and Entertainment meeting was well attended. Dr. Mary Louise Scully provided information about planning for travel (be it by land or by sea) in geographic areas where you might need an advance immunization or to carry special medications with you to minimize your risk of contracting diseases such as yellow fever, malaria, and dengue. We also enjoyed stories about when she served as the expedition team physician for one of Jean-Michel Cousteau's adventures in the Amazon. And of course we couldn't resist peppering her with questions about Covid.

November's Fun and Entertainment meeting will be:

- **Thursday November 4th 7:30pm** Waterfront Classroom
- **Dr. Brian Fagan**, well known Emeriti Professor of Anthropology at UCSB, but also known to many of us boaters as the author of *The Cruising Guide to Central and Southern California: Golden Gate to Ensenada, Mexico, Including the Offshore Islands*. We have a copy on Libertad and I know many of your boats do as well.
- "Thoughts on Cruising our waters, or Don't turn right at the lights"
- Brian takes us on a journey through Santa Barbara Channel waters, which combines navigation and seamanship, details of anchorages with strategies for sailing our waters. This is not a primer for cruising here, but a collection of thoughts based on sailing numerous waters that hopefully gives insights about our cruising ground to people used to sailing in deep waters.
- Masks are required by SB County for this indoor venue.



Ron Matthews for your 50 years of membership



ADMIN OFFICER'S MESSAGE

Lt/C Dennis Johns, AP

We hoped for an "Indian Summer" and here it is. What a great couple of days we've had in October including a little rain to water our gardens. Unfortunately, the pandemic is still governing much of our lives and we have to be careful about what activities we participate in. Hope you have all received or have scheduled your booster COVID shot to keep you as safe as possible.

If you missed the Fun & Entertainment meeting on October 7, with Dr. Mary Louise Scully, I hope you don't go traveling soon without the proper inoculations. She gave us the lowdown on the variety of diseases that are out there waiting to ruin your day. Fortunately the presentation was without graphic photos of what can happen to you, but it was most informative and particularly timely considering the situation the world is in today.

Thanks to Ed and Martha Kaufman for hosting the Dockside Brunch on October 16. What a perfect morning! What a beautiful boat (s.v. Aisling)! What scrumptious foods! What fabulous comradery! See the recap article later in this issue.

The November 4 meeting is another Fun & Entertainment opportunity. The Commander has lined up a celebrity for this one –see the Commander’s message for details. Don’t miss this one!

The Activities Calendar has our Maritime Museum Mixer scheduled for November 17. We approached the Maritime Museum to reserve the venue and they actually agreed to host us. We hoped that the pandemic would ease its grip locally to allow the Santa Barbara County Public Health Department to reduce restrictions on indoor events. That didn’t happen and masks would be required indoors even if we could produce vaccination cards for everyone attending. These restrictions did not offer the kind of comfortable social environment we have experienced in the past for a successful event. That, plus we anticipated some hesitation on the part of several potential attendees which led us to decide that it would be best to pass on the event this year and look forward to a more relaxed opportunity next year. I’m sorry to advise that the Maritime Museum Mixer is cancelled.

One December event bears mentioning in this newsletter, namely the Holiday Party currently scheduled for December 11. As with the Maritime Museum Mixer, we have concerns about membership participation at an indoor event due to the persistence of COVID. Over the next few weeks we will make some inquiries of the membership to determine if enough interest exists to move forward with the party. Stay tuned for further updates.

Upcoming Activities

**Thurs, Nov 4
7:30PM**

**Fun & Entertainment
Gathering with
guest speaker Brian Fagan**

**Waterfront
Classroom**

**Wed, Nov 17
5-7PM**

Maritime Museum Mixer

**Maritime
Museum**

CANCELLED

**Tues, Dec 7
7-9PM**

**Weather Seminar
Dr. Steve Hodges**

**Waterfront
Classroom**

**Sat, Dec 11
6-9PM**

Holiday Party

TBD

UNDER
DISCUSSION



SEO's MESSAGE

Lt/C John Profant, SN

We are going to be giving a seminar on Basic Weather and Forecasting. It is going to take place Tuesday, December 7th from 7pm to 9pm upstairs in the Waterfront classroom. Dr. Steve Hodges with his vast knowledge and experience will be giving the seminar. The cost of the seminar is \$10 and everyone is invited. We are setting it up so that you can register online at <https://www.sbsps.net/boating-events/category/boating-classes/>. If you would rather you can always give me a call.

