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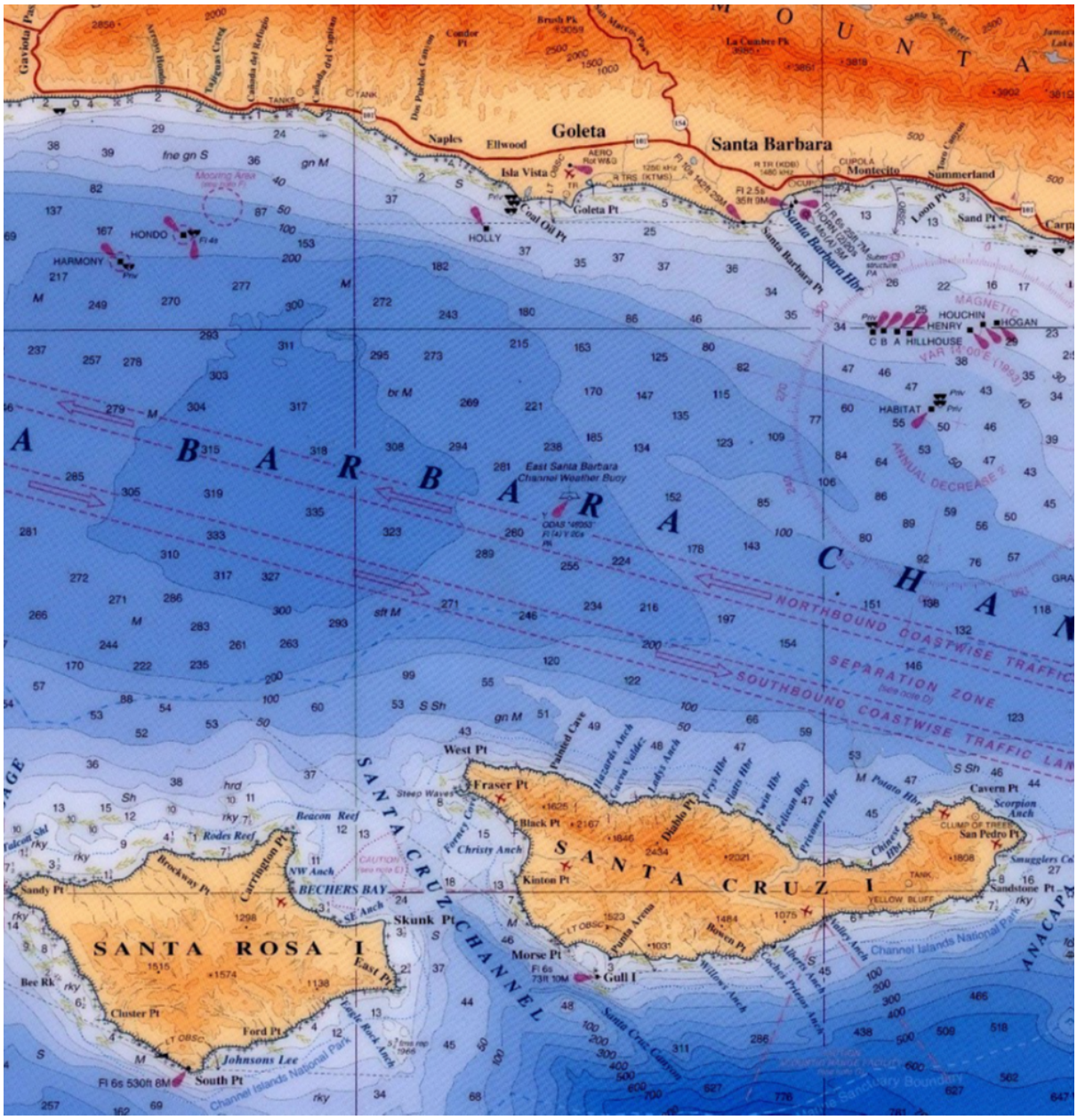
Signal Hoist

Santa Barbara Sail & Power Squadron

Monthly Newsletter August 2026



COMMANDER'S MESSAGE

Cdr. Alec Hardy

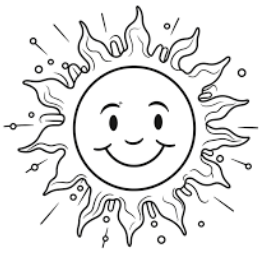
Dear Squadron Members,

I know you all are having a great summer! You'll see a report in this *Signal Hoist* about our cruise to PCYC. We had 3 boats at the dock, a great dock party, and an excellent dinner that was very filling! I was able to take my boat down and except for noticing that the forward running lights are having issues, it was a great weekend. A big thanks to all who attended!

