



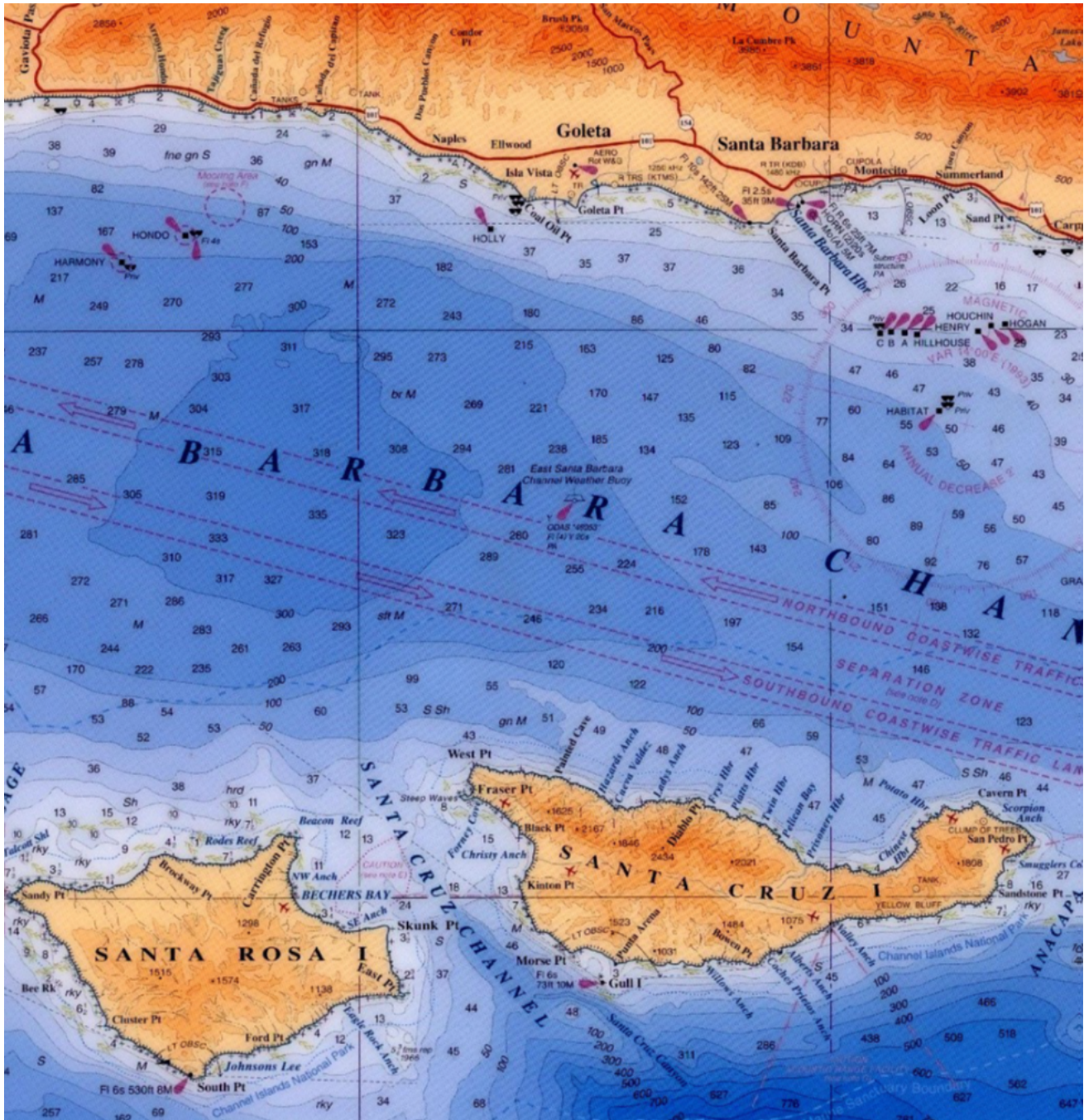
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# Signal Hoist

Santa Barbara Sail & Power Squadron

Monthly Newsletter October 2023





## COMMANDER'S MESSAGE

**Cdr. Virginia Johns, P**



### **Commander's Message October 2023**

As summer transitioned into fall, we have kept busy. Here's a rundown on last month and our upcoming meetings and activities. Be sure to read the article on Education, as we have been very busy in that area as well.

