



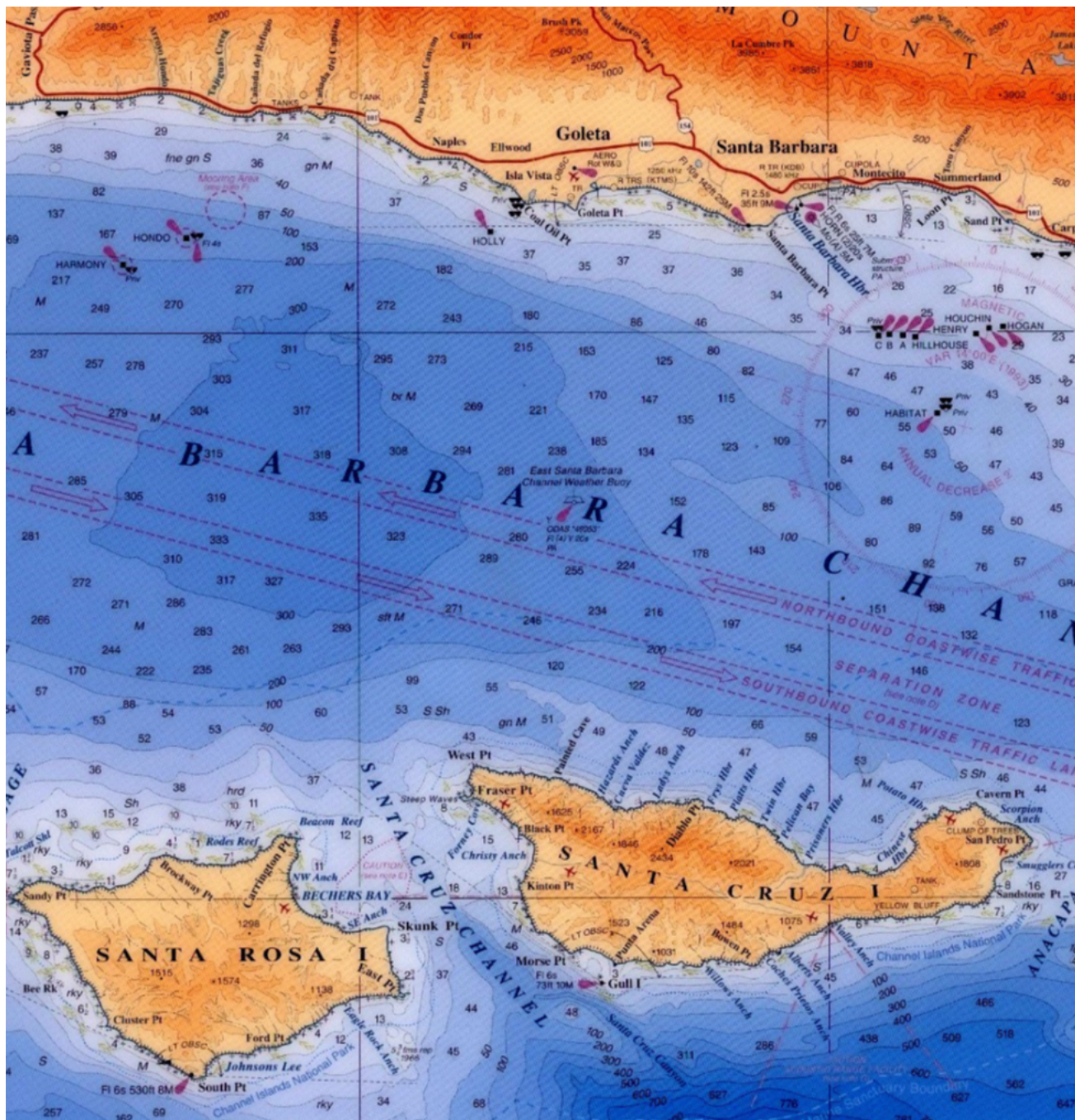
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Signal Hoist

Santa Barbara Sail & Power Squadron

Monthly Newsletter October 2022





COMMANDER'S MESSAGE

Cdr. Virginia Johns, P

We are certainly keeping busy with social and boating activities.

