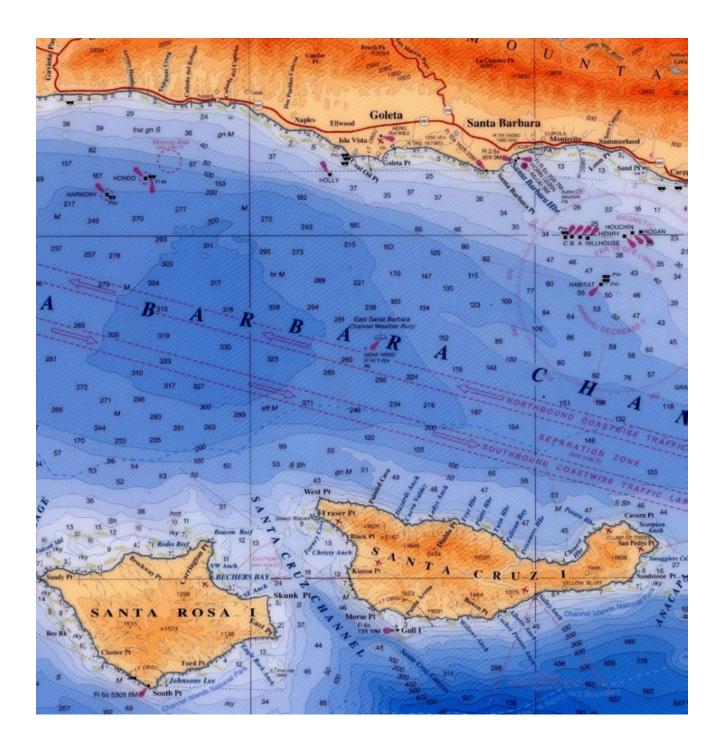


Signal Hoist



Santa Barbara Sail & Power Squadron Monthly Newsletter September 2023

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COMMANDER'S MESSAGE

Cdr. Virginia Johns, P

The summer fun continued!

<u>Last month</u>

Thu Aug 3 – Business Meeting The Executive Committee meeting was postponed to September as too many of us were enjoying summer vacations and Fiesta in early August. Please consider joining us on Sept. 21.

Two more Saturday Summer Seminars were held on Aug 11 (Anchoring) and 26th (Knots and Line Handling). We had good attendance at both. This seems to be a popular education format in summer.

Aug 15-20 was our annual cruise to Two Harbors on Catalina Island. Hurricane Hilary had us adjusting our route. See the articles in this issue for more details.

Coming up in September

SAT Sept 9th noon-4pm ANNUAL BBQ and Auction!!! See the flyer in this issue for more details – and please RSVP to me <u>sbmesafirstmate@gmail.com</u> 805 770 0611 by Sept 6th so we have time to purchase the meat.

Thu Sept 21 - Business Meeting of the Executive Committee 7-8:30pm As always, all interested members are welcome to attend. The classroom is not available that evening; we will be meeting at our house: Dennis and Virginia Johns 353 Cooper Road. Let me know if you plan to attend and I'll have a chair waiting for you. **Fri Sept 22-Sun Sept 24 – Cruise to the Islands** Scott Burns will be coordinating our monthly cruise to the islands. Let Scott know if you would like to join the fleet so he can keep you informed of the departure time, radio channel for fleet communication, anchorage, etc. wscott@wsburns.com.

Fri Sept 22 – our District 13 is holding a zoom virtual conference 7-9pm Tom Koch has agreed to be one of our delegates for the voting. We have another open delegate spot, let me know if you are interested – it might not be too late to get you in the voting pool. Let me know if you are interested and I will send you the zoom link. **Fri Sept 22-Sun Sept 24 – Cruise to the Islands** Scott Burns will be coordinating our monthly cruise to the islands. Let Scott know if you would like to join the fleet so he can keep you informed of the departure time, radio channel for fleet communication, anchorage, etc. wscott@wsburns.com.

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Tentative Agenda:

- Vote on revised District Bylaws (contact me if you want a copy)
- Results of the 2023 Governing Board Meeting
- Planning District-13 budget for 2024-2025
- Location of 2024 D-13 Spring 2024 Conference; in-person or virtual

<u>Kudos</u>

I want to give a big shoutout to our Education Department. Rich taught the beta version of the new Marine Navigation seminar (which replaced Piloting). We had great instructor participation in our summer seminars (Rich Ciolino, Steve Young, Mike Pyzel, George Poe, Steve Hodges, Tom Koch, Dennis Johns, Ed Kaufman). One even commuted in from another state to participate. In addition to the instructors that presented at each seminar there were several others in attendance to help with the hands-on portions, such as using sextants and tying knots. And we didn't even use all our instructors in these offerings.