Our next upcoming opportunity for a cruise is the weekend of August 28th-30th. I will suggest Coches for this cruise as it's my favorite, however if there is a south swell plans may change. Please contact me if you would like to participate.

The very big news for this fall is we have been nominated to host the District Conference for District 13. We have tentatively booked the Woman's Club in Carpinteria for the entire day of October 10th, — Conference during the day and dinner at night. Please stay tuned for more details!

Thank you all and stay cool out there!



SECRETARY'S MESSAGE & ACTIVITIES COORDINATOR MESSAGE

Virginia Johns

Upcoming Squadron Activities

LAST MONTH - July We enjoyed the hospitality of PCYC yet again at our annual dinner at their yacht club in Channel Islands Harbor. See articles further on in this newsletter about that event, including the cruise down from Santa Barbara and Ventura harbors.

August – Because Santa Barbara's Fiesta is this month, we generally don't plan a social activity. There is a cruise tentatively scheduled for the last weekend of the month. Dennis and I are definitely interested.

September – Our annual BBQ and White Elephant Auction will be held mid-month, likely the weekend of Sept 19-20.

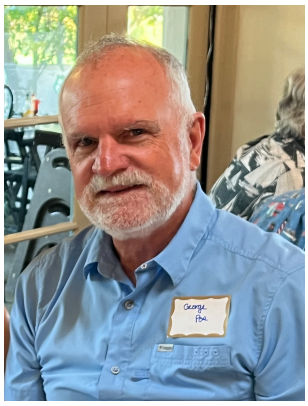
District Conference

It is looking like there will be a Conference Saturday October 10 in our area. Our squadron would be involved in assisting with hosting – Alec has already been hard at work on this. As Secretary, I will receive an official Conference announcement which would include the conference program agenda and I will forward it to the squadron members. But since we are assisting in the planning, we can keep you posted on developments.

I wanted to take this opportunity to remind everyone that last year, three squadrons from the San Diego area joined our District 13. There would be some new folks to meet at this conference!

District 13 squadrons now include:

- Arrowhead
- Balboa
- Las Vegas
- Long Beach
- San Diego
- San Luis Rey
- Santa Barbara
- The Valley
- Tokyo
- Tres Rios
- Ventura



SEO MESSAGE

George Poe

Greetings,

We conducted our first educational meeting of the year on Thursday 7/30. In attendance were Dennis and Virgina Johns, Tom Koch and myself. We collectively decided to offer up to 3 seminars this year and an ABC class early next year. We plan to offer the Noon sight seminar in October.

We would also like to offer a Weather seminar and Sailing the Santa Barbara Channel seminar as well. Dates and instructors TBD.

We had a discussion about how to publish and market the seminars/courses. We had two students from the UCSB sailing club in our last Noon sight class who suggested that we would have a lot of interest in our class inventory.

We also plan to reach out to the Santa Barbara Sailing club to see if there is additional interest.

Lastly is the Yacht club. Hopefully we can generate some interest there as well.

Upcoming Activities

Aug 28-Aug 30	**Fri - Sun**	**Cruise to Coches**	**Leave from SB or Ventura Harbor**

Annual Cruise to PCYC

Dennis and Virginia Johns

The weekend of July 10-12 was our annual PCYC event. The Pacific Corinthian Yacht Club in Channel Islands Harbor supports us with some spots on their guest dock for Fri and Sat nights and a reserved dining room for our Saturday dinner.

We had three boats that cruised to the event this year. On Friday Cdr Alec Hardy sailed s/v *Argo G* from its home in the Ventura Harbor directly to the dock at PCYC. Dennis and Virginia Johns aboard s/v *Libertad* and George Poe and his brother-in-law, Mark aboard s/v *Life is Short* cruised from Santa Barbara Harbor out to Scorpion anchorage on Santa Cruz Island for the first night. The original destination was to be Smugglers Cove but a check of the weather the night before showed a southeasterly building during the night

which would have created an onshore breeze and we didn't want hourly anchor watches to make sure we were not dragging toward shore.

