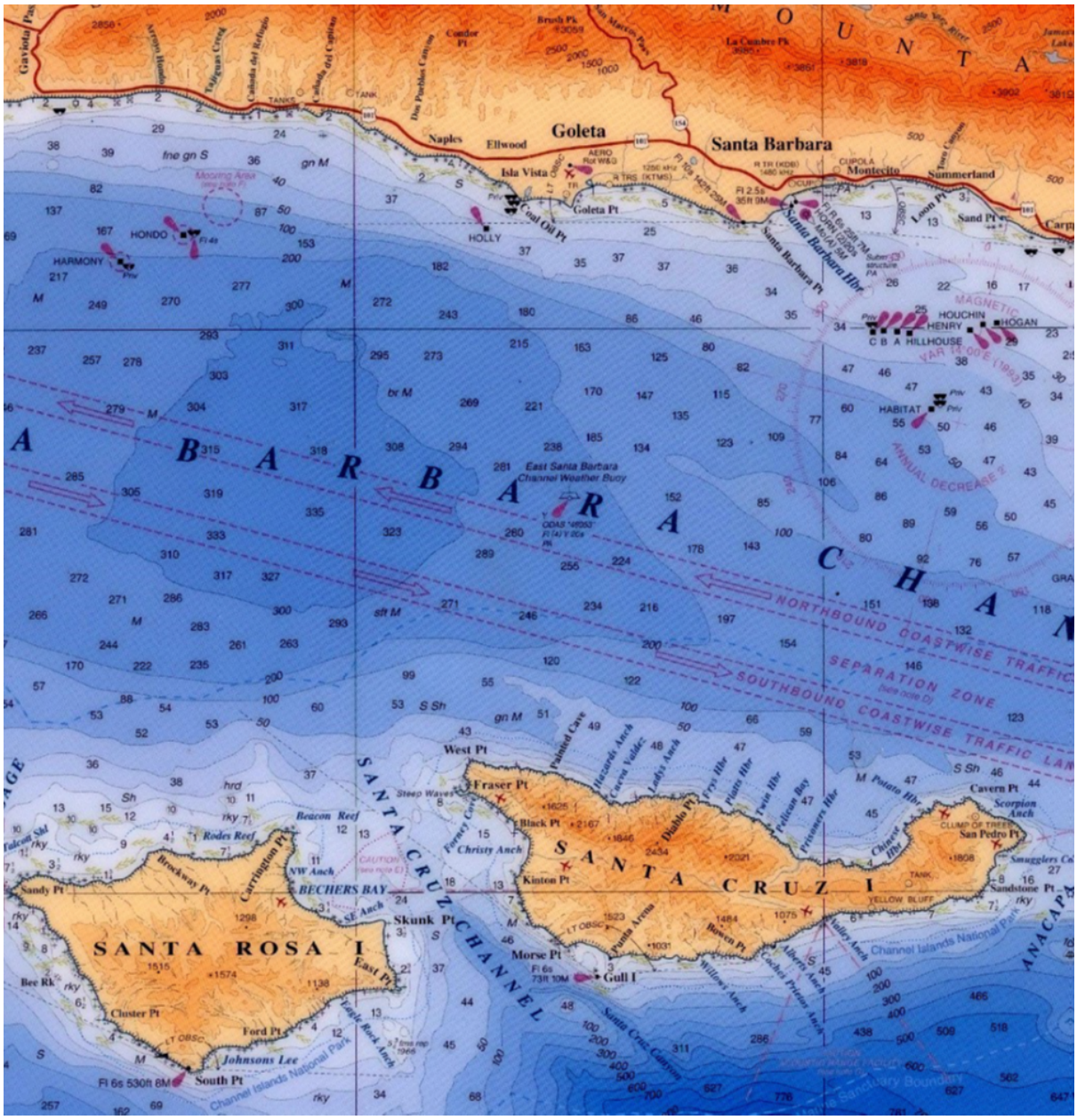
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Signal Hoist

Santa Barbara Sail & Power Squadron

Monthly Newsletter November 2026





COMMANDER'S MESSAGE

Cdr. Alec Hardy

I hope everyone is enjoying the cooler fall weather and looking forward to the holiday season! We're still working on plans for our Squadron Christmas party, so the date and details are **to be determined (TBD)**. Stay tuned for more information.

Included this month is a photo from the Rotary Club's recent trip to Pelican Bay on Santa Cruz Island. It was a wonderful opportunity to enjoy the beauty of the Channel Islands and spend time together exploring one of our favorite local destinations.





SECRETARY'S MESSAGE & ACTIVITIES COORDINATOR MESSAGE

Virginia Johns

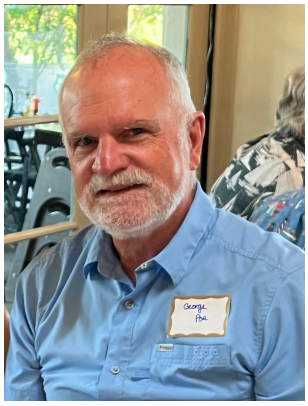
Squadron Meetings

November – We will have a meeting of our Executive Committee in mid November more details will be sent out via mailchimp. Members in a leadership role (on a committee or serving as an instructor) will be invited to attend. Once a date is set with that group we will announce it; other interested members are very welcome to join. We will be planning our upcoming events and discussing how we can be most effective in the future with our mission to support safe boating.