Education has always been one of our club's strengths and we are so lucky to have a large group of experienced boaters willing to pass on the skills of safe boating to others. We will continue to honor them and celebrate our students with an annual event mid November. Hope to see you at our BBQ on Saturday September 9^{th} . The club will provide the chicken, tri-tip, and paper products. See more details in the flyer contained in this issue.



SEO'S MESSAGE

Lt/C Rich Ciolino, JN

We finished our Saturday Summer Seminars Series during August with "Anchoring with Confidence" on August 12 and "Knots and Line Handling" on August 26. The anchoring seminar drew 25 attendees which is a good indication of our boating community's interest in anchoring techniques. Dennis Johns led the presentation and Mike Pyzel capped it off with a lively discussion of local anchoring spots and techniques.









We had 15 signups for the knots seminar but I guess summer got in the way as only eight of them were able to attend. The seminar was led by Ed Kaufman and he maintained attendee attention by devoting most of the time to hands-on teaching and practicing for eight useful knots. Dennis Johns, Steve Young, and Rich Ciolino were present to assist the attendees during the hands-on portion of the seminar. Cdr. Virginia Johns again provided coffee, drinks, muffins, and grapes to snack on.





The entire Summer Seminar Series drew 51 participants, 11 of whom are members of our Club. - thank you all for participating and we look forward to seeing you again at future classes and events. I especially want to thank our teachers and support team for the great job they did to make this a successful educational summer.

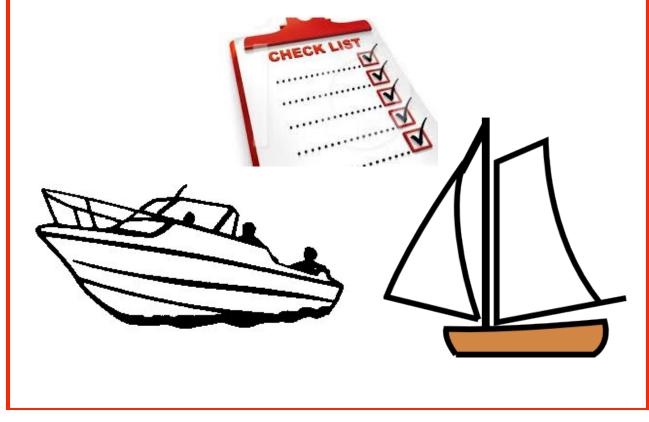
We'll be announcing our fall schedule of classes in the coming weeks.

Vessel Safety Check Report Aug 2023

P/C John Profant, SN

It has been a slow start this year with regards to Vessel Safety Checks. We came up short last year on the number of VSCs performed in order to maintain our certification. To get our certification back, Virginia and I needed to do two supervised Vessel Safety Checks. This was challenging since the nearest person who could supervise our VSC is located in Ventura. Virginia Johns made the effort to go down to Ventura and get her two supervised VSCs completed. So now she can supervise me as I perform two VSCs, thereby letting me get my certification back.

Getting our certification back is only the first step. In order to keep our certification for next year we each need to do five more Vessel Safety Checks before the end of the year. So, for those of you who are interested in having a free Vessel Safety Check please let us know. We would be happy to schedule an appointment. It typically takes about 45 minutes. You can call me at (805) 455-9173 or Virginia at (805) 770-0611.



Upcoming Activities

Sept 9	Sat 12noon - 4pm	Annual BBQ & Auction	Koch's clubhouse Rancho Santa Barbara
Sept 21	Thurs 7pm - 8:30pm	Business Meeting Executive Committee All members welcome	John's home 353 Cooper Rd
Sept 22- Sept 24	Fri Early	Cruise to Santa Cruz Scott Burns point person	SB Harbor
Sept 22	Fri 7pm - 9pm	District 13 Zoom Conf	
Oct 5	Thurs 7:30pm	Fun & Entertainment Harbor classroom Meeting – Discussion of <i>Diary of a Sea Captain's</i> <i>Wife,</i> by Margaret Eaton (led by Ed Kaufman). Book is fast read available at the SB Maritime Museum bookstore	
Oct 21	Sat 10am 5pm	Harbor & Seafood Festiva	l Santa Barbara Harbor