There was a line at the fuel dock and we idled nearby for about half an hour before *Libertad* could fuel up and was out of the harbor ahead of *Life is Short* around 1030. The usual sea lion greeting awaited us at the green buoy 3. This was our "shakedown cruise" for the season. We had spent the past month checking out boat systems, charging electronic devices, and putting temporary patches on our sails (in the process of ordering new ones). There was a light wind and thus just enough swell as we left the harbor to rock the boat and make it a bit uncomfortable. We put up the main and jib and that settled things down for a nice motorsail over to the island. We saw and enjoyed a pod of dolphins racing and jumping across our bow, but didn't think to grab the camera soon enough. The marine layer became fog as we approached the shipping lanes reducing visibility to only about ¼ mile. We were concerned about seeing approaching ships and were both on lookout. We activated the radar scanner and a couple of blips appeared ahead of us. Just then we heard the horns from one of the large ships heading west. We tested out our fog horn in response and it worked. We admit that we looked up the horn signals in our handy reference book and confirmed that they signaled a course change to avoid us. We were in good shape to pass astern of them. Then the second ship came into view traveling west as well. Upon sighting the second ship we realized that it was going twice as fast as the first one and the signal from them was advising the leading ship of their intention to pass to their starboard. Now our path was not as automatic as previously thought. We increased engine speed and

monitored the bearing of the second ship to be sure we'd pass between the two. As the second ship passed astern of us we could finally relax.

As we approached the island the sun got brighter and the sky clearer. We ate lunch in the cockpit and enjoyed the warming conditions. We could see

one Island Packers ferry anchored in Scorpion. We entered the anchorage around 1530, set our anchor and prepared to relax until dinnertime. Looking towards shore we could see many kayaks floating near the beach and one

couple playing with a child in the sand. Evidently everyone else was on an island hike. *Life is Short* arrived about an hour later.

After the Island Packers loaded up and headed out, the two squadron boats had the whole anchorage to ourselves. *Life is Short* took a dinghy tour to Little Scorpion. We BBQd hamburgers and had a delicious dinner while watching the Never Say Never Again James Bond movie. The scorpion anchorage has a mooring ball for a USCG vessel. We put down about 75 feet of scope in 21 feet of water with the mooring ball about 50 feet to our south –perfect position for checking our bearings at any late night anchor watches. Sometime in the wee hours the wind shifted as was forecast and came out of the southeast. That repositioned us so later that morning we found our stern bouncing against the mooring ball. It was a very light breeze so we decided shortening scope to 50 feet to draw us away from the ball, would be better than re-anchoring at 3am. We slept through the rest of the night, but about 7am we were bumping against the ball again. This time the breeze had freshened and the scope was not enough to keep us from dragging. This time we did re-anchor, but easily did so in daylight.

Saturday morning both boats left around 0900. *Life is Short* took a scenic route around the backside of Anacapa Island. *Libertad* took a more straight line route to Channel Islands Harbor. Once we got back into cell service range we received the notice that the 4th boat that had originally planned on cruising to PCYC was changing plans and driving down. That left only three of us to dock at PCYC and we would likely all fit, no need to raft up. Our prior plan had been to try and arrive last so that we would be the boat to raft up. No need for that now. We again had to motorsail without sufficient wind to use sails alone. We arrived at the dock around 1330. We had been keeping in touch with George and knew they were close behind us. Dennis stayed at the dock to help with George's dock lines while I went to check-in with PCYC. Before I could finish check-in all three boats were securely docked!

We took refreshing showers, set up two tables on the dock and prepped for our dockside appetizer-sharing paired with the traditional, always delicious, Painkillers generously provided each year by the Slocums.

We all nibbled at the appetizers as we know that the dinners prepared by PCYC are always very filling and topped off with an ice cream sundae. We had 22 of us for dinner, which was delicious.

Sunday morning the three boats left the PCYC dock one right after the other. George and Mark decided to take the long way home around the backside of Santa Cruz Island…or at least head that direction and see how things went as the day progressed. The forecast for the day was for less than 5 knots in the morning and 10-15 knots in the afternoon out of the NW. We headed for platform Habitat with the expectation that rounding that platform, we

could sail the final 9 miles to the harbor. The wind gradually grew to a nice breeze and was hitting 17 knots as we entered the cape effect at the harbor. As we approached the harbor we were greeted with a beautiful site of an approaching racing fleet with colorful spinnakers flying. We found out later that the 2026 J/70 National Championship with 37 teams was racing in Santa Barbara that weekend.

We had a lovely weekend sailing, sleeping at anchor, and celebrating at PCYC.