#### **Last Month**

**Business Meeting** The Executive Committee and a few additional members met at the Johns' home for our quarterly business meeting . We discussed news from the recent National Governing Board and District 13 Meetings (see highlights in the JARGON article). The Education committee reported on our next educational offerings, our hope to improve our hybrid capabilities with plans to meet with one of our members who teaches many hybrid courses, and the request from the Sea Scouts to work with them on the educational component of their program.

**Cruise to the Islands** Scott and Lisa Burns sailed Benchmark out Friday morning with a third crew member to Pelicans. Dennis and I followed on Libertad Saturday morning. We saw so much marine life! Read the details in an article further on in this newsletter. This was the last scheduled monthly island cruise for the year. But we are considering a day cruise to Goleta Beach for some anchoring practice. Stay tuned for news on that this fall.

#### **Coming up in October**

**THU Oct 5 7:30pm in the Waterfront Classroom Member Fun and Entertainment meeting – book discussion. [“Diary of a Sea Captain’s Wife.”](#)**

This enchanting memoir invites sailors of Santa Barbara, intimately acquainted with the scenic wonders of Santa Cruz Island and the allure — sometimes enchanting, sometimes terrifying — of the Santa Barbara Channel, to embark on a journey of discovery. Ed Kaufman will be leading the discussion. I have heard mention of personal stories that some attendees plan to share. Bring yours!

**Sat Oct 21 10am-5pm Harbor & Seafood Festival** We have been invited again to have a table on the pier advertising our organization. We will need volunteers for setup, taking shifts sitting at the table and greeting the visitors, and tear down at 5pm (or maybe a bit earlier). We will have pamphlets about our squadron, information on upcoming classes and seminars, and other items you can use to entice folks to the table and inform interested visitors. We will have some beverages and snacks available on Libertad for those of you working a shift that want to have some refreshments while you visit with your coworkers. We will send out a call for volunteers.

**Save The Date:** Wed November 15, 5-7 pm, our annual Maritime Museum Mixer.

***We have some fun things on the calendar this month with the book discussion, Harbor & Seafood Festival, course and seminar offerings. Hope to see you!***







## **SEO'S MESSAGE**

**Lt/C Rich Ciolino, JN**

After a busy summer the Education committee met in mid-September to discuss plans for our fall and winter education offerings. Committee members Virginia Johns, Steve Young, Rich Ciolino, and Ed Kaufman met in person and Dennis Johns and Tom Koch attended via ZOOM.

Our discussions centered around what courses would we teach and what their schedule would be for the near term. After some discussion we focused our interest on the Cruising and Cruise Planning course and some of the Boat Handling seminars, two of which, Knots and Anchoring, we had given this past summer. We decided on the Rules of the Road, Handling Emergencies, and Boat Handling seminars, and decided to give these from mid-October to mid-November, finishing up before the Thanksgiving holiday. As for the Cruising and Cruise Planning course we decided to push that out to early next year so as to avoid the holidays.

The Boat Handling seminars will run from October 17, to November 14, with a break for Halloween on October 31<sup>st</sup>. There is a lot of material in these seminars and we'll structure them as four independent lessons over four weeks. The Boat Handling material focuses on motor vessels so we plan to incorporate material specifically about sail boats as well, borrowing material from the Sailing course and our experience.

The Cruising and Cruise Planning course also contains a lot of material and is recommended as a nominal eight-week course. We believe that it is difficult to get today's boaters to devote that much time to a course such as this so we plan to shorten it to five weeks or so by selecting presentation material based on our teachers' and members' cruising experience, which is quite broad. Our plan at this time is to start the class on February 6, 2024.

Final dates and pricing will be announced through our advertising posters, web site, and email notices.



In discussions with the Ventura Sail and Power Squadron about supporting each other's education programs we learned of a Diesel Engine Maintenance seminar they were putting together that included the use of a portable operational diesel engine. One of the items we talked about was having them loan us their engine hardware for use in our own classes. To this end we had our own engine maintenance teacher Pete Seagoe attend their first seminar presentation on Saturday, September 23, to learn more about how the engine could be used in a seminar like this. Here is Pete's report from that seminar:

On this beautiful first day of fall my wife Suzette and I were able to attend a seminar titled " Diesel Engines, Maintenance and Basic Troubleshooting". The seminar was given by Dan Cahn, Commander of the Ventura Sail & Power Squadron, assisted by two mechanically inclined friends Rafael Frauche & Pat Haskins.



