

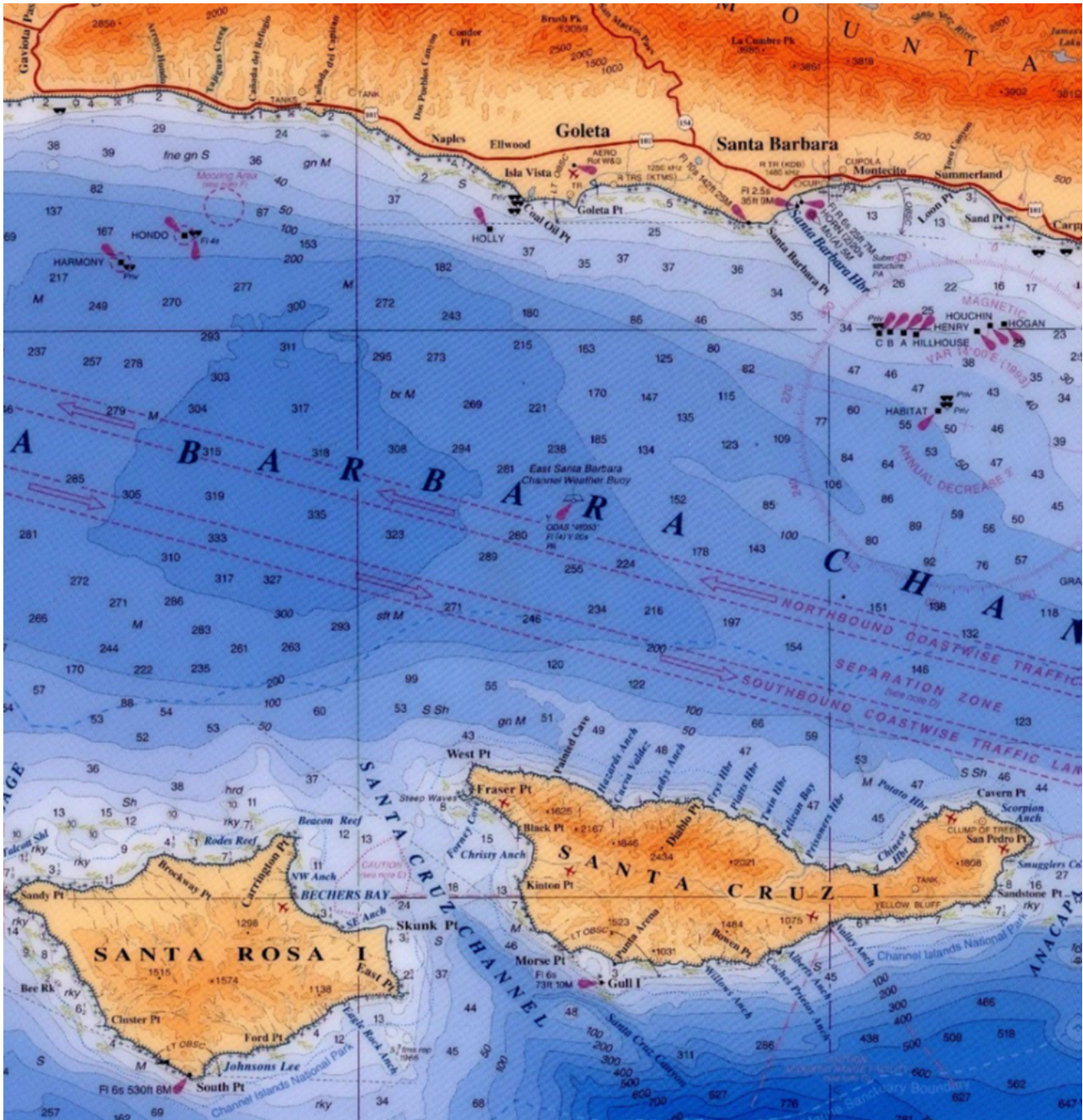


# Signal Hoist

## Santa Barbara Sail & Power Squadron

### Monthly Newsletter June 2023

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## COMMANDER'S MESSAGE

**Cdr. Virginia Johns, P**

**Newest Members:** Rick Sanchez and Mark Breen are taking the Marine Navigation class. Rick and wife Lori are returning members. Mark is a new member. Welcome!

