



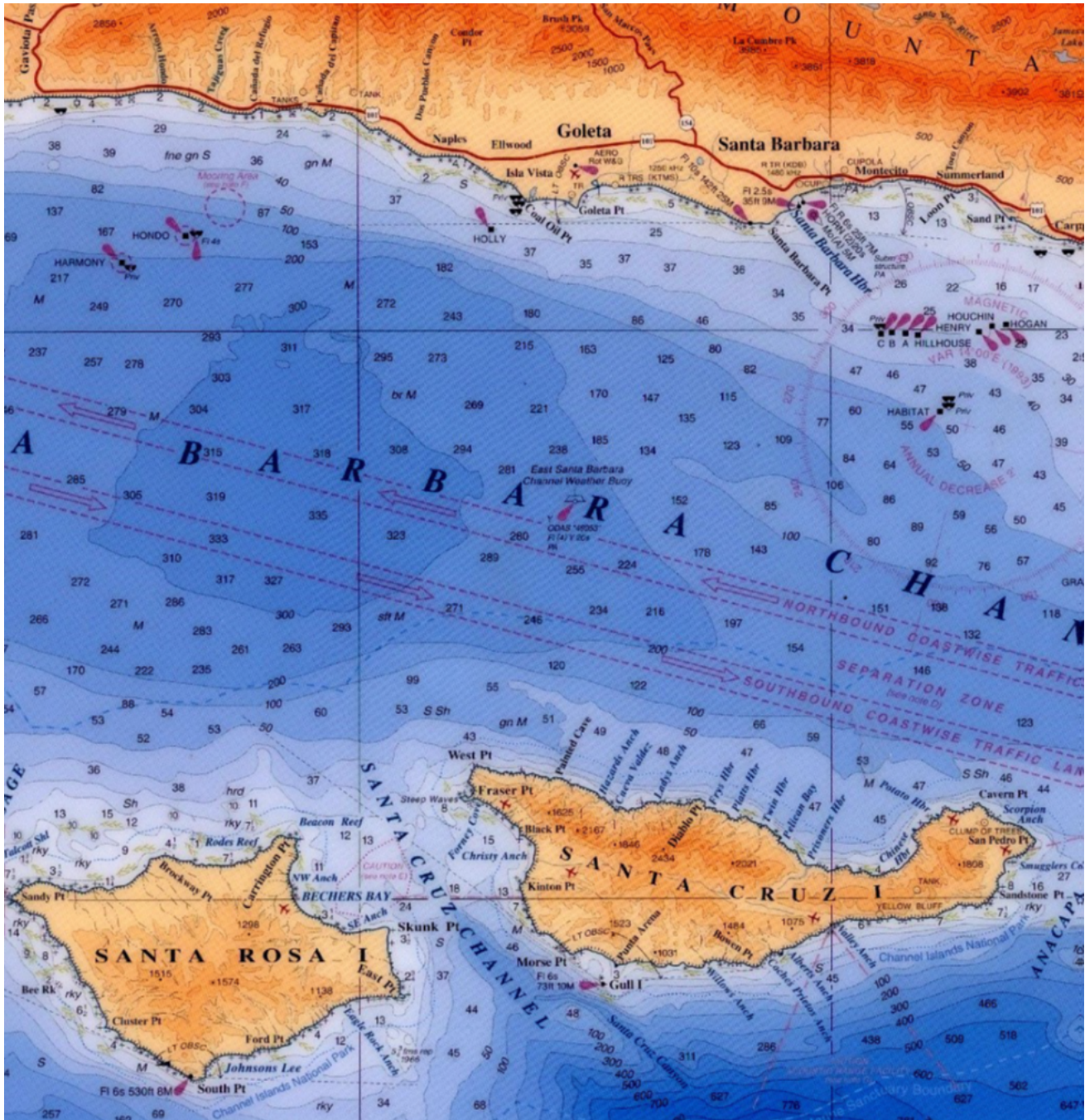
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Signal Hoist

Santa Barbara Sail & Power Squadron

Monthly Newsletter September 2022





COMMANDER'S MESSAGE

Cdr. Virginia Johns, P

Last month we had a very entertaining and enlightening monthly meeting at the Waterfront Classroom. Dr. Milton Love addressed the topic of What Role Do California Offshore Platforms Play as Fish Habitat? with many wonderful underwater photos and a description of his research that is so relevant right now to decisions being made regarding the decommissioning of oil platforms off our coast.