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RELAX-RECONNECT-ENJOY

SANTA BARBARA SAIL & POWER SQUADRON ANNUAL MEETING/BBQ/AUCTION

- WHEN: Saturday, 9 Sep 2023
- 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 The Club:

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

Please Bring:

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

White Elephant Auction-after meal Bring a wrapped item (new or lightly used)

RSVP TO: Cdr Virginia Johns Email: <u>sbmesafirstmate@gmail.com</u> Or Call: (805) 770-0611 By: 6 Sep 2023

(The following are three articles written about the Catalina cruise by the three boats that participated.)

Catalina August 2023

by s/v Libertad

Three boats participated in our club's annual cruise to Catalina and as usual our original plans had us all on overlapping, but different schedules. Alec Hardy and crew Bob went over the earliest on s/v Argo G. The other boats would meet him in Two Harbors for just one night before he headed back to his home port, Ventura. Peggy and Rich Ciolino, on s/v Ecco Bella and Virginia and Dennis Johns on s/v Libertad left Santa Barbara Tuesday Aug 15th. Libertad planned to return to Santa Barbara on Sunday Aug 20. Ecco Bella was to stay a few days longer at Two Harbors.

Tuesday we had a very nice sail over to Smuggler's on Santa Cruz Island. There was a bit of haze in the early morning, but we had beautiful sunshine for most of the sail. Libertad and Ecco Bella were split by a freighter heading north (west). The wind piped up to about 15 knots as we entered windy lane. We had to radio Ecco Bella to determine the true wind speed as our wind gauge was acting up and not giving us an accurate readout. Time for a trip to the top of the mast! We were in sight of each other all day

except for a brief period when the first of us rounded the point into Smuggler's cove. Having been at the anchoring seminar just a few days earlier, Dennis wanted to try Mike Pyzel's favored



technique of throwing the anchor overboard and relaxing in the cockpit while the wind gently pushed the boat and the anchor settled itself securely in the sand. His firstmate however was not going to relax until she was convinced we were dug in. Eventually Dennis turned the engine back on and backed



down on the anchor so the relaxing could begin. By the time the sun set, there were

about ten boats in the anchorage all on one hook. It was a very calm and restful night.

Wednesday we were up at first light to head towards Two Harbors. We



could see Ecco Bella heading out at the same time. Again we were in sight of each other all day – great buddy boating. Early morning wind was light and variable mostly coming from the east requiring motor-sailing. We lost the wind for a while midday while the prevalent NW was filling in. Eventually we got to do some sailing even putting up the mizzen, resulting in some spirited downwind sailing which Virginia loves. We reached Two Harbors around 4:30pm and circled at the harbor entrance for a bit. When the Harbor Patrol boat arrived our check-in was quick, but when we told him we planned to stay until Saturday, we were surprised when the patrol officer said that leaving on Friday was better timing, given the hurricane that was headed our way. Our weather research in advance and even earlier that same morning gave no indication that a hurricane was going to impact the conditions in our area. We already had plans to get the crews of the three boats together that night as it was the only time we were all overlapping. We had a nice visit on Libertad, where a lot of the discussion was centered on reviewing our plans.

Early Thursday morning Alec and crew headed out for a long one day return trip to Ventura. The remaining two boats met aboard Ecco Bella later that day to share notes and decide on a revised route. We had to row over to Ecco Bella as we discovered that the outboard would not idle –time to overhaul the carburetor which could have been done before departing Santa Barbara! While on Ecco Bella, both boats were contacted by their worried children. Luckily we could honestly say that we were making new plans and would keep them posted. We decided that we would all leave Friday morning and head northeast to Marina del Rey harbor. Saturday we would cruise up the coast towards Santa Barbara, leaving early enough that we would be able to get into the Santa Barbara Harbor before dark. At the same time, we would have Channel Islands and Ventura harbors available to us for bailouts if needed.