With approximately 12 individuals in attendance Dan introduced himself and his team, handed out a very well written course outline and we dug right in. Dan had assembled a working 3 cylinder diesel engine, mounted in a trailer for demonstration purposes. He also had a number of components to this engine for hands on examination and explanation. (The story goes that he


found these two matching engines in the junk pile, out of an old catamaran, and restored one to function and the other for parts.).



This was not a 'sit in your chair and take notes' seminar. Attendees were encouraged to gather around the trailered engine and ask questions. The instructors demonstrated starting the engine, trouble-shooting engine malfunctions, oil and fuel filter changes, how to safely shut down runaway engines, and cooling system maintenance. It was a great hands-on experience for all!

## Upcoming Activities

Oct 5	Thurs 7:30pm	Fun & Entertainment Meeting — Discussion of <i>Diary of a Sea Captain's Wife</i> , by Margaret Eaton (led by Ed Kaufman).	Harbor classroom
Oct 21	Sat 10am- 5pm	Harbor & Seafood Festival	Santa Barbara Harbor
Nov 15	Wed 5:00pm- 7:00pm	Maritime Museum Mixer	Santa Barbara Maritime Museum

 Wine & light  
bites. No charge

## SAVE THE DATE!!

Share some of  
your boating  
stories!

Wednesday, November 15, 2023 5pm  
Santa Barbara Maritime Museum Mixer with  
SBSPS and Santa Barbara Sailing Club

We will need volunteers to pour wine and greet/check in  
guests

Please let me know if you can help! Suzette Seago  
[shseago@gmail.com](mailto:shseago@gmail.com) Thanks!



# Cruise to Pelican

Lisa & Scott Burns on Benchmark  
&  
Virginia & Dennis Johns on Libertad

From Benchmark:



The weekend of September 22-24 was the last cruise on SBSPS 2023 calendar. Calm seas and light winds on Friday made for a relatively quick and easy motoring for Point lead, Scott Burns & wife Lisa, and Boris Alves to Pelican Bay anchorage where 3 sailboats: 30' Catalina similar to Burns' Benchmark, a well-outfitted J-31 from San Francisco, and a 40' Beneteau.



After laying stern & bow anchors, dinghy and kayaks were offloaded and lunch served under clear skies. Then Lisa showed Boris her favorite kayak destination, Hole in the Wall, with the blowhole cave that Lisa calls dragon's breath because it sprays a mist of ocean water, depending on the tide. Water temperature was 66.

Scott brought a printed copy of the Nature Conservancy's trail guide from Prisoners to Pelican. A pdf of the guide can be found at [https://](https://islandpackers.com/wp-content/uploads/2021/11/Pelican-Trail-Guide-.pdf)



[islandpackers.com/wp-content/uploads/2021/11/Pelican-Trail-Guide-.pdf](https://islandpackers.com/wp-content/uploads/2021/11/Pelican-Trail-Guide-.pdf)

Boris kayaked over the steps of the old hotel, now covered with barnacles. Scott took a safer way to land using a dinghy or kayak to the small pebble beach around the east point of Pelicans.

Winds picked up in the late afternoon and 2 sailboats left, making us wonder what they knew, however the evening winds did not disturb our well-anchored 30' Catalina, Benchmark, with 150' scope on either end.

On Saturday, Libertad arrived at Pelicans with exciting news of seeing whales, including a pod of Orcas working together to catch fish. We made arrangements for appetizers and dinner on their beautifully remodeled ketch.

Sunday was a completely different sail for Benchmark as all three sailboats at Pelicans sailed together to Santa Barbara. The crew of the Benchmark saw whales breach airborne, another whale repeatedly slapped its fluke to capture fish, and dolphins with their calves swam by.

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From Libertad:

We had a meeting on Friday evening, so Libertad had to head out Saturday morning to join our monthly cruise. When we were at Catalina, we found that our outboard would not idle. Dennis spent a day or two fiddling with it with no success. Fortunately he could order a new carburetor and it was delivered the day before we were to leave. The outboard now runs great. Pelican anchorage was the destination and we would be using two anchors. Using our stern anchor takes a bit of prep before leaving the dock as we manage it off of our bow roller. Dennis pulled the anchor out from the depths of its storage locker, attached the chain leader and long rope rode, and positioned the anchor on the bow, next to our main anchor, with the

rode pulled along the port toerail to the stern of the boat. Once we had it all secured, we headed out.