Our August monthly cruise was again our traditional week-long adventure to Catalina Island, Two Harbors. Three boats made the cruise this year: Kaufmanns aboard s/v Aisling, Ciolinos on s/v Ecco Bella, and Johns on s/v Libertad. We had some good wind to sail a portion of each day out at sea, enjoyed walks on the island, explored by kayak and dinghy, and gathered each evening on one of the boats presumably to play Mexican train, but we had so much fun sharing stories that the group never did bring out the game. I'm sure there will be a story with more details and photos further on in this newsletter.

We have full calendars in the upcoming months so MARK THESE DATES so you don't miss anything!

September

- **Fun and Entertainment Meeting**

Thur Sept 1 7:30pm Waterfront Classroom

Our speaker will be Christopher Bell, Public Information Officer for the Santa Barbara City Waterfront. When we worked Operation Clean Sweep this past May (cleaning up the ocean floor in the marina) he was there greeting us and taking pictures.

He will show and address the making of his video *Santa Barbara and the Sea - 13,000 Years of Maritime History*. You will undoubtedly recognize a number of local celebrities that appear in the film. If we do not have time for a full viewing, we will tell you how you can view it on your own.

- **Monthly Cruise to the Islands**

Sat – Mon Sept 3-5th Pelicans-Santa Cruz Island

Scott Burns is the point person for our monthly cruises. RSVP to him if you will be joining the fleet on this cruise so that he can coordinate radio working channel, departure times, etc. wscott@wsburns.com.

- **Annual BBQ and Auction**

Sat Sept 10 noon-4pm

Santa Barbara Mobile Home Park Clubhouse

Betty Koch is the point person for this event. Please RSVP to her asap – by Sept 7 at the latest. Bettykoch01@gmail.com 805-729-3386.

You won't want to miss out – delicious BBQ meal and lots of fun with our wrapped/surprise auction items.

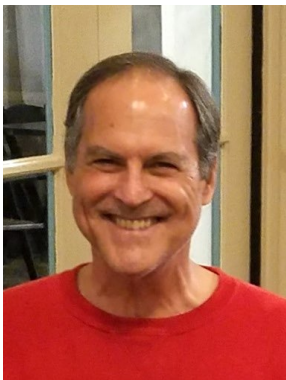
See the flyer below with details about this event. This year, in addition to the wrapped white elephant auction items we each bring, we will auction off a gift certificate for 2 nights at The Cosmopolitan, Las Vegas hotel.

October

- Thu Oct 6 - Monthly Fun & Entertainment meeting Waterfront Classroom 7:30pm
- Sat Oct 8 – Dockside Brunch, Ed and Martha Kaufman, point persons, 10am

- Sat Oct 15 – Harbor Seafood Festival, our point persons (me, Dennis, and Rich) will need all hands on deck to assist at our table - a fun opportunity to introduce ourselves to the community.

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SEO'S MESSAGE
Lt/C Dennis Johns, AP

Having heard nothing from the squadron (members or instructors) regarding any courses desired per my message last month, our Commander has suggested that I bribe the group with appetizers and alcohol. So I propose an Education Happy Hour at the Johns' residence on September 14, 15, or 16 (Wed, Thu, Fri) whichever most can attend.

This is an invitation to all instructors and all members who have a specific course they wish to have scheduled in the remainder of the year. If you have an interest in becoming an instructor, this is a non-committal opportunity to discuss your interest among other instructors.