I am organizing a new member orientation, with a special invitation to those that joined in the last few years. We can introduce you to our website and the helpful tools in the Information Center on the ABC national website. We can describe the benefits currently offered to all members beyond classes and local connections with boaters: including an insurance provider and other discounted services. But primarily we can visit - answer any questions you have and get to know each other. I will be reaching out to the new members to find a good date/time.

**This past month of May** was Safe Boating Month in Santa Barbara. Operation Clean Sweep was cancelled due to rain runoff creating unsafe water conditions for the divers. This was disappointing – we always enjoy doing that Community Service. Bruce will keep you posted if it is rescheduled.

Flare and Fire Extinguisher Practice was fun as usual. And several of us passed on treasures to new owners at the Nautical Swap Meet.

**For June:** I am hearing that many vacations are scheduled this month. So we are going to give you a bit of a break.

- **June 1** Book discussion of *Diary of a Sea Captain's Wife* will be rescheduled
- **June 10** Progressive Dinner is cancelled

The Marine Navigation class continues and there is a potential cruise at the end of the month.

But you can start your planning now for our July cruise (by land or by sea) to PCYC – our traditional annual event at the Pacific Corinthian Yacht Club.

We are getting Libertad ready and are anxious to get out there with you!



## **SEO'S MESSAGE**

**Lt/C Rich Ciolino, JN**

Our Marine Navigation course is going well with eight students. We have two more sessions to go before I hand out the Final Exams that are take home, open book, and due a week later. We should be done by the end of June. The last two sessions will be “practice cruises” using the electronic navigation platform OpenCPN and a traditional paper chart. We didn’t have any “distant students” sign up for the course so we haven’t had the need to ZOOM any of the sessions.

All students used our on-line registration and payment platform on our website. Our website gurus Eric Petersen and Steve York added the capability to buy stuff from our Ship’s Store using a credit card and a few of our students have purchased the navigation tools, dividers and protractors, required for the course.

The immediate goal of our Educational Committee is to schedule some seminars for the upcoming summer. We will likely offer four seminars during the months of July and August. Selecting specific courses, lining up teachers, and scheduling is underway. We will be offering these 2-3 hour sessions on Saturday mornings in the main classroom. The idea is to attract boaters with low-cost educational seminars including coffee and snacks. We’ll be sending out a schedule as soon we finalize the content and dates.

Once we get these seminars scheduled and underway we’ll concentrate on scheduling our fall lineup of regular course(s).



## Upcoming Activities

<b>June 1</b>	<b>Thurs</b> 7:30 pm	<b>Discussion of <i>Diary of a Sea Captain's Wife: Tales</i> (rescheduled to Oct. 5) of Santa Cruz Island</b>	<b>Harbor classroom</b>
<b>June 10</b>	<b>Sat</b> 4:00pm - dark	<b>Progressive Dinner</b>	<b>Various members' boats in the Harbor</b>
<b>June 23 - June 25</b>	<b>Fri am - Sun pm</b>	<b>Weekend Cruise to Santa Cruz Destination TBD</b>	<b>Meet in Harbor</b>
<b>July 14 - July 16</b>	<b>Fri - Sun</b>	<b>PCYC Cruise/Dinner Dinner 7/15 at 6:00</b>	<b>Pacific Corinthian Yacht Club</b>



## Cruise Ships and Their Requirements for Operation in Santa Barbara

What comes to your mind when you see a cruise ship anchored outside the Santa Barbara Harbor? Do you think of the influx of tourists and the dollars they bring to the city?...or do you think of all the people on the ship and worry about all the trash and other waste that they create and where it goes? These subjects, including ship emission standards, are monitored by the Waterfront Department's *Cruise Ship Subcommittee*. They held a meeting last month, May 16, and if you'd like to know what their main concerns and objectives are regarding visiting cruise ships, click [here](#) for a report on this meeting.