Last Month

We had a nice gathering for our Annual BBQ and white elephant auction. My surprise purchase turned out to be a VHF radio – and we need a replacement on Libertad! Read about all the fun in an article further on in this newsletter.

The last scheduled summer cruise was a trip over to Coches Prietos on the south side of Santa Cruz Island. Dennis and I weren't able to participate with Libertad, but I understand that one activity was some anchor dancing with changing positions and entwined anchor rode. Scott Burns, our cruise director, had a lot of fun assisting boats in need.

October

Sat Oct 8 – Dockside Brunch, Ed and Martha Kaufman, point persons, 10am, see the flyer further on in this newsletter for details. Please RSVP now to kaufmaned@aol.com.

Sat Oct 15 – Harbor Seafood Festival, Dennis and Rich, point persons, will need all hands on deck to assist at our table - a fun opportunity to present ourselves to the community and attract students for our classes. John Profant and I plan to be available to perform Vessel Safety Checks that day.

Future Fun and Entertainment night activities:

For a change of pace we propose that you all consider reading : ***Diary of a Sea Captain's Wife: Tales of Santa Cruz Island*** by Margaret Holden Eaton. We will have a discussion at one of our evening gatherings. It has been requested by some that I give you lots of lead time. So let's say it won't be before the new year. I didn't see it at the Maritime Museum store, so I purchased it from Amazon. Order your book now!

Other speakers I am pursuing:

A couple who has a sailboat in the SB Harbor and has chartered boats in numerous locations around the world.

An outdoor photographer and author to speak about his most recently released book: ***Hike the Channel Islands: Best Day Hikes in the Santa Barbara Channel Islands.***

I have included a second message in this month's Signal Hoist with the latest news from our District and National. So please read on to that article if you want the update.

Hope to see you at the Dockside Brunch!

Upcoming Activities

Oct 15	Sat 8:00am - 4:00pm	Harbor Seafood Festival	Santa Barbara Harbor
Nov 16	Wed 5:00pm- 7:00pm	Maritime Museum Mixer	Santa Barbara Maritime Museum

September Cruise to Coches Prietos

Scott Burns

Coches Prietos is one of my favorite anchorages; I was there the weekend of September 23 through 25th. I was the only one from the Squadron. There was a slight south swell, and in hindsight staying on the north side of the island would have been less entertaining. Friday night, 3 of the 6 boats had to reset an anchor. Saturday night, about 2 am with a wind change, it was our turn. The stern anchor began to drag, so using our dinghy, we reset that anchor. About 3 am, we heard from another boat with a similar issue, but a little more complicated. Since his 3rd anchor was in his dock box, I lent him ours. But nice company and a beautiful evening happy hour on Saturday.





Maritime Museum Mixer

Wednesday, November 16, 2022

5:00 to 7:00 p.m.

Hosted Wine and Appetizers

SB Maritime Museum

We will have the Museum all to ourselves. Join us for two short hours of camaraderie - sharing nautical knowledge, boating stories, and friendship.

Presentations at 5:30pm

Hosted by

Santa Barbara Sail and Power Squadron

Santa Barbara Sailing Club

RSVP by Monday, November 7 to Suzette Seagoe

shseagoe@gmail.com or 530 277-1786

(If you would like to help in any way, including the day of the event, with set-up, greeting, and/or pouring wine, please let Suzette know at the above email or phone number.)



A SBSPS Annual Meeting Cat and Mouse Game!