Our Commander has ordered me to make up a schedule of courses for the balance of the year. Not sure how to accomplish that task without input from others, so please let me know which date above best fits with your availability.

Upcoming Activities

Sept 1	Thurs 7:30pm	Fun & Entertainment Meeting Christopher Bell from SB City	Waterfront Classroom
Sept 3	Sat Morning	Cruise to Pelican Scott Burns, point person	Harbor
Sept 10	Sat Noon - 4pm	Annual BBQ and Auction	Rancho Santa Barbara
Oct 6	Thurs 7:30pm	Fun & Entertainment Meeting	Waterfront Classroom
Oct 8	Sat 10:00am	Dockside Brunch Ed & Martha Kaufmann point persons	Harbor
Nov 16	Wed 5:00pm	Maritime Museum Mixer	Maritime Museum





Below is the flyer with details of our Annual BBQ. We always have an enjoyable day. The squadron provides the BBQ meats and garlic bread - you bring a salad or dessert to share and your beverage.

Pete Seagoe is hoping to have a Jam Session of squadron musicians - always fun to listen and sing along! Please contact Pete if you play an instrument and would like to be a part of the Jam Session...details in the flyer below.

We will have our traditional White Elephant Auction, with a twist. We each bring a wrapped package containing a lightly used item - does not have to be related to boating. It is auctioned off and given to the highest bidder who unwraps it so we can all enjoy the surprise together. But...there will be one item in the auction that I am going to "unwrap" for you now so you can have time to check it out and consider if you will use it yourself or give it to someone special as a gift when you win - a 2-night stay at a high end Las Vegas hotel!

The Cosmopolitan of Las Vegas
3708 Las Vegas Blvd, South
Two (2) Nights Stay in a Terrace Suite
Sunday-Thursday
expires May 1, 2023

www.cosmopolitanlasvegas.com

**SANTA BARBARA SAIL & POWER SQUADRON
ANNUAL BBQ and AUCTION**

- **WHEN:** *Saturday, 10 Sep 2022*
- **TIME:** *1200 to 1600 Hours*
- **WHERE:** *Rancho Santa Barbara Mobile Home Park Clubhouse Patio*
- **ADDRESS:** *333 Old Mill Rd, Santa Barbara, CA 93110*

Entree Provided By SBSPS

- **BBQ Chicken, Tri-Tip, Garlic Bread,**
- **Plates, Cutlery & Napkins**

Please Bring:

- **Salad or Dessert to Share**
- **Your Own Non-Alcoholic Beverages**
- **Friends & Family**