*Information for this notice was submitted by Lt/C Steve York, P.*



# Benchmark's First Cruise of the Season

Scott Burns

Frys Anchorage in May is my normal shake-down or "What did I forget" cruise. Saturday was nice and sunny at the anchorage.

Friday was foggy and so was Sunday. We saw a few whales on the way there and back, that was also fun. There were two other boats at Frys Friday and just one other on Saturday so a peaceful time.



It was a shake-down cruise, so:

A few days before leaving, I took my dinghy out of the garage, where it is stored all winter, I found out that a ground squirrel made a nest in it and also chewed a 6 inch hole in the rubber. I wasn't expecting to replace a three year-old dinghy.



Saturday morning while washing dishes, I realized that I should have checked to make sure that I had filled the water tank. We survived with the 3 gallons of bottled drinking water I had on the boat, but, very stupid of me not to add water.

Coming back Sunday, about 6 miles from the harbor the diesel made a couple of coughing sounds and quit. While waiting for Vessel Assist, in very calm waters we enjoyed watching the whales. Two new fuel filters will be installed shortly. Last fall the mechanic said that the filters didn't look like they needed to be changed.



Fuel, water and dinghy issues all experienced during the shake-down cruise, the other trips this summer will be peaceful.



## Nautical Swap Meet

Dennis Johns, AP

This event assembled possibly one of the fewest number of vendors I've seen in several years (although the swap meet wasn't held in 2020 or 2021). In any case, those attending had their wallets out and our space had the things they wanted to buy. We had some very nice items that stood out: A gorgeous solid teak cockpit table with folding sides from Jim Stoudt that tended to draw everyone into the space; a kayak from Will Goodale that had never touched the water; and a custom dinghy from Dawn Sherry that could double as a sailboat. We also had some electrical items from George Poe that drew some attention. There was even someone there who wanted all my scrap aluminum and stainless steel –man I can't tell you how happy I was to get rid of that! The day turned out to be a really good one for the SB Sail & Power Squadron as a lot of our trash was someone else's treasure and you should have dug out that box of cast-a-sides that is still sitting in your garage or on your boat. We collected \$592 for the squadron and Rich Ciolino advises that that amount will just about cover the purchase of the new computer he bought for the piloting class he's conducting now.