We did not do any Vessel Safety Checks this month. We are happy to check over your boat to make sure it complies with Coast Guard requirements for safety. If it complies you will receive the 2021 VSC sticker. Just give me call if you want to schedule a VSC. Actually, you would be doing us a favor since Cdr. Virginia Johns needs a couple of more VSCs to get certified as a vessel safety examiner.

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

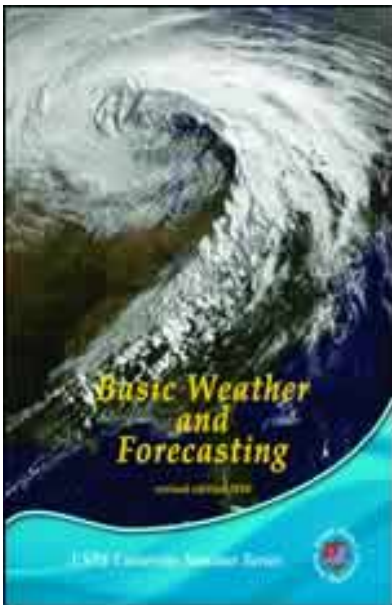
Learn to recognize the early signs of changing weather



"Weather Seminar" for Boaters

The **Santa Barbara Sail & Power Squadron** (Your local chapter of the United States Power Squadrons® - USPS - providing quality boating education courses, vessel safety information, and social events) is offering a 2-hour seminar on Weather

Seminar Covers:



- What causes weather
- How weather systems move
- Why winds blow
- How storms and fronts create foul weather
- Why fog forms
- Where to get the best professional forecast
- How to refine them using your own observations

Schedule: 7 to 9pm, Tuesday, **December 7th, 2021**

Location: SB Harbor Waterfront Classroom above Post Office

Pricing: \$10/person

Contact: John Profant (805) 455-9173 johnprofant@cox.net

Masks Will Be Required

Bucket and Chuck-it or, What to do When Your Toilet Misbehaves

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



“Bucket and Chuck it”. [*Westcountry Sail: Merchant Shipping, 1840–1960*](#) (1971): The helmsman stands on a grating with his back against two teak rubbing boards on the wheel shelter. To port, the wheel shelter houses the lavatory (of the **bucket and chuck it** variety)

Our family took advantage of schedules that finally lined up so Peggy and I could get out to the Isthmus on Catalina Island and have our daughter and husband, and our son and fiancée, join us for a week of sun and fun. We left Santa Barbara on July 5th, stopped overnight at Channel Islands Harbor and arrived at the Isthmus the following afternoon. Through a miracle of scheduling and luck we arrived just as the Catalina

Express from San Pedro carrying the kids arrived. In this picture below, that’s the Catalina Express arriving at the Isthmus as seen as we approach from a few miles off.



While gathered in the saloon one evening playing a board game our son leaned over to me and asked me "Do you smell something like urine?". I did and I dreaded something bad but didn't want to immediately face the consequences of finding a leak in our toilet system that would likely come with a major interruption in what up-to-now had been a stress-free and fun get-together. But, this is boating. After the game came to a reasonable stopping point we packed up the game and I went over to the bilge area where the toilet hoses, macerator, overboard thru-hull valve, and deck pumpout hose are located. The smell was stronger there so I donned rubber gloves and felt around to locate the source of a leak. With my crew standing by for instructions, holding a flashlight, and offering ideas of what to do, I found some cool liquid on the macerator. Before going on let me explain my toilet usage guideline with six adults on board for a week and a 27 gallon holding tank: With nearby access to full bathroom facilities on-shore, just a short dinghy ride away, we use the on-board facility for liquid deposits only, unless of course there is an emergency or midnight need.