Delicious Meal

Music: Jam Style Session

***(interested musicians please contact Pete Seagoe
jipseagoe@gmail.com (530) 386-1212)***

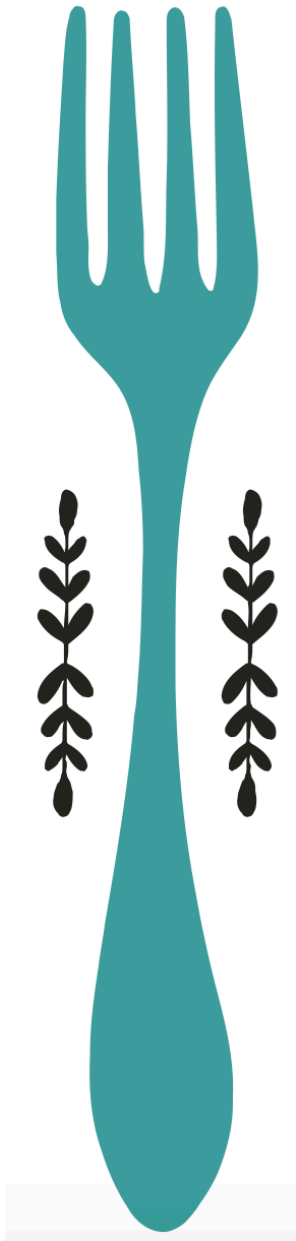
White Elephant Auction

2-night stay in Las Vegas Auction

RSVP TO: Betty.Koch01@gmail.com

Or Call: (805) 729-3386

By: 7 Sep 2022



Catalina Cruise – August 9-18, 2022

Lt/C Rich Ciolino, JN

Introduction: As the so-called Point Person (Event Coordinator) for our Catalina Cruise, I have the task of pulling together this article about the cruise. Instead of trying to combine inputs from our participants I decided to present the story of our cruise in two parts – one provided by Cdr. Virginia Johns and the other written by me. Further input from Ed Kaufman and our editor, Peggy Ciolino, is also included. We had three participants this year: Virginia and Dennis Johns aboard *S/V Libertad*, Martha and Ed Kaufman aboard *S/V Aisling*, and Peggy and Rich Ciolino aboard *S/V Ecco Bella*. Getting to Two Harbors on Catalina Island is pretty much a two-day trip by sailboat, unless one wants to take on a 15 or so hour non-stop trip alla *S/V Aisling's* return trip. The two-day trip usually includes a stopover at Smugglers Cove on Santa Cruz Island that is about a five-hour sail from Santa Barbara, and then the approximately 10 hour sail (mostly motoring/ motor sailing) run from Smugglers to Two Harbors the following day with arrival before dark. The return trip varies depending on the decision of each captain. So, I begin with Virginia's input with photos provided by the Johns and the Ciolinos.

Part 1: Catalina 2022 Highlights from *S/V Libertad* Dennis and Virginia Johns



Tuesday August 9 we headed out for our annual squadron cruise to Catalina. The three boats participating this year all left a bit later than our scheduled departure (*Libertad* taking on fuel), but coincidentally close



enough to keep each other in sight until we rounded San Pedro Point on the east end of Santa Cruz Island. Libertad and Aisling got close enough to take pictures of each other.

We were blessed with all four legs of the trip characterized by some wind. We'd leave port motoring, then motor-sailing, and finally full-on sailing as the wind filled in up to 12 knots.

Smugglers was popular that Tuesday with five boats already anchored when we arrived. We weren't sure of our holding on the first try so Libertad re-anchored and held firmly that night. The wind put us beam-to the incoming swell, so we deployed our home-made flopper stoppers and that helped a lot.



We saw sea life each passage day, which never gets old – always exciting. Each day at sea saw at least one pod of dolphins. One day we also were entertained by a big group of playful sea lions. The big treat was enroute from Smuggler's to Two Harbors when we spotted a whale. At the time, we were changing sails to try our asymmetrical spinnaker; we took a break and

just watched the whale for a while as it played right beside the boat. We weren't sure if it was inspecting us or inviting us to come out and play. Wish we could have identified the type – possibly Minke. Neither of us was willing to leave long enough to go below and get the camera...sorry.

On the leg from Smuggler's to Two Harbors, we were each approached by the Coast Guard/Navy who informed us via radio that we needed to alter course as there was a military exercise planned for that day ahead of us; the first time they gave us very specific directions (which took us off course). We were contacted a second time a few hours later and asked to divert again. We cooperated of course.

We didn't know at the time, but the exercise was finally called off.



Aisling arrived first at Two Harbors and found a spot where all three Santa Barbara boats could conveniently moor together. Watching other boats arrive is one of the more entertaining activities. We



were not disappointed as a novice arrived directly behind us and could not get it right even with help from the harbor patrol. The harbor patrol eventually gave up, tied a stern line onto the boat and unceremoniously dragged him to a mooring isolated from other boats.

Our routine at Catalina was so relaxing. We enjoyed early morning walks from Two Harbors across the Isthmus to Cat Harbor. Ed generally headed to the top of the hill while others of us were beachcombing for interesting



rocks, shells, and critters. One morning Aisling and Libertad breakfasted on the Galley's outdoor patio after the walk.