# Projects to Get to the Project A Lesson in Spring Commissioning

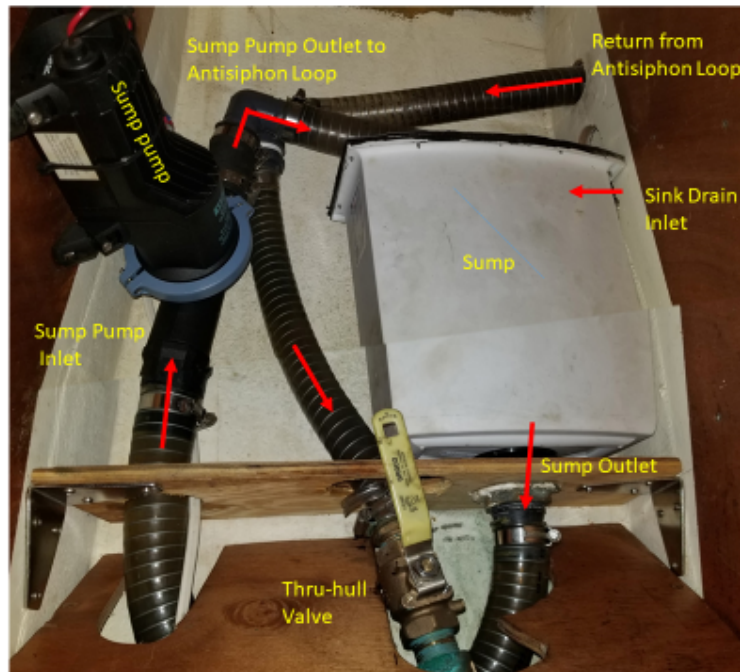
Ed Kaufman, AP  
S/V Aisling

The galley was nearly clean with only a sink full of wash water draining, when I heard a sickening dull thud. A distinctive thud that I recognized as the sound of a duck bill valve everting in response to a water outlet obstruction. How did I recognize this sound, you might ask? Experience. On one or more occasions in the past, I had activated the sump pump that drains our galley sinks without having first opened the thru-hull valve. But, this time the thru-hull was open. What was obstructing the system after a winter layover?

Our Dutch-built sailboat has deep double stainless steel galley sinks. We love them for many reasons. We also hate them. Or did. The bottoms of the sinks are barely above the water line. Situated off-center to port, the sinks didn't drain very well normally; when cruising offshore, they were virtually unusable, especially on starboard tack.



About fifteen years ago, I installed a galley sink sump and sump pump to facilitate drainage. The following photo shows the installation. The sump is actually a modified plastic wastepaper basket. I suppose I should have used a proper sump, but one needs to improvise when in the Caribbean, and this wastepaper basket has served its purpose flawlessly since installation. As labeled but unseen in the photo, the sinks are plumbed into the top right side of the sump. Water drains from the bottom of the sump into a hose that runs below the thru-hull valve and then up to an inlet to the sump pump. The outflow from the pump leads to an anti-siphon loop that runs up and back through a chase that houses a deck drain immediately behind the galley sinks. The return from the anti-siphon loop leads to the thru-hull valve to discharge overboard.



The sump pump is a diaphragm pump, a Whale Gulper Grouper, and is attached to an inline tail piece that includes two duck bill valves, one at the inlet and one at the outlet. These valves are basically the same as used in many marine toilets, and serve to keep the discharge water heading in its intended direction to the thru-hull rather than back into the sump.

Martha and I were gone all of January and missed the many storms and choppy harbor seas that hammered the marina. On return, neighboring

boaters told us of all the debris that had washed into the harbor from the runoff that followed those storms. We witnessed a lot of debris ourselves, and considering our problem, the only thing I could envision was that the galley outflow must have been occluded by the same harbor debris. How to find and clear it?



Now, where is this sump apparatus located? In a “convenient” cabinet, just aft of the sinks and low to the cabin sole. And, of course, it’s obscured by the many galley and general maintenance items stored there. Gaining access was thus the first project in getting to the project.

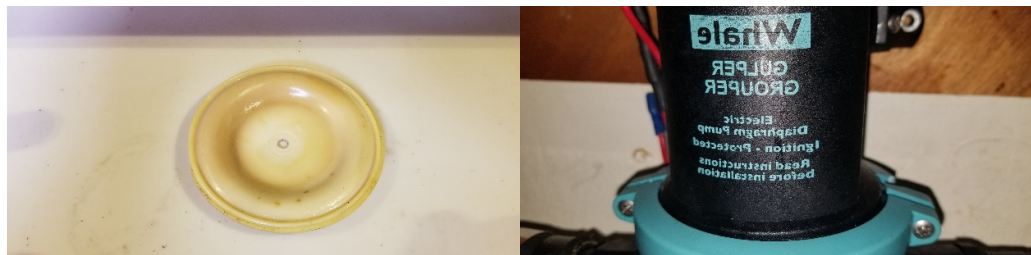
Remedying the situation requires uninstalling the sump pump, freeing the tail piece from the afferent and efferent hoses, extracting the duck bill valves



from the tail piece, and then reverting the duck bill valves or simply replacing them with new. I chose the latter. West Marine had them in stock—saved me rummaging through the spares compartment for those I know I have on hand.