We did some motoring, but did get in some sailing on Friday enroute to Marina del Rey. That was the first time we had taken Libertad into that harbor. Ecco Bella had been there before so we followed them in as they led us to the guest/transient docks. We were advised before we left that the guest docks were first come, first served but we figured with the hurricane coming everyone would be headed for their permanent shelters. Wrong! Ecco Bella pulled into the last empty slip and Libertad pulled into the secondto-last empty slip right behind her. We discovered later that there was going to be a concert in the park across from the guest docks on Saturday, so many boats had left their normal slips to moor at the park to enjoy the concert. Friday night was very pleasant on the docks. We got a little bit of rain. We spent the night on the boat having a relaxing dinner while watching a movie. Now we are familiar with the harbor entrance and location of the docks, we would like to stop there again when we have more time to enjoy the area and the evening concerts. We left at first light with Ecco Bella. s/v Sugar, a boat that is moored very close to Libertad in Santa Barbara, gave us a wave as they passed us and we all turned to starboard, towards home.

We were motoring all that day. Fortunately there was no wind and the seas were flat so it was the perfect conditions for a run straight home to Santa Barbara. We buddy boated within sight of Ecco Bella. But in these perfect conditions it can never go well right? About an hour out of Marina del Rey, Libertad's high water bilge alarm went off. Dennis looked into the engine compartment and was astonished to see water flowing past the "dripless" shaft seal. Shutting the engine off, we discovered that the flow ceased, so we determined that the seal was not completely failing but that the collar that mates with the flexible part of the seal had drifted forward. The collar is anchored to the shaft with Allen screws and of course Dennis did not include Allen wrenches with his onboard tool box (as it turns out, further investigation of the problem revealed that Allen wrenches wouldn't have solved the problem). Surmising that the collar took two years to drift to a point where it would leak (installed when the new engine was installed), Dennis figured he could "encourage" it back into a workable position. We did have a hammer onboard, so with a few (actually many) taps, the collar was relocated to a point where leakage was halted at high rpms. Not sure the position is optimal, so removal of the Allen screws and proper positioning will be a future project.

The sun was setting as we approached Santa Barbara Harbor and in fact it went down behind the Mesa as we passed the safewater buoy. Home one day earlier than planned. We had missed out on our traditional activities at Catalina – morning walks over to Cat Harbor, kayaking, snorkeling, fast ferry to Avalon harbor one day for lunch – we had never even gone ashore. But we were safe and sound and had discovered an interesting new stop.

Catalina 2023

Alec Hardy

The name of our boat is "Argo G", which is short for Argo Girls because I have daughters. The Two Harbors Patrol gave us a nickname of "Argo Something Or Other" on VHF.

Bob and I left Ventura at 6am on Friday, and motored for about 6 hours and were able to sail for the second 6 hours and arrived at Two Harbors about 6pm. We picked up J25 which is about halfway from the pier to the Campground cove. The wind coming through the Isthmus was intense during the mooring pickup. Friday night at the Harbor Reef bar had live music and dancing. Three nights went by in a moment. We spearfished the reef and explored the campground and hung out at the dive shop.

My wife and daughters were coming in on Radiance (Carnival Cruises, they took the big boat), and so our plan was to slip the mooring and go to Avalon. The sail down was easy with just the jib at about 3-4 knots. After an interesting night on the town, Bob and I met the family, and enjoyed Avalon for the day. We left the next day after 2 nights in Avalon, to head back to Two Harbors, mainly to cut down on the miles to get back to Ventura. We met Libertad that night (Wednesday?) and found out about the Hurricane that was coming.....and just in what seemed like a few minutes since we left Ventura, we were heading back early Thursday morning. The overnight was rough until we go close to Point Mugu, and in the end we motored for about 13 hours to make Ventura.

It's Always Nice in August, Right? Our Club Cruise to Catalina Island

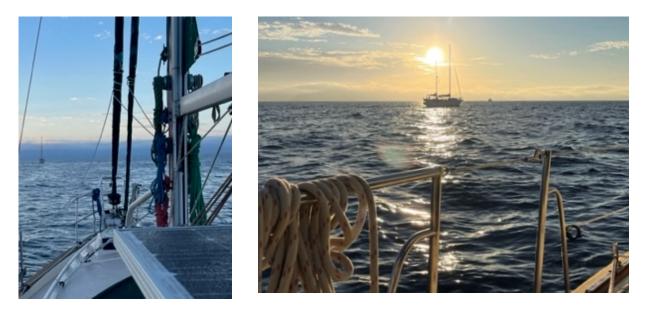
Lt/C Rich Ciolino, JN

The National Hurricane Center issued its first ever tropical storm watch for parts of southern California as hurricane Hilary churned its way up the coast of Baja. We were not aware of this until we arrived at Catalina Island however. I don't think any of us had looked beyond the near-term wind forecast for our Club cruise to Two Harbors on Catalina Island. Hey, this is August in southern California and the weather is always nice, right? We'd stay about five nights and check the winds for our return trip when it was time to leave. That somewhat lackadaisical weather check turned out to miss or ignore the fact that hurricane Hilary was moving its way up the Baja Mexico west coast and was forecasted to make landfall near San Diego in several days.