Midday we were on our own - exploring via kayak and dinghy, and relaxing aboard. Early evening we took turns hosting happy hour with potluck appetizers. This picture includes our daughter and son-in-law.



We intended to play Mexican train, but were totally content visiting and sharing stories; we managed to play a few games before bed on our last night at Two Harbors.

We had one near calamity: the harness on our outboard tore as we were hoisting it back onto Libertad. Not sure if the remaining straps would hold it, we cautiously man-handled it back onto the lifeline. (Dennis has already constructed a replacement for Virginia to sew together.)

On each trip there is always a learning experience. We learned that our new Victron battery monitor monitors both house and engine battery banks. The former monitor was solely for house batteries. The new screen defaults to the engine batteries; so whenever we would look, the batteries seemed full –guess the solar panels are working well! Not so, we woke up Friday evening to discover blinking lights and that the refrigerator had turned off from low voltage. After pushing the monitor buttons several times we discovered the house batteries at 11.5 volts. We fired up the engine in the middle of the night for two hours to give the batteries a charge.

Libertad left first on Sunday the 14th and stopped over at Paradise Cove for the night. We were the only anchored boat when we arrived but were joined by two others later in the evening. There were kayakers enjoying that bay and swimmers closer to shore. It was a very quiet night. We were up and going early Monday morning. Our turn at platform Gail towards SB Harbor gave us a nice sail home.

Aisling got a **very** early start from Two Harbors on Monday and sailed one long leg, arriving back in SB just a few hours after Libertad. Ecco Bella stopped at Smuggler's for one night on the return trip.

Such good sailing and So Much Fun!

Part 2: Catalina 2022 Highlights from *S/V Ecco Bella* Peggy and Rich Ciolino

What they said! Virginia and Dennis, that covers the whole trip very well. I've got some more pictures and additional highlights of the cruise to recount next.

We made it to Smugglers at about 16:00 hrs but didn't have Ecco Bella settled for almost an hour needing four tries to set the anchor. The first three had the anchor skipping along the bottom with seaweed and grass hanging on it every time we pulled it up to make another attempt. After all this we celebrated with a nice cool brew.

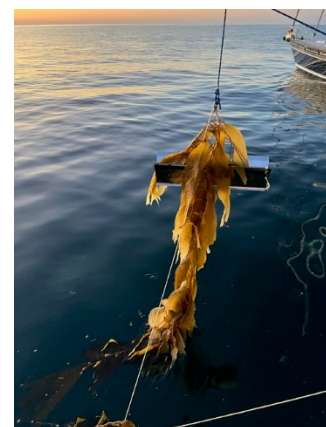


It was quite calm but knowing how the wind shifts during the night to put the swell, as small as it was, on our beam, we set our flopper stopper from the boom. I'm aware that our masthead anchor light is not working so we are currently using a nice 12 volt LED light suspended on a spare halyard to provide that function, so I rigged that up before dark.



We awakened early to a lovely sunrise with the Coast Guard mooring ball and Anacapa Island off our bow. Now to reverse yesterday's tasks: take down the anchor light,

retrieve the flopper stopper, secure the boom in its normal mid deck position, and weigh anchor. But not before putting on the kettle to make some coffee. By the time we got to the flopper stopper retrieval S/V



Aisling was slipping past our bow on her way to Catalina. A large patch of seaweed had attached itself to the retrieval line (It never interfered with flopping and stopping.) resulting in what looked like some sign-of-the-cross symbology. When sailing, I'll accept all the help I can get.

We arrived at Isthmus Cove on Wednesday afternoon and picked up a mooring between *S/V's Libertad* (on the left) and *Aisling* with a view looking west toward the Two Harbors village and Cat Harbor. Later in the evening the moon began its pass overhead rising over the hill protecting the southerly side of the cove.