Everted valve, left; normal, right

I also decided to replace the pump’s diaphragm since I was “in the neighborhood,” and I had to replace the blue collar that mates the sump pump to the tailpiece because it was cracked.



Sump pump diaphragm

Blue mating collar



Fortunately, WHALE still makes this pump and replacement parts are readily available. Sourcing them wasn't difficult, but it was another project to get to the project. Of course, all this had NOTHING to do with the swamp I had come to drain, *viz.*, finding and eliminating the source of blockage in the system.

The hose leading to the thru-hull looked a darker brown than its usual nasty self, so I concluded that a blockage in the hose was the source of the obstruction. After removing the hose from the thru-hull (it's a two-inch hose), it was easy to see that it was packed tight with small wood chips, pretty much right up to the waterline. Fashioning a hook from a coat hanger, I clawed out two cups of debris. Yuk! Ample explanation for the obstruction



and subsequent failure of the duck bill valves. I flushed the hose with several liters of water, testing the new pump installation in the process, and then reassembled the entire system, confident that it was working once again.

I know there was a lot of debris in my slip and there was a lot of chop during the January storms. My assumption is that the constant pounding of the waves against the hull drove this debris into this relatively large discharge hose, packing it so tight that it occluded water flow. An aft sink discharge was similarly plugged, but easily cleared with a plunger. Ironically, my intake lines didn't suffer the same fate, and my raw water filters are clean.

Nevertheless, check your raw water filters if you haven't already, and I hope your discharge lines aren't filled like mine were.

(Submitted by national America's Boating Club)

## Promoting National Safe Boating Week, May 20-26, 2023



Recreational boating and water activities are enjoyed by millions of Americans each year. Boating safety advocates recommend all boaters and passengers have a life jacket and always wear it while boating. Regardless of your age or experience level, the data shows that life jackets save lives.

But a life jacket can only save your life if it's used correctly. Always keep life jackets clean and neatly stowed when not in use. Proper care of life jackets ensures that they'll work when they're needed and extends their useful life. Plus, fresh clean life jackets are more attractive to wear and desirable for people to use while underway on your boat.



In-the-water buoyancy testing should be conducted at the beginning of every season. Foam deteriorates over time, so test to ensure that your life jacket keeps your mouth out of the water. A serviceable life jacket should keep you afloat for several hours, with all hardware and straps firmly attached and in working order.

Videos are available that offer an overview of the importance of wearing and caring for your life jacket. America's Boating Channel produced these videos to help viewers learn it only makes sense to treat your life jacket as though your life depends on it.

Watching videos like "[Life Jacket](#)

[Care](https://youtu.be/iEofd6mUwN4)" (<https://youtu.be/iEofd6mUwN4>) is an excellent way to understand how to properly care for your life jacket.

America's Boating Channel also produced a sequel entitled "[Life Jacket Wear](#)" (<https://youtu.be/FgFLNGIbFxo>). It shows how recreational boaters can ensure serviceability and extend the useful life of life jackets. Viewers also learn about special considerations for inflatable and foam-filled jackets. Also featured are tips regarding life jacket replacement. You can follow the above links or visit <https://www.youtube.com/@AmericasBoatingChannel> to find these and other safe boating videos, which are an excellent tool to help recruit participants to our educational program and to membership. Invite your friends and neighbors to watch, like and subscribe to America's Boating Channel to introduce them to what our organization has to offer.





# Annual Flare Shoot

The harbor added some heat to this year's flare shoot by having fire extinguishers ready for people to try. This was in addition to the chance to light and deploy different types of emergency flares. For the fire extinguisher practice, an approximately 4' x 4' square area was given a low barrier between it and the surrounding sand. This was a "fire box," into which officers poured a flammable liquid and then ignited it. Participants learned how to remove the pin from a fire extinguisher and then aim and squeeze the handle to begin shooting flame retardant at the fire. Very informative presentation and important to know how to do!! Here are a few photos.







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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