Two boats, *S/V Libertad* with Virginia and Dennis Johns on board (see their report elsewhere in this newsletter) and *S/V Ecco Bella* with Peggy and Rich

Ciolino on board, departed Santa Barbara Harbor at about 10:00 on Tuesday August 15 bound for Smugglers Cove on Santa Cruz Island, about a fivehour sail. We motor sailed for about 2-1/2 hours before turning off the engine as we picked up a nice westerly breeze that took us around the east end of Santa Cruz. We motored into Smugglers and had our anchor set with 120 feet of chain by 15:45.

After a calm and peaceful night at anchor we departed Smugglers at about 06:30 and set our course for Isthmus Cove at Catalina.



The run over to Catalina is typified by no sailing wind for the first six hours or so followed by a lovely northwesterly breeze for the next four hours with an arrival around 16:00. For us, the wind never materialized and we

motored or motor sailed the whole way and were moored at 17:45. We got our dinghy in the water and were ready to relax and have some fun.

Later that evening we became aware of hurricane Hilary! Peggy and I were planning to stay five nights and leave on Monday morning for the trip back home, but this news got us



thinking and checking the forecasts to see when the storm was due to arrive at our area and when would be a good time to leave so we would arrive in Santa Barbara without feeling the effects of Hilary. We had a couple of days to play with so we decided to relax and enjoy the day. We used our dinghy to take our garbage ashore, bought some ice cream for dinner dessert at the general store, and walked around a bit.

Back on the boat Peggy and I began inflating our stand-up paddle board (SUP) and while standing on deck I glanced down over the side of the boat and noticed that our dinghy was not in its normal tied-up location. My first reaction was, oh no, the painter came loose and our dinghy was being blown offshore. Trying to remain calm I then thought, well, maybe the wind had shifted, pushing the dinghy toward the bow of the boat instead of the stern, which does happen from time to time. I glanced at the mid-ship cleat to see if the dinghy's painter was still attached and it was. Still hopeful that the dinghy was secure, I walked forward to check and the dinghy was gone! The painter had failed near the cleat and I looked seaward as the offshore breeze would have been blowing the dinghy in the general direction of Los Angeles. As I looked across a few more rows of moorings behind us I spotted a man



in his dinghy two rows back who was holding on to our dinghy. I yelled and waved to him but I couldn't get his attention as he was busy tying what was left of the painter to one of the nearby

mooring pick-up wands. The man left and I never did see him again to thank him. As luck would have it a harbor patrol boat was passing by our boat and I got the attention of the captain and told him our dinghy



broke loose and someone tied it to that mooring ball as I pointed to it. He said he'd be back shortly and would bring the dinghy to our boat which he did several minutes later.

The major takeaway from this lucky dinghy incident is that I should have replaced the painter several years ago. Polypropylene line is recommended

for dinghies because it floats thus avoiding the possibility of having it get wrapped around a propellor on the dinghy or on that of your boat when towing the dinghy. This particular painter has been attached to three dinghies of ours in its lifetime over about 15 years and I had noticed that it looked



worn and felt quite rough which should have pushed me to replace it, but I didn't and nearly lost the dinghy and its motor. I guess it's like they say about reefing a sail - if you think you should reef, do it now, don't wait.

After all the dingy fuss Peggy got to cruise around the Isthmus on the SUP. There she is passing under the west end cliff next to a couple of other boats.



The four of us got together at 17:00 for snacks and drinks aboard Ecco Bella and had a brief discussion about our exit plans. We had a rough plan by the end of our talk and decided to have a final look at the forecast in the morning – most likely we'd leave on Saturday morning to arrive

in Santa Barbara in early afternoon on Sunday, following the same route home with a stop at Smugglers on Saturday night and then an early departure for home on Sunday morning.