Squadron Activities

December – Plans are underway for our annual Holiday Party. We are targeting Thursday Dec 8 or Saturday December 12. SAVE THE DATES!





SEO MESSAGE

George Poe

Steve Hodges and I agreed to host the Noon sight seminar even though we only had student signed up. The Oct 1 Thursday night class went off as planned but Steve and I found ourselves swapping stories in a empty classroom Saturday morning. Somewhat of a bust!

We will continue planning classes/seminars, but we will not plan any classes until after the new year.

Upcoming Activities

Dec 8 or 12	**Holiday Party**	**TBD**

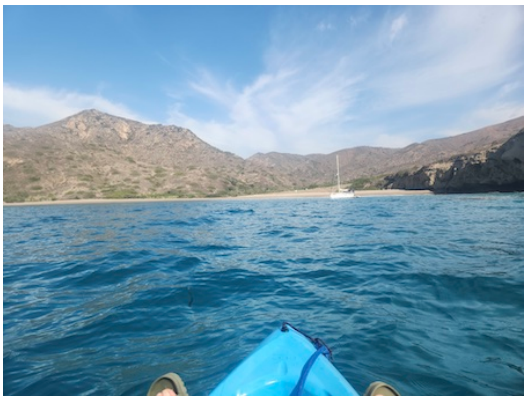


Photos Past & Present

Coches Prietos

Scott Burns

2024





2026







Squadron Memories of Inge Crowder

Virginia Johns

When Inge's son Fred let us know that his mother had passed, peacefully, we sent out word to the squadron and got many comments about Inge, summarized here.

- She was a wonderful lady.
- She lived a long and productive life.
- She will be missed.
- She was such a hard worker in her volunteer activities be it organizing refreshments for our monthly meetings or helping to plan a host room for a conference.
- She was one of those that always contributed.
- She and Don started one of our traditions - the Dockside Brunch. It always took place at Teddy Bear's slip and always was fun. They saw to it that this tradition was passed on with the slip when Dennis and Virginia Johns bought the Q4 slip from them.

Tom and Betty Koch who knew Don and Inge longer than most of us and sailed with them in local waters as well as western Canada, have written about a time that they shared with the Crowders that captures Inge beautifully…

We were saddened to learn Inge Crowder had passed away. We have known Inge and Don since the late 1980s.

Inge always supported Don's participation in all of his boating activities. She was his first mate on the sailboat, Teddy Bear, that Don built in their Mesa home's backyard. Not many wives would put up with a 50 ft. sailboat taking over their yard, but Inge did. She crewed as his first mate for many years on that boat.



As the photos here indicate, Inge was also very active in the squadron's auxiliary organization, The Channel Bells. There were many activities that





Inge participated in, e.g., District Conference host rooms held at different venues each year. As Don moved up in the ranks from Squadron to District Commander, Inge was right there with him. There were many District

Meetings that both Tom and I carpooled with Inge and Don to the LA area for monthly meetings.





Inge also participated in working the United States Power Squadron Boat Show Booth, as well as many of the squadron social activities.

In September 2006 Don, Inge, Tom and Betty chartered a 34’ Bayliner from Anacortes, Washington and cruised the San Juan & Gulf Islands, along with



Nils, Susan Lindman and Lloyd Taylor who chartered a larger boat. Our itinerary involved getting up in the morning, making breakfast, washing down the boat, then cruising 2 to 3 hours to another island. We would dock and get lunch at the closest Oyster/Clam Bar to try out their Oyster Stew or Clam Chowder. Then we would walk and tour the island and make or get a fish type of dinner. We generally had Salmon and Clams that we had caught ourselves. Then repeat the process the next day for a total of eleven days. We had a great time, and it gave Don and Inge a chance to go ashore to visit the shipyard that made the type of boat that Don built in his backyard.





We miss Inge, as well as Don. May they rest in peace.

Harbor News

The following news items were submitted by Steve York from the October 15, 2026, Harbor Commission meeting and summarized by the editor. For a more detailed account you can go to the Santa Barbara Commission Website and go to Search>Search by type>enter date of meeting and, where asked, type Harbor Commission. Leave everything else blank and you will get a list of items from the meeting.

Parking Permits 2027

Parking permits for next year will be $165/year for slip holders and the general public. The permit allows the holder to stay in any of the waterfront lots up to 72 hours, with the exception of Stearn's Wharf. The parking permit for slip holders allows for stays in a lot for 30 days. They will be sold online only and a user account needs to be created to make the purchase. There will be no more stickers. The permit holders will be recognized at the gates by their license plate numbers.