We motorsailed most of the time, but were able to turn off the engine as we approached windy lane. We saw so much marine life that day. Just off our port for a good portion of the trip we saw

whales, dolphins, more whales, sea lions, and then all three together for a bit. It was amazing. They weren't doing a lot of acrobatics; it appeared to be a feeding frenzy. As we got nearer the island and



were sailing, we saw orcas on our starboard side. They were being the true wolves of the sea by circling and corralling their prey. After watching them for awhile we saw the Double Dolphin whale watching catamaran in the distance, headed our way. We have never seen so much marine life on a trip across to Santa Cruz. Sorry for the lousy pictures – just couldn't keep the camera still!

When we arrived at the anchorage, the crew of Benchmark (and likely the other two boats) settled in to watch the show. It does take us some time to scope a spot, drop our stern anchor from the bow, walk along the side deck managing the rode as it pays out to make sure it doesn't get near the prop while we motor forward to drop the bow anchor and then go into reverse to center ourselves between the two anchors. There was some wind in the anchorage and we were a bit closer to the Beneteau than we planned. They were only on one anchor and we wanted to give them more swinging room. As we were working to realign ourselves, they deployed their stern anchor and all was well.





It was a lovely day. We enjoyed our lunch in the cockpit and relaxed a bit before gathering the group aboard for happy hour, dinner, and lots of stories. Scott and Boris were part of the crew when we delivered Libertad to Ensenada for some refurbishing (varnishing and painting) about a year ago. Dennis wanted to launch the dinghy on Sunday morning and run over to Prisoner's Harbor and go ashore to look for island foxes. Nevertheless, the wind picked up early the next morning and it was deemed necessary to head for home. So we still need to have a sea trial of the dinghy.

We all left the anchorage about 9am Sunday morning, with three of us headed for Santa Barbara. We had enough brisk wind as we first headed out and were crossing windy lane and kept enough wind to sail most of the way home. Unlike Benchmark, Libertad saw very little marine life on Sunday. We saw a few whales spouting in the distance. It was a very pleasant overnight trip, which left us hoping for some good boating weather weekends in the coming months.





## Keep Apprised of Harbor Operations

submitted by Lt/C Steve York, P

If you're like me, and wonder what we have to show for our monthly slip fees, check out this link called "Capital Improvement Updates" at <https://santabarbaraca.gov/harbor-commission/harbor-commission-agendas-documents>. Under "Staff Reports" go down to "Sept 21 2023 Item 05 Facilities Report.pdf". You'll see maintenance expenses listed for 2023, such as replacement of a Harbor Patrol boat, remodeling of the Leadbetter restroom, dredging, replacement of Stearns Wharf timbers, among many others. *(Editors Note: Our boat is in Marina 4 and one item caught my attention. It says, "Replace 8 docks on Marina 4." Our dock has been listing at about 100 degrees for the past five years...so just hoping that might be us!!!)*

## Jargon

Cdr Virginia Johns, AP

A couple facts to orient you to some jargon in the 'highlights' report below.

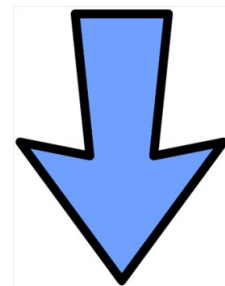
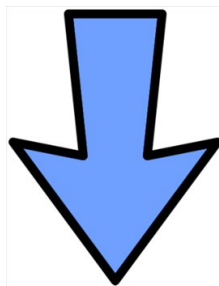
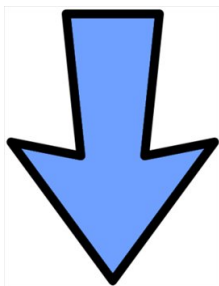
- Our organization has three levels: National, District, Squadron.
- Santa Barbara Sail and Power Squadron is in District 13.

As noted in my Commander's report this month, there were several District and National meetings in September that I and a few other members attended virtually. Highlights that caught my attention are:

- National's Education Department is busy. They are updating all the courses and seminars, starting with some that are especially out of date in regard to electronic technology. Some of these will have narration added to the slides which the instructor has the option to use or not. The Marine Navigation course Rich just taught was the new version of the former Piloting course. Cruise Planning, which we hope to offer this year, will have a new version out soon – they are hoping end of October. Many more upgrades are underway.