Early Friday morning I suggested an alternate plan that the John's agreed to. We'd leave at noon on Friday, make the roughly six-hour sail over to Marina Del Rey, then leave early Saturday morning and head toward home. This leg could



take 12 hours or so and we'd be passing near Channel Islands Harbor in Oxnard along the way and could stop there for the night if desired. Or, if conditions were good and we felt like it, we could keep going all the way to

Santa Barbara. Besides giving us the option to pull into Channel Islands Harbor I felt we'd have better internet connectivity just about all the way home on this route so we could keep in touch with the weather forecasts.

Marina Del Rey has a very nice public docking area next to Burton Chace Park, that we've use several times over the years. I called their office in the morning and they said there are two spaces available "now" but you can't reserve them – it's first come first serve. I'd never seen it that full but got a bit concerned. I then called the harbor master/police and was told that there'd be no problem – he's never seen it full either, and if it was full to give him a call and he'd find a couple of places to tie up for the night.

As we were preparing to leave, a harbor work crew pulled up along us and asked when we were leaving. We told them we would be leaving in a few hours which they seemed pleased to hear and they said something about using the mooring we were on, E3. It wasn't clear what exactly they would do with our mooring but it apparently had something to do with the



incoming weather.

So, full of confidence we'd have someplace to stop in Marina Del Rey, we left the Isthmus at about 12:30 and motor sailed the entire way arriving at 1830. As we approached the Burton Chace docks we slowly passed by slip after slip with big boats and little boats, some so small they were not visible until directly in line with the slip, until reaching the end where two slips were empty! I motioned the Johns to take

the next to last one and we took the last one which was an end tie. In my hurry to dock the boat, I didn't want someone else to sneak in before us, and with a slight stern quarter wind we got a bit sideways with the bow in ok but the stern pushed off the dock. A woman came by to help Peggy get the bow secured and then a very nice guy in a tiny craft that looked like a couch with a canopy covering him came in behind us and I tossed him a line. He was barely able to back up with his small motor and pull our stern closer to the dock where another guy on the dock took the line and pulled us in to the dock – very embarrassing and I felt like a real amateur for rushing into the dock before getting really ready for it. This fellow that helped out said his boat was down the way and that earlier he had pulled into the space we just took and was told by management that he couldn't stay there as it wasn't a slip. As I said, it is an end tie with cleats so it looked ok to me too. As it turned out we arrived after the dock office closed and left before they would open in the morning so we got a free pass for the night.

One benefit to being here in Burton Chace Park Docks was that our daughter and son-in-law could join us for dinner on our boat. We were happy with the chance to get together and enjoyed barbecued hamburgers, salads, and ice cream until about midnight when they left for home in Sherman Oaks. They said it only took them 24 minutes to get home – I guess the benefit of traveling late at night.



We got underway about 0700 on Saturday morning and had flat seas and just a couple of knots of breeze

as we motored along the coast of Santa Monica Bay, around Point Dume (Paradise Cove), and up to near Point Magu. It was about here that Dennis and Virginia suggested we keep going to Santa Barbara

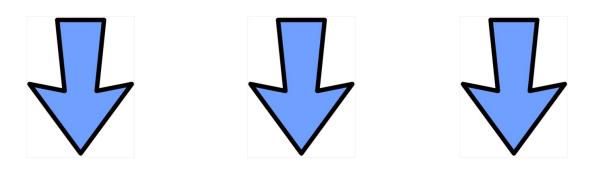


since the conditions were so benign and we should get in before dark. That sounded good to us so we struck a new course directly to Santa Barbara. Later in the day we were treated to some interesting cloud formations, obviously "brought to you by" Hilary. We entered the Santa Barbara harbor as the sun was getting low in the sky, tidied up a bit and head home for a relaxing and restful night.

Although we would have preferred to have stayed longer, we enjoyed the trip and look forward to doing it again next August, and hopefully after a closer look at that nice August weather.

AFTERWORD: The next day after our return home I went to the Two Harbors webcam site to see what Isthmus Cove looked like and it became obvious that everyone had left under evacuation orders after our Friday departure. It was also raining by then. As seen in the picture below there are black rectangular structures lined up in one of the mooring rows that were not there before we left on Friday. Virginia later spoke with one of our sister Club members about it and learned that they are sections of the dinghy dock. Apparently in situations like this they disassemble the dock and tie the sections to that row of moorings to better weather a storm. That also explained why a harbor work crew had come up to us earlier Friday morning to ask when we were leaving and talked about tying something up to the mooring we were on, E3. We weren't quite sure what they were going to do at the time but now we know.