Peggy and I had made plans to meet some friends of ours from New Jersey on Thursday that were spending a day at Avalon. We couldn't figure out how to get them over to Two Harbors for a day with us so we decided to take the Cyclone speedboat over to Avalon the morning after our arrival at Two Harbors and have lunch with them. The Cyclone leaves Two Harbors at 11:45 for the 40 minute or so ride at 26 knots to Avalon and leaves Avalon at 14:45 for the return trip, leaving just enough time to walk



around a bit and have lunch. So, that took up most of this Thursday before getting ready for appetizers and drinks aboard S/V Aisling.

When we go to Catalina we try to make arrangements with our children that live in Sherman Oaks and San Diego to come out to Catalina for a few days. Our daughter was able to join us for a few days so she came out on the Catalina Express and arrived soon after we returned from Avalon. Her husband would follow after work on the next day.

The weather at the Isthmus was sunny and warm with a light off shore breeze in the afternoon. Perfect conditions for a dip in the cool water and other on-the-water activities like kayaking and standup paddle boarding. With the afternoon breeze it's also a good place to fly a kite, but watch out for the nearby boats.



One of my favorite activities is sitting in the cockpit watching all the boats go by – you see some interesting ones. Eating Ed's freshly baked apple crisp for breakfast was a special treat.



One sees interesting sights on shore too. A pet ferret and a pet miniature poodle (guess) meet up, sniffed noses and calmly stared at each other.

With our boat's holding tank capacity of about 27 gallons we institute a semi-strict rule for toilet usage. Try to use the on-shore facility as much as possible. Take the dinghy in to shore if necessary. Limit the boat's head usage to #1, unless of course it's an "emergency". With four or more people on board it's very likely the tank is going to fill up. When that happens we have two choices: one, is to leave the mooring and head off shore beyond three miles and dump the holding tank; and two, is to leave the mooring and go over to the main dock where they have a pump-out station. They also sell water at the main dock at \$1 for 5 gallons. Problem is the pump-out station is not always working. Also, it's a good idea to call first to make sure one of the ferries is not coming in soon. You sorta make an appointment and one of the dock hands will be there to help. So we called and went over there to dump the holding tank and take on some water as well since we'd need more for our trip home. Docking went fine on the south side, where the ferries come in, and then the fire drill began. Peggy manned the machine



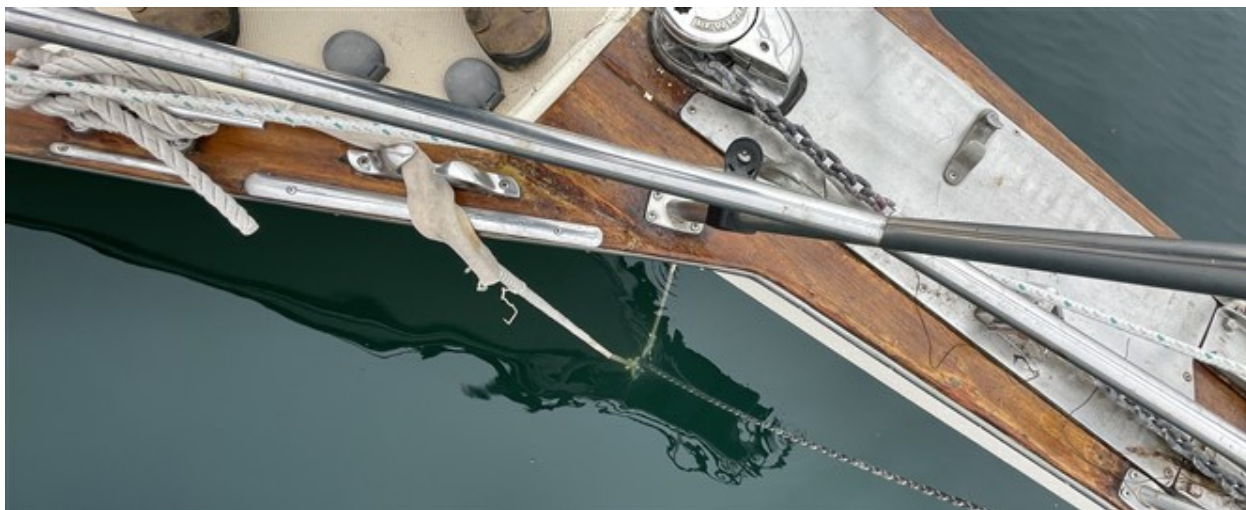
with the start and stop buttons on the far side of the dock and I held the "vacuum hose" in the waste outlet on deck. I gave her the signal to turn it on and things began making sounds like something was happening. The little clear section of the vacuum hose was showing some activity, but after awhile It didn't seem like things were changing so I told Peggy to stop. I fiddled with the shutoff valve on the hose and tried again – same result. The dock hand asked how are we doing and I said "It seems to be working but not