P/Cdr Tom and Betty Koch

It has been said that it never rains in Santa Barbara during September. Well, the day started out with 75% chance of rain as Commander Virginia Johns, Dennis Johns, and Betty and Tom Koch began setting up for the 2022 Santa Barbara Sail and Power Squadron, aka America's Boating Club, Annual BBQ and White Elephant Auction. It was held at the Rancho Santa Barbara Mobile Home Park's Clubhouse. As the morning progressed, sprinkles started sporadically showing up. Fortunately, they didn't hang around long, and it cooled the warm day off a bit. The venue proved to be an ideal location, which was easy to get to; with plenty of room to park and safely gather.



The squadron provided an abundance of chicken and tri-tip, which was perfectly BBQed by Chefs Tom Koch and Dennis Johns (with encouragement from the Koch's dog, Lucky). The squadron members brought a wonderful variety of side dishes and desserts. Although the hungry attendees did their

best, there were plenty of leftovers to either, take back home for another day, or be auctioned off to use as a base for additional family meals.

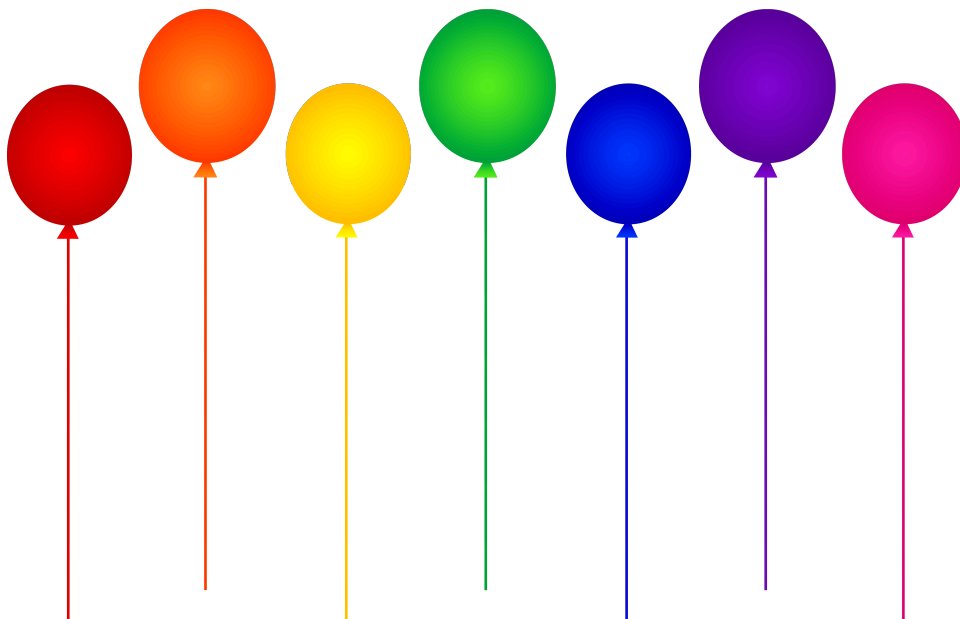


The afternoon's highlight was the wonderful entertainment provided by Pete Seago and Virginia Johns, as they led us through their gaiety song book.





We also had our White Elephant Auction, which helps raise a few \$\$s for the squadron to pay for some of these types of outings. Auctioneer for the day was our own Education Officer, Dennis Johns. Dennis engaged members into bidding wars on the treasures that were creatively wrapped and provided by squadron members.



Cruising on a 150 Year-Old Schooner Windjammer

Rich and Peggy Ciolino

Ever dream of sailing on a true Schooner Windjammer sailboat? How about one that first set sail as a cargo vessel over 150 years ago in Maine, USA? The *S/V Lewis R. French* plied the East Coast, shipping coal, lumber, fish, trees, granite, and so forth until the 1970s when it was massively restored and converted to a passenger-carrying Windjammer. It now has space below for 20 or so passengers and was named a National Historic Landmark in 1992.

Peggy and I saw an opportunity to sail on one of these beautiful boats as part of an East Coast trip where we were planning to attend an early fall wedding in New England.