BREAKWATER FLAG PROJECT UPDATE

(The following was submitted by Steve York and was originally published as part of the August Harbor Commission Report.)

It's hard to come to the Santa Barbara Waterfront by sea or by land and not notice the row of flags lining the breakwater. The flags represent a diverse spectrum of philanthropic and non-profit organizations within the Santa Barbara community benefiting local, national, and worldwide service projects. Since its inception in 2007, the Santa Barbara Yacht Club and the Waterfront Department have collaborated to manage and maintain the Breakwater Flag Project.

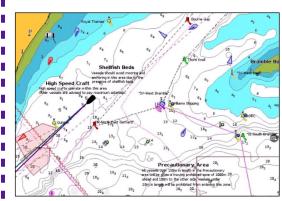
The Santa Barbara Yacht Club manages the program, applications, and the flags themselves. The Waterfront Department maintains the poles and hardware. Applicants submit information along with an \$825 annual fee to the Santa Barbara Yacht Club which covers the cost of two flags along with cleaning, storage, and lowering during winter storms. There is currently a 1-2 year waitlist to display an organization's flag on the breakwater. One recent addition to the Breakwater Flag Project was the installation of QR code graphic stickers at the base of each pole. This allows anyone passing by to scan the QR code and be directed to a website for the Breakwater Flag Project. This website provides additional information about the project as well as a list of current flags on display. The QR code effort was accomplished by collaboration between the Waterfront Department and the Santa Barbara Yacht Club.



Tap Into America's Boating Channel™ Library of Boating Safety Videos

The boating community uses many acronyms that someone new to boating may not understand. Do students enrolled in our basic safe boating course understand that the acronym ATONS references aids to navigation? In 2020 America's Boating Channel produced "Introducing ATONS," a video showing how buoys, day beacons, and other marks provide aids to navigation. This short video offers a wonderful introduction to ATONS. In it, viewers also learn about categories such as lateral and regulatory ATONS, as well as special purpose and danger marks.





In 2022, another ATONS video was released. Entitled "Digital Charts and Virtual ATONS," it covers the effort underway to replace paper nautical charts with electronic navigation charts. This video introduces viewers to three types of new virtual aids to navigation. Also featured are tips for using these enhancements and how they will make recreational boating safer.

Remember, if you need a refresher before getting out on the water, you can access an invaluable library of videos produced by America's Boating Channel. The videos referenced here, and others, are available to USPS members to view and download for free at bit.ly/

<u>USPSABC</u>. There is an index to help you find the topic you need, which is very convenient for instructors who want to use these videos in the classroom without the need for an internet connection.

- Otherwise, visit America's Boating Channel on YouTube at
- <u>https://www.youtube.com/@AmericasBoatingChannel</u> to
- find these and nearly 100 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. In addition to YouTube, these
- professionally produced high-definition safe boating and
- boater education videos are available via the America's
- Boating Channel on-demand app on Roku or FireTV. <u>America's Boating Channel[™]</u> is produced by the
- United States Power Squadrons[®] (USPS) under a grant from the Sport Fish Restoration and Boating Trust
- Fund administered by the U.S. Coast Guard.



Here's the 2023 discount coupon for West Marine when purchasing safety items. Good through the end of 2023. One of our membership benefits.

West Marine is proud to support SAFETY on the Water

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Coupon viait for orders placed through 12/30/203 (b) the Sign FT) wild on solieity products only limit one ocupon per customer, may not be combined with other coupons or differs not indeembel for cash valued to product valiability exclusions be following part purchases, gift cards, PLUS Plan estended warranties, memberships, services, sale-priced and discontinued litems, electronics, boats and motors, VETF, Golfory Hurles, Natike Watercardt, Harken/, Marcury, Yakimar, Helly Hansen/, Patagonii, Prané ACP, Hummibility, Gaming, BAGY and Raymarine' products and select Attwood?, Pure Fishing', Daiwa, Cannorf, Pernf Shinardy, Johnson Outdoors, Auet Hels, Harry's Tackle, JL. Marine Systems, Henry's Durables, ICOM* and KVH Industries products.

West Marine is proud to support SAFETY on the Water





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