sure, we're ok." After a couple more tries it hit me – I forgot to open the three-way valve in the bilge that connects the holding tank to the waste outlet, dummy! Cursing under my breath I quickly went down below to open the valve, went topside, stuck the vacuum hose in the outlet and asked Peggy to turn the machine on again – that's all it took and we were done before you knew it. They have a vacuum hose cleanup routine that I was a bit wary of, but the dock helper said we should lower the hose into the water and turn on the machine for several seconds to clear out the hose. We did it.

Feeding \$7 worth of quarters into the water machine, we took on 35 gallons of water before leaving the dock to return to our mooring ball. We were way up near the shore end of the dock and there was another large sailboat behind us. In the picture above the dock was on the other side (starboard) and we needed to turn to port to leave the dock. There's plenty of room to port, being where the ferries park, but not any room to move forward. There was a light breeze blowing across our bow from starboard so all we needed to do was hold the stern tight to the dock, give the bow a push, and let the wind take the bow to port away from the dock. I asked the owner of the boat behind us to hold the stern to the dock with a stern line until the bow was out far enough to power into the turn and move away from the dock. It worked fine and we got away cleanly, and headed back to our mooring ball.

We stopped in Smugglers Cove on the way home Wednesday and spent a very calm and restful night there before the home stretch to Santa Barbara the following day. Weighing anchor the following day provided an interesting example of what I'll call "water-shadow-art".



I took this picture while standing on the bow, as seen by my brown shoes next to the grey windlass switches, with the 11:00 sun coming from the direction of the bow sprit. What I thought was interesting was the shadow of the bow sprit and bow of the boat on the water's surface and how broken up it was. Here's another

example of the two flopper stopper lines that enter the water on the side of the boat and the shadows they produced. I don't



understand what causes this bending and spreading of the shadows but it is very cool: boat motion, ripples in water, line motion, water motion (current), ??????

We got underway at about 11:30 Thursday morning and headed for home but had to motor our way west after rounding San Pedro Point in order to begin sailing toward Santa Barbara. The westerly winds were blowing 17 – 20 knots on our nose as we pushed westward into rough seas. At about 14:00 we were able to set a sailing course for home and made 6 - 8 knots of boat speed depending on the waves and swell that pounded our port side. The sun never quite made its appearance and as we got closer to Santa Barbara we were met with heavy fog. Thanks to our radar we were able to skirt by Platform C, the western most oil platform off of Santa Barbara at 16:20hrs. We finally got a view of the platform from a few hundred feet away. Here's a picture taken as we passed by. The other three platforms to the east were not visible. We wondered how far the fog went toward shore



so I went on-line to a webcam site and looked at the Santa Harbor webcam view that showed the fog bank sitting just off shore.



With about 5 nm to go we got in to our slip around 17:20 hrs. We've had trips like this before from Smugglers and don't particularly like them - overcast, fog, bumpy mixed seas, stiff wind on the nose to get to where we could sail. But at least we got a good sail in. Overall the cruise to Catalina was great fun!



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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