As for our shakedown cruise…we did have one issue arise that we hadn't discovered before that weekend – a leak in the freshwater system. We left the harbor with 300 liters but we must have left the water pump on sometime during the night (we usually turn it off to conserve energy) and the leak flowed into the bilge and out the bilge pump, emptying the tank. But fortunately we had our backup bottled water provisions which got us through very comfortably.

Photos from Dockside Gathering and Dinner at PCYC

On the Dock

Vicki Slocum, John Bridgwater and Mark

Amber Hardy, Alec Hardy, and Betty Koch

Ron Slocum and Tom Koch

Mike Pyzel and Dennis Johns

Joan Kent and Alec Hardy

Pam Rousseau, Brian Krasnoff, and Peggy Ciolino

Virginia Johns and George Poe

s/v Libertad

s/v Argo G

Will Goodale, Ron Slocum, Vicki Slocum, and Eleanor York

Vicki Slocum, Eleanor York, Steve York, and Brian Krasnoff

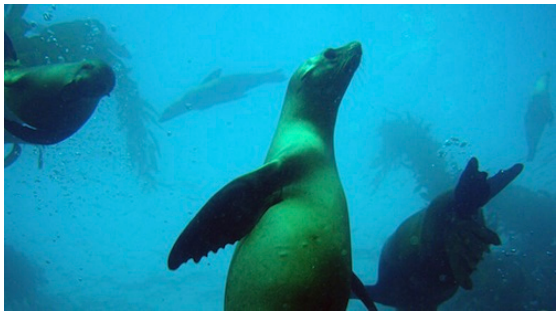
Rich Ciolino, Peggy Ciolino, Peter Ford and Mary Ford

The following article was submitted by Steve York. It is from the April 2026 issue of The Log.

NOAA Image

Marine Protected Areas: What Every Southern California Boater and Angler Needs to Know

Marine Protected Areas, commonly referred to as MPAs, are sections of ocean water where human activity is regulated in order to protect marine ecosystems, habitats, and species. While they're sometimes misunderstood as "no boating" or "no access" zones, MPAs are more accurately defined as carefully managed areas where certain activities are limited or prohibited to allow marine life and underwater habitats to recover, reproduce, and thrive.



NOAA Image

In California, MPAs were established under the Marine Life Protection Act (MLPA), a statewide effort to create a science-based network of protected ocean areas from Point Conception to the Mexican border. These areas form a connected system rather than isolated closures, designed to work together to improve overall ocean health along the coast.

NOAA Image

The intention behind MPAs is rooted in restoring ecosystems that have been impacted by overfishing or resource extraction. Zach Plopper, Senior Environmental Director at the Surfrider Foundation, explains that the spatial approach to conservation focuses on safeguarding key habitat areas where marine wildlife can recover.

“The intention behind establishing MPAs is generally to recover marine wildlife and ecosystem health in an area that has been impacted by overfishing and over-harvest of marine resources,” Plopper said. “This spatial approach to conservation sets aside key habitat areas to safeguard fish and other wildlife.”

There are several classifications of MPAs, and each carries different rules. A State

NOAA Image

Marine Reserve is the most protective, where no take of marine life is allowed. A State Marine Conservation Area allows limited recreational or commercial take of certain species under specific regulations. A State Marine Park typically allows recreation but restricts extractive activities. Because each type carries different rules, it’s possible for ocean users to move from one MPA into another with entirely different regulations without realizing it unless they’re referencing updated charts or marine navigation tools.

Plopper notes that the regulations vary intentionally to balance conservation goals with recreational access. “Some MPAs prohibit all forms of ‘take’ — fishing, collection, harvest — while others restrict certain uses, for example allowing recreational fishing but not commercial,” he explained. “In addition to the potential conservation benefits of MPAs, they can also be designed to achieve other goals as well. For example, California’s MPA network is designed to also enhance recreational opportunities and protect cultural resources.”

In recent years, MPAs have also taken on an additional role as tools for climate resilience. “Increasingly, we are seeing MPAs also serve as a tool to bolster climate resilience by encouraging restoration of coastal habitats that store carbon and buffer communities against storms, swells, and sea level rise,” Plopper added.

Scientists identified areas along the coast that serve as critical habitat for kelp forests, rocky reefs, breeding grounds, nursery habitats, and migration corridors. By limiting fishing and extractive activities in these sensitive zones, fish populations have the opportunity to grow larger, live longer, and reproduce more successfully. Over time, this creates what’s known as a “spillover effect,” where healthier populations move beyond the protected boundaries into adjacent waters where fishing is allowed.