The macerator was not only leaking from the input end but had some brown stains on it from other leakage. Also, three of the four screws holding the input end of the macerator in place were loose and pulled out as they were totally corroded through! This was the second macerator installed in our boat since we bought it and both of them had the same problem with corroded screws.

My plan was to first stop the leak, or at least keep it from going into the bilge so as to get through the night. In the morning we could then take the boat over to the main dock and use the pump-out facility to empty the holding tank and drain the hoses, which would essentially stop the leakage. The only way to dump our holding tank is with the macerator and I did not want to run it at all with its leaks, so taking the boat off-shore to dump the holding tank was not an option. We could use the on-shore bathroom facilities for the remainder of our stay.

Our particular installation does not have a shutoff valve, or Y-valve, but uses a Y-hose fitting to route the holding tank waste to the macerator and the deck pump-out. It's simple but in this situation we couldn't block the holding tank waste from going to the macerator. I believe this accelerated the corrosion problem with the macerator screws since the holding tank liquid was always in the macerator even if not running. My only choice to deal with this mess until we got home was to try and catch the leaking liquid in plastic bags to be disposed of as necessary. So, with plenty of gloves and

plastic bags available, I connected the first bag to the leaky macerator. Here's what it looked like with a bag connected using duct tape and nylon ty-wraps.



This got us through the night at which time I put a new bag on and took the first bag ashore to empty into a toilet. It held about a pint of liquid. While on shore I learned that the pump-out station was broken and they were not sure when it would be repaired so it looked like we'd have to handle the leak with plastic bags for a couple of days.

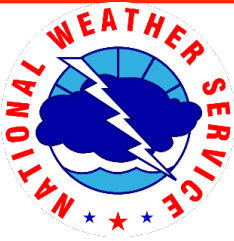
Back at the boat we were faced with getting rid of the remaining smell coming from the bilge that had collected the initial leakage from the macerator. Fortunately the level in the bilge was not sufficient to trigger the automatic bilge pump but I did want to get that liquid out. So, after cleaning the bilge area below the macerator with liquid cleaner and paper towels (the leakage had flowed down to the low point of the bilge) we began pumping out the bilge using a manual hand pump into an empty six gallon jerry can. We got a couple of gallons in each of two jerry cans so they'd be easy to carry ashore and dump in the toilet there. I found some hydrogen peroxide at the General Store and flushed out the jerry cans.

Catching the leakage in plastic bags and using the on-shore facilities for a couple of days worked out fine until the kids left and Peggy and I got underway to sail home. While underway we did adopt the time proven and reliable method of **"Bucket it and Chuck it"** as we made the non-stop 15 hour run to Santa Barbara.

Once home we pumped out the holding tank and hoses, rinsed it all out a couple of times with water, and dug into the mess of replacing the macerator. In the process of installing a new macerator – oh, not the same

brand this time – I had to install some new hose and add a Y-valve that can isolate the macerator from the holding tank. The following pictures show the failed macerator side view and an end view that highlights the three empty bolt holes that corroded loose, and the completed new installation. The macerator is in the upper left corner of the photo.