We did some Windjammer research and found the *French* to be an interesting choice because of its history and size. Being about 100 feet long with a 65 foot deck, having no engine, and being operated with traditional ropes, lines, and people power, we felt we'd get a truer experience to what sailing on a historic schooner would be.

We boarded the *French* on a Saturday night and set off on a four-day cruise the following morning.

Here she is dock-side being prepped for the cruise in Camden Harbor.



Having no motor she carries or tows a “yawl dinghy” outfitted with an 85 hp Yanmar engine that’s used for guiding her when docking or leaving a dock, and traveling through a crowded anchorage such as Camden Harbor’s.



Here’s a photo of the boat’s cook, and part-time deck hand, operating the yawl-dinghy “Greyhound” as the *French* was being pushed from the dock through the maze of anchored



and moored boats outside the harbor where her sails can be raised to begin sailing. Also shown is a photo of the view from the bow as she is guided through the harbor.

The ship’s cook did not want to be called chef or cook, just O.B.. So, O.B. did wondrous things with preparing three meals a day on the boat’s wood burning stove. His creations for each meal were served buffet style by placing the food and drinks on the mid-deck cabin top. We’d find a spot on deck to sit down and enjoy the meals he prepared.



And so we began leg one as depicted on the map below. All sails were raised and we had the best day of sailing with 15 – 20 kt winds, flat seas and a sunny sky, as we sailed to McGlathery Island, marked (1), where we anchored and spent our first night at sea.



Setting the anchor was not at all like we as “small” boat sailors are used to. The *French’s* method is to tightly wrap several loops of chain around the windlass gypsy and, when the crew is given the signal, turn the anchor loose and let it drop to the bottom. Becky, the *French’s* captain, uses about 40 feet of chain in these shallow waters in calm conditions. The chain has links that are very thick and 3-4 inches long, and the primary anchor, she carries two, is an old Navy style weighing about 150 lbs. The backup anchor is a 250 pounder. Weighing the anchor calls for several crew or volunteers to work the windlass. It’s all mechanical - no electric or hydraulic help. The crew inserts a rod into each of the two ends of the windlass and two volunteers grab each rod and proceed to push their rod down and pull it up



in a pumping motion to rotate the windlass gypsies. Each push or pull brings up about three links of chain. There's a volunteer flaking the chain as it comes up, another one spraying water on the anchor rode to clean it as it comes up, and two crew making sure no one hurts themselves. Once the anchor reaches the surface the crew halts the lifting and ties off the anchor with a line. The windlass crew then continues "pumping" until the anchor is ready to be secured on the bow of the boat while Captain Becky sails off the anchor.

Underway, the *French* provides a steady ride in a brisk wind and moves nicely at 2-3 kts in very light wind. We'd see 5 – 7 kts of boat speed in decent winds.

On Monday morning, after weighing the anchor, we set course for a place called Burnt Island, marked (2) on the map. Captain Becky had

decided to go there for a lobster boil lunch (rather than dinner) on the beach because rain had been forecasted for the afternoon and night. We anchored off the beach and came ashore in several trips on "Greyhound" while the crew transported the food and cooking gear to shore using another dinghy. O.B. had plenty of live lobsters for us.



Peggy and I took a little walk on the island while O.B. and crew were cooking our lunch. We had two lobsters each with corn and a salad - a perfect meal sitting on an isolated beach with a gorgeous view of the beach, trees, and the *French*.



After lunch, the sky darkened and Captain Becky decided to head for Rockport, (3) on the map, where she'd pick up a mooring in preparation for a rainy night. Those of us that wanted to explore Rockport were taken ashore by the "Greyhound". Rockport is pretty small and no shops were open. Peggy and I had a nice

walk enjoying the pretty homes and boats in the harbor. They have a nice library with a public bathroom and we got to chat with a friendly local woman that was delivering several boxes of old books to the library. She lives in Nebraska but has her childhood home here in Rockport. One thing she told us to do is drive up to Mt. Battie for great views of the coast, which we did after our cruise ended.