According to Plopper, these spillover benefits are one of the reasons responsible anglers and boaters ultimately gain from well-managed MPAs. “Responsible boaters and anglers are among the first to benefit from effective MPAs,” he said. “The waters surrounding MPAs experience, if well managed, the spillover benefits from limited or no-take zones where wildlife can grow and thrive.”

Research has shown that fish populations often grow larger and more abundant near protected areas, which can improve fishing opportunities outside their boundaries. “The science shows that these spillover benefits include larger and more abundant fish outside of the MPAs,” Plopper explained. “Recreational fishers can enjoy waters that aren’t commercially fished in some MPAs, for example in several Southern California state marine conservation areas.”

Beyond fishing, healthy marine ecosystems benefit a wide range of coastal activities. “By protecting wildlife within a designated area, the entire ecosystem tends to benefit, providing a much more enjoyable experience when tidepooling, diving, fishing, surfing, and playing on the coast,” Plopper said.

Boaters are also affected, though often in different ways. Most MPAs do not restrict simple transit through the area. Vessels are generally allowed to pass through freely. The restrictions typically apply to anchoring, fishing, collecting, diving for species, or disturbing marine life. Because these rules vary by MPA type, boaters who anchor to swim, dive, or fish without realizing they’re inside a protected zone can unintentionally violate regulations.

Understanding where MPAs begin and end can sometimes be confusing for ocean users. Unlike protected lands, there are no visible entry points or gates in the water. Plopper acknowledges that the lack of clear physical boundaries can create challenges.

“Unlike protected areas on land, it can be challenging to identify MPA boundaries and regulation,” he said. “There are no entry gates to most MPAs unlike there are to the great national parks of Yellowstone and Yosemite and boundaries can be tough to delineate while on the water. This can lead to a lot of confusion, particularly for the infrequent users.”

To avoid accidental violations, Plopper encourages boaters and anglers to rely on official resources and local information. “The best way for people to understand the regulations and navigate in and around MPAs respectfully is to seek the online resources that exist, for example through California Department of Fish and Wildlife, or the resources manager in the region you are visiting,” he said. “Often there are signs posted about local MPA regs at marinas and entry points that should be reviewed. If there are agencies onsite — lifeguards, rangers, wildlife officers — don’t hesitate to ask if you are unsure of the permitted take uses within the area.”

Another common misconception surrounding MPAs is that all fishing is banned inside them. In reality, many MPAs allow limited recreational fishing depending on the classification.

“One common misconception is that there is no fishing allowed in MPAs,” Plopper said. “Not all MPAs are no-take. In fact, in California for example, most are limited take, meaning that some form of fishing or harvest is allowed.”

In areas where take is prohibited, the restrictions typically apply broadly to all forms of collection. “In most MPAs that are no-take, that includes all forms of take — tidepool critters, rocks, shells, kelp, cultural artifacts, and even sand,” Plopper explained. “This is where outreach goes a long way. Frequent MPA users and local agencies can tactfully inform people about the rules.”

Like the ocean itself, MPAs are not static. Conditions in the marine environment shift over time, and management strategies must adapt as well.

“They have to be adaptive to be successful,” Plopper said. “Our ocean and coasts are super dynamic and always changing. There are natural shifts in fish populations and habitats. Human use patterns change and there are also evolving stressors, for example pollution, marine heat waves, and climate change.”

Because of these factors, ongoing monitoring and public involvement play a critical role in ensuring MPAs continue to meet their conservation goals. “We need to constantly be monitoring species, ecosystems, and human interactions with these spaces and make

sure that management accounts for changes," Plopper said. "This is why management is so critical to MPA success."

Public participation is also an essential part of that process. According to Plopper, ocean users themselves often provide valuable insight into how protected areas function over time.

NOAA Image

"Everyone plays a role in making a protected area successful, especially those that use these spaces the most," he said. "It is critical that users of these areas — the anglers, surfers, walkers, birdwatchers, boaters, and beachgoers — are good stewards so others can follow."

In addition to following regulations, ocean users can help shape future management decisions. "Using expert knowledge, user groups can help inform the adaptive management of MPAs so it's important to engage in the public process around MPA designation and management," Plopper said.

Ultimately, MPAs rely not only on regulations but also on community stewardship. Plopper encourages ocean users to stay engaged and take pride in the success of protected areas.