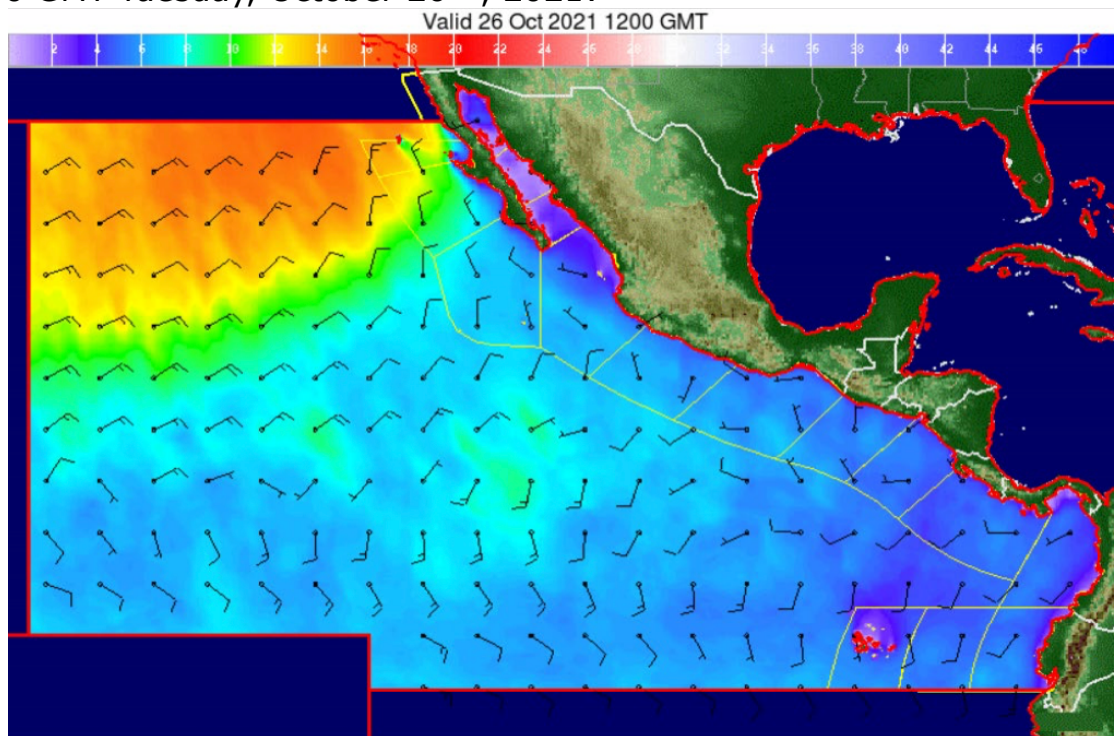


Pacific Basin gridded forecasts go operational



A major forecasting milestone will take place for mariners on October 28, 2021. That's when the offshore and high seas gridded forecasts for the Pacific Basin transition from experimental to operational. The forecasts originate from the Tropical Analysis and Forecast Branch (TAFB) of the National Hurricane Center (NHC), the Weather Forecast Office (WFO) in Honolulu, Hawaii, and the Ocean Prediction Center (OPC).

There are five elements making the transition: 10-meter (33-feet) wind speed; 10-meter wind direction; 10-meter wind gusts; significant wave heights (or "seas"); and marine hazards. Transitioning these forecasts to operational status is another milestone for the NWS National Digital Forecast Database (NDFD) and follows a similar move in December 2017 with the Atlantic offshore grids. Users do not need to take any action when the experimental forecasts transition to operational status. An example of the wind and wave grids from NHC/TAFB are shown below for a forecast valid at 1200 GMT Tuesday, October 26th, 2021:



NHC/TAFB Experimental Gridded Marine Forecasts



The wind barbs represent wind speed (one barb = 10 knots) and direction. Significant wave height is represented by the colored shading in feet.

Graphics depicting the gridded winds, seas, and hazards are available through NHC/TAFB's Marine Graphical Composite Forecast Map at: https://www.nhc.noaa.gov/marine/forecast/enhanced_epacfull.php

The gridded forecast graphics can be found at:

<https://digital.weather.gov/>

<https://digital.mdl.nws.noaa.gov>,

<https://ocean.weather.gov>,

<https://weather.gov/hfo>

Contact: NHC Public Affairs: nhc.public.affairs@noaa.gov October 26, 2021

Submitted by Cdr Virginia Johns, P



Santa Barbara Sail and Power Squadron Fall Dockside Brunch

October 16, 2021

Ed Kaufman, AP, and Martha Kaufman, S

Was it the need to get out after months of pandemic isolation? Was it the spectacular clear, crisp October day? Was it the need to "...go down to the seas again, to the lonely sea and the sky..."? Was it a hunger for a Saturday morning brunch? Or, was it all the great people who turned out? Truth is, it was probably a bit of all of that, but my own bias: Want a great party? Invite great people. A great party is what we got when twenty SBSPS members and guests assembled for a successful dockside brunch on October 16th, arriving by dinghy or the long walk out to "S" dock.