Channel Dredging

Congress has voted $6.2 million for dredging of the harbor channel. The U.S. Army Corps of Engineers is working with the Harbor management on dredging for next year, 2027. At this time, they are asking for bids for a new contract and hope to have signed a new contract by late November or early December. The plan now is for dredging to be done in January and April of 2027. With the prospect of a severe El Niño this winter and the increased probability of much more movement of sand than usual, the Corps said that they will do an emergency dredging process between the dredging cycles, if needed.

Santa Barbara Maritime Museum Welcomes Author Will Sofrin for a New Look at the Extraordinary Legacy of USCGC *Eagle*

November Maritime Distinguished Speaker Series explores the evolution of America's Tall Ship—from captured war prize to Coast Guard flagship, training vessel, and international ambassador

SANTA BARBARA, CA — The Santa Barbara Maritime Museum (SBMM) welcomes Santa Barbara author, designer, and sailor **Will Sofrin** back to its Maritime Distinguished Speaker Series on **Thursday, November 19, 2026, at 7:00 p.m.** for a newly developed presentation exploring the remarkable evolution of **USCGC *Eagle*: America's Ambassador** and the role the legendary vessel continues to play in shaping generations of U.S. Coast Guard leaders. 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**.

Sofrin first spoke about *Eagle* at SBMM in 2024. That presentation ultimately helped inspire his newest book, ***USCG Cutter Eagle: The Legacy of the Coast Guard's Flagship***, published by Lyons Press in June 2026. **Copies of Sofrin's books will be available for purchase at the museum during the event.**



His November return to SBMM will offer audiences a significantly expanded perspective. Rather than focusing primarily on the Coast Guard's early history in California, Sofrin will trace the evolution of the service alongside the extraordinary transformation of *Eagle*—from her beginnings in prewar Germany to her nearly eight decades as the flagship of the United States Coast Guard.

From *Horst Wessel* to America's Tall Ship

Built at the Blohm & Voss shipyard in Hamburg, Germany, and launched in 1936 as *Horst Wessel*, the three-masted barque began life as a sail-training vessel for Nazi Germany. Following World War II, the ship was taken by the United States as a war reparation and commissioned into the U.S. Coast Guard in 1946 as *Eagle*.

What followed was one of the most remarkable transformations in modern maritime history.

Over the ensuing decades, *Eagle* became far more than a sailing vessel. Today, she serves as the Coast Guard's flagship, a working classroom at sea, a platform for international diplomacy, and an enduring symbol of seamanship, service, and leadership.



Learning to Lead at Sea

At 295 feet long with more than 23,000 square feet of sail, *Eagle* provides Coast Guard Academy cadets and officer candidates with an immersive environment unlike anything found in a traditional classroom.

Under sail, cadets learn navigation, ship handling, teamwork, discipline, and leadership while confronting the physical and mental demands of life at sea. Working aloft in the rigging, standing watch, handling lines, navigating changing weather, and operating as part of a ship's company require young officers to learn quickly how individual actions affect the entire crew.

For Sofrin, that is central to understanding why *Eagle* remains relevant in the modern Coast Guard.

His presentation will examine not only how the vessel has changed during her long career, but why a sailing ship built nearly a century ago continues to play such an important role in preparing future Coast Guard officers.

A Firsthand Perspective

Sofrin brings an unusual perspective to the story. Having been a licensed captain, professional sailor, and wooden boat shipwright, he has logged more than 30,000 blue-water miles and has spent his career immersed in many aspects of the maritime industry.

He has been invited aboard *Eagle* as a captain's guest for multiple training exercises in the North Atlantic and Pacific Oceans, giving him the opportunity to experience firsthand the ship, her crew, and the demanding environment in which Coast Guard cadets learn.

Those experiences became part of a much larger journey of research that culminated in ***USCG Cutter Eagle: The Legacy of the Coast Guard's Flagship***. The book traces *Eagle's* history through the experiences of the cadets, officers, commanders, and crews who have sailed aboard her and examines how the vessel evolved from a captured ship of war into an American symbol of leadership and international engagement.

Sofrin is also the author of ***All Hands on Deck: A Modern-Day High Seas Adventure to the Far Side of the World*** and his forthcoming book, ***Hands On: Build Skills, Gain Experience, and Create Opportunities That Matter***, set to be published in March 2027. He has also contributed to numerous publications, including *Classic Boat Magazine*, *Cruising World*, and *Yachting World*.

"*Eagle* is much more than a historic ship," said Sofrin. "She is a living laboratory where generations of young Coast Guard officers have learned what it means to lead, work as a team, and meet challenges at sea. Her transformation and continued relevance make her story unlike that of any other vessel."

Guests will also have an opportunity to purchase Sofrin's books at the event.

Event Details

Maritime Distinguished Speaker Series
Will Sofrin: USCGC *Eagle* America's Ambassador
Thursday, November 19, 2026
7:00 p.m.
Santa Barbara Maritime Museum
113 Harbor Way, Santa Barbara

The Maritime Distinguished Speaker Series is sponsored by **Marie L Morrisroe**.











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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