"Leverage your knowledge and passion to inform the management of the area you use and love," he said. "The users of our MPAs can contribute so much to how these areas are designed, enforced, and conserved over the long term."

When functioning effectively, MPAs often become some of the most vibrant and productive areas in the ocean.

"Enjoy and celebrate the success," Plopper added. "Effective MPAs are full of life and contribute to healthy ecosystems far beyond their boundaries."

For Southern California's boating and fishing communities, understanding MPAs ultimately comes down to awareness and preparation. With modern navigation apps, updated charts, and readily available online resources, ocean users can easily review boundaries and regulations before leaving the dock.

Rather than being viewed as obstacles, MPAs are best understood as long-term investments in ocean health. They protect the habitats that fish depend on, support sustainable fisheries outside their borders, and help preserve the marine environments that boaters, anglers, divers, and paddlers enjoy every day.

For another interesting article submitted by Steve York, please see the July issue of Latitude 38. Former Squadron member Ed Kaufman writes of his and his family's recent sail in the Sea of Cortez on their s/v Aisling.

"Vision for a Wild Coast at Point Conception: Jack and Laura Dangermond Preserve" explores conservation, restoration, science, and stewardship at one of California's most significant coastal landscapes

SBMM is pleased to present "Vision for a Wild Coast at Point Conception: Jack and Laura Dangermond Preserve" as part of its Maritime Distinguished Speaker Series on Thursday, August 20, 2026, at 7:00 p.m. at the museum. SBMM members are invited to a pre-lecture reception from 6:15–6:45 p.m.

Tickets: Free for Navigators Circle members, $10 for SBMM members, $20 for the general public, and $5 for students and educators with valid school ID or email. For reservations, visit sbmm.org, email reservations@sbmm.org, or call (805) 456-8750.

The program will feature Moses Katkowski, Director of the Dangermond Preserve, and Elizabeth Hiroyasu, Preserve Scientist, who will share how The Nature Conservancy is working to protect, restore, and study this extraordinary coastal landscape at Point Conception. Locally known as the Cojo-Jalama Ranch, the Jack and Laura Dangermond Preserve was acquired by The Nature Conservancy in 2018. Over the past decade, The Nature Conservancy has advanced a long-range vision for a wild coast at Point Conception—one that protects a rare and dynamic coastal environment, supports scientific conservation research, deploys technology to accelerate learning and improve management, and inspires future generations of conservation leaders. Katkowski and Hiroyasu will discuss the management, restoration, and science now underway at the Preserve, including the launch of the Point Conception Institute, a global conservation science center based at the Preserve. The Institute describes its mission as building a collaborative research community, advancing open science, stewarding data and technology, and generating insights that can support biodiversity protection, ecosystem restoration, and climate response in California and beyond.

The talk will also explore research and restoration focused on land-sea connectivity at Point Conception and efforts to bring Southern California steelhead back to Jalama Creek. Attendees will learn more about the history of the land, why it was protected, and the many partnerships that help make this broad conservation vision possible both on the Preserve and across the wider Gaviota Coast region.

“Moses Katkowski and Elizabeth Hiroyasu bring a compelling perspective on what it means to care for a place where land, sea, science, and stewardship all meet,” said Dean Noble, executive director of SBMM. “Their work at the Dangermond Preserve reflects the kind of long-term conservation thinking and collaboration that is deeply relevant to the Santa Barbara Channel and to the future of our coast.”

Moses Katkowski has served with The Nature Conservancy since 2006 and has led preserve management and coastal restoration work in both New Jersey and California. Since 2018, he has lived and worked at the Dangermond Preserve, where he oversees land management activities including rangelands, fire management, invasive species control, cattle grazing as a conservation tool, and preserve operations. He holds a B.A. in Environmental Science from Stockton University and a Master of Environmental Studies from the University of Pennsylvania.

Elizabeth Hiroyasu is the Preserve Scientist for the Jack and Laura Dangermond Preserve, where she works with interdisciplinary teams to guide research, conservation, and restoration. Before joining The Nature Conservancy, she supported the

organization's California climate program and earned her Ph.D. and Master of Environmental Science and Management from the Bren School of Environmental Science & Management at UC Santa Barbara. She also holds a B.S. in Biology from UCLA.
Through public programs like this one, SBMM continues to connect the community to the Santa Barbara Channel through science, history, and storytelling—highlighting the people and places shaping the future of our coast.

2020 DISTINCTIVE COMMUNICATOR AWARD NEWSLETTER
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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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