- Various Planning committees and expert advisors have made suggestions for the good of our organization and National has already started efforts on some of these. For example, they realize we cannot survive as a strictly dues-based organization. Some of the efforts at the national level, e.g., advertising, membership management systems, and upgraded technology, need to be funded in other ways. And we also need to get better known in the boating community – the businesses that service boaters, from boatyards to publications.
- District 13 officers want to know what the District can do for the squadrons. One area where squadrons have asked for help is education: lobbying with National on keeping down the cost of course materials so that in-person courses are not so expensive (compared to online versions of the same material), helping us understand and purchase tools for hybrid courses/seminars. Although some portions of the National meetings/conferences are being held virtually, there are many other committee meetings, seminars, etc. at these conferences that are not offered virtually. District 13 tries to have at least one officer attend in person to catch some of the other parts and bring back news to the squadrons. The squadrons would like our district to encourage more hybrid offerings.





## **A houseboat docked in Santa Barbara, Calif., is hitting the market for \$4.9 million**

submitted by Lt/C Steve York, P  
from an article in the *Wall Street Journal*

*(Editors Note: The Thomas Jefferson was the name of the original floating home, built in the '70s that occupied the space where Jeffrey Wapner's reconstructed floating home now floats. Jeffrey Wapner's houseboat is completely different from the original, but it appears he kept the same name. This is a follow-up on an article in the August Signal Hoist.)* The roughly 50-year-old Thomas Jefferson spans about 1,300 square feet, according to seller Jeffrey Wapner. It has everything from electricity and plumbing to a laundry room and a dining area that can seat 10 people. The home's slip in Santa Barbara Harbor is included in the asking price.

Wapner, a longtime surfer who grew up in the Santa Barbara area, owns Paradise Is Divided Into Blue And Green, a company that makes beach bags out of upcycled sails. When he moved back to the Santa Barbara area from New York around eight years ago to be closer to family, he said, he didn't want to live in a traditional single-family home. Instead, he researched boats and vessels for sale.

When Wapner came across the \$650,000 listing for the Thomas Jefferson, he bought it along with its slip, which was included in the listing price, he said. He declined to say how much he paid for the home, which was about 700 square feet at the time.

The Thomas Jefferson is one of only four houseboats allowed in the harbor, according to Wapner, who said his spot was grandfathered in after the city banned new houseboats in 2015. The home doesn't move on its own, he said, but can be towed by a boat if necessary.

About a year into living on the Thomas Jefferson, Wapner discovered termite damage, rot and improper framing. "I didn't intend on remodeling the entire home," he said. "But I'm not the type of person who could live on what I knew was a rotting and basically sinking ship."

With help from his father, Wapner tore down the home and rebuilt it, replacing virtually every aspect of it at a cost of about \$2 million, he said. He moved back in after the work was completed about two years ago, he said.

The first floor holds the workshop and a laundry room, while the second level has the bathroom, bedroom, kitchen and dining area. The bathroom has two sinks and a skylight over the shower. "At night, when you can see the stars and the moon shining through, it's an incredible place to take a shower," Wapner said, adding that when the pier is lit up at night, it reminds him of living in New York.

The workshop is large enough to be converted into a bedroom if the new owner chooses, Wapner said, and its closet has high-pressure plumbing so it can be turned into a bathroom.

The home rises and falls with the tide and will occasionally oscillate, but Wapner said he hardly notices. For rain, he installed drains that run from the roof to a pipe that releases the water into the harbor.

Wapner said he's decided to sell the home because he wants to travel more.

The houseboat was difficult to price, said Patricia Ruben of Sotheby's International Realty, who shares the listing with her colleague Alan Melkonyan and Bryony Atkinson of Maisonre. They looked at the square-foot cost of nearby waterfront homes for sale, which range in price from around \$6 million to just under \$12 million, according to Ruben.



"This house is so specific that when I told a few people I'm listing it, they said 'Oh is it the big beautiful brown one?' We've been dying to get in it," she said.



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.

**Editor:**

**Peggy Ciolino, P**

**Proofreader:**

**Lt/C Richard Ciolino, JN**

**Squadron Photographer:**

**SBSPS Website Manager:**

**Lt/C Steve York, P**

**Website address:**

**[www.sbsps.net](http://www.sbsps.net)**