Providing the backbone for the brunch, Rich and Peggy Ciolino brought their sausage, peppers, and potatoes combo; Dennis and Virginia Johns provided two baked egg dishes as well as logistical support; and Ed and Martha Kaufman, who in addition to providing the dockside setting near their sailboat Aisling, provided coffee, smoked Applewood bacon, and pancakes that kept coming off the griddle until the last person protested, "I can't eat another one."

There was a cornucopia of side dishes, including fruit from Peter and Mary Ford and Steve and Eleanor York; persimmons aplenty from Andrew and Jackie Stevens, enough for everyone to take a few home to enjoy; orange juice from Art and June Aldritt; muffins from Bill Goodale who made the drive up from Anaheim for the occasion; and decadent chocolate croissants from Steve and Bobby Young. Finally, for those still standing, there were desserts: brownies from Steve Worthington and his Labrador pup, and lemon squares from Duane Felender and Janis Johnson. If I've forgotten someone's presence or contribution, my apologies; it had to have been the coma we all suffered after sampling the fare.

Everyone enjoyed catching up, sharing notes on boats, the latest upgrades, and plans for next year's cruising season. For those of you who missed it, you can capture a bit of the festive mood by viewing cinematographer Rich Ciolino's drone footage of the event at: <https://www.youtube.com/watch?v=LJ6ZArrzEk8> Better yet, resolve to join us when we next gather for another dockside brunch. Ahoy!

Scenes from Dockside Brunch

photos contributed by Janis Johnson, Andrew Stevens, Peggy Ciolino, and Rich Ciolino















Jargon

Cdr Virginia Johns, P

America's Boating Club/United States Power Squadron (our national organization) has two websites, each of which primarily address a different audience.

- **Americasboatingclub.org** is a site available to the public. It describes the services available from our organization and benefits of joining. New members might find this a useful summary/orientation.
- **Usps.org** is a site for members only; it requires a logon using your certificate number and assigned PIN. These login credentials are included on your annual renewal notice as a reminder. Some functions of this website are restricted to bridge members with specific jobs. Here are a couple areas that all members might find useful.
 - It is a very convenient way to access information about you. You can change your personal information such as mailing address, phone number, and email address – ensuring that communications from the organization reach you. You can get a list of courses that you have taken; this can be helpful when applying for boat insurance.
 - The **Information Center** area of this website is one particular area that I encourage all members to explore. It is labelled **Info Center** on the top menu of the home page.
 - This is the easiest way to get to your record, e.g., to update your personal information or review your education record (click on **My Info** on the left hand menu).
 - You can see a roster of members in YOUR squadron (also under **My Info**).
 - You can search for members in any squadron of our organization by name (under **Quick Picks** or **Membership Info**).

- You can change your login information (under **Security and Pins**).
- It has a lot of information about the organization, the various departments, and products produced by those departments. Official documents such as the Bylaws, Operations Manual, and Marketing plan can be found here. This type of information can be of use to all, but might be more frequently accessed by those with a squadron job – such as bridge officers or committee members.
- It describes all the courses and seminars developed by the organization. Ordering course materials is limited to the Squadron Education Officer and a few other folks. Members interested in taking the courses will find this area informative; members interested in teaching any of these courses can connect with the Squadron Education Officer (John Profant) or the Commander (me); we can get you some materials to review so you can decide if you would like to join our instructor team.

If you get frustrated when you look for something on the usps.org site because you get lost in the volume of information on that site, or get stopped because you don't have the right security for that particular area....contact me. I can help out – they give Commanders superpowers.





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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