Captain Becky returned us to the *French* on "Greyhound". We were ready for OB's next dinner creation

We dropped the mooring the following morning and headed upwind to "700 Island", marked (4) on the map, where we spent a quiet night at anchor. O.B. included that leftover lobster meat in a breakfast frittata and then



prepared a great dinner he called "disassembled lasagna". He and Captain Becky were on another boat that served lasagna and they didn't want to be accused of copying their menu, or something like that. Anyway, it had all the ingredients needed

for lasagna but substituted linguini for the lasagna noodles. It was a big hit with guests and crew.

On Wednesday morning we weighed anchor again and headed for Camden to complete the cruise. Leaving the dock at the start of the cruise was touchy enough with "Greyhound" pushing the *French* through the harbor but we were in for a surprise coming back in to dock! With "Greyhound" in the water and Captain Becky's father in a dinghy pushing sideways they swung the *French* around 180 degrees without hitting any of the surrounding boats as we neared the dock. Then, the crew picked up two lines laying at the bottom of the harbor that were attached somewhere near the dock, one to port and one to starboard, and they pulled the French to the dock stern first to complete the docking. Now that is unique boat handling!

Miscellaneous photos:

View from the stairs leading down to our cabin. Peggy descending the stairs.



Panoramic view of our “cozy” bunk with a tiny sink serving cold water and floor space for only one person to stand at a time.



The end of the hallway leading to our cabin, #7 on the left. There are three more cabins in that space.



Underway on a sunny day.



Have you ever seen so many reefing lines along a boom before? It took the crew about a half hour to get them all tied down.



One final note: Once the rain hit on the second day the weather also turned pretty cold and we weren't quite prepared for that – still it was great fun!

Organization Updates

Cdr. Virginia Johns, P

The ABC 2022 National Governing Board meeting was held in mid September. There were quite a few proposed changes to the bylaws of our organization at the District and Squadron levels. In summary, the intention of the changes was to remove unnecessary restrictions and to give both the Districts and Squadrons more flexibility in their organizational structure. These all passed with little to no opposition.

Many instances of "shall" were changed to "may". Squadron decisions that formerly required the approval of the District are now considered final as proposed by the squadron. A few examples:

- When our club/squadron nominates and then votes in a new bridge of officers, one of those officers, namely the Education Officer, was not confirmed until approved by the District Education Officer. Now all selections voted in by the club are final.
- We were required to have the following club/squadron officers: Commander, Executive Officer, Education Officer, Administrative Officer, Secretary, Treasurer. Now the required officers are: Commander, Education Officer, Secretary, Treasurer (or a Secretary/Treasurer combined position). We may choose to have other officers or may choose to use more ad hoc leadership positions where the individual is agreeing to a project or other designated limited assignment, not a more general full-year position.

You get the idea. I personally like these changes.

(Santa Barbara Rules Committee...it will be a couple months before they have the model bylaws ready for your use in updating our club's bylaws to be in compliance. I'll keep you posted!)



District 13 Harlan Anderson Memorial Photographic Contest

Share your favorite boating photos with us

Submit your photos from **2021 or 2022**. (The last time we held this contest was Fall 2020.)

1. Compose an email to Virginia Johns at sbmesafirstmate@gmail.com with the following information about you and your photo:
 - a. Name
 - b. Club/Squadron
 - c. Phone number
 - d. Category for photo: (choose ONE)
 - 1)ABC/USPS Educational Activity
 - 2)ABC/USPS Boating Activity
 - 3)General boating or scenic photograph
 - e. Explanation of your photo entry - **tell us the story!**
2. Attach your digital photo to the email
3. Send it to Virginia by the deadline: **Friday, November 11, 2022**
4. ***You may submit up to three photos - one in each category***

The judges will select a winner in each of the three categories and a Best in Show. We are planning a *showing* on zoom in early December to present all the submissions and announce the winners. Hopefully the photographers will be able to participate so that they can personally tell the stories connected to their photos.

It will be fun to see the photos and hear the stories.





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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