

The Signal Hoist

Official Publication of the
SANTA BARBARA SAIL & POWER SQUADRON
A Unit of United States Power Squadrons Sail and Power Boating

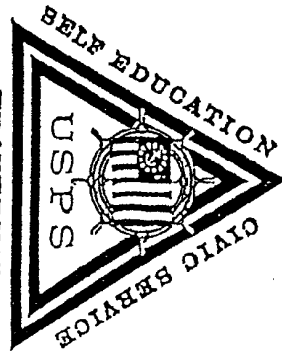


December 2010

Dedicated to Safe Boating Through Education

Santa Barbara Sail & Power Squadron
2810 Glendessary Lane
Santa Barbara, CA 93105-2960

DATED MATERIAL
PLEASE DO NOT DELAY!!!



RECREATIONAL
BOATING CLUB
UNITED STATES POWER SQUADRONS

THE SIGNAL HOIST



2010 Calendar of Events

December

2 Member and Bridge meeting

1 Holiday Party,

at *Mulligan's Cafe*

Santa Barbara Golf Club,

3500 McCaw Avenue, See flyer page 3

*The Executive Committee of the
SBSPS
wishes
You and Yours
A very Happy Holiday Season.*



Notice

“The Executive Committee and Member Monthly Business Meeting” Santa Barbara Sail & Power Squadron meets the first Thursday of the month at the Waterfront Classroom at 1930. District 13 Council Meetings are usually held on the fourth Thursday of each month, except during March, October and December, at Cabrillo Beach Yacht Club, 211 W. 22nd Street, San Pedro, CA. Take the 110 Fwy. South to the Vincent Thomas Bridge/Terminal Island exit. Get in the right lane and take Harbor Blvd. Exit. Turn right on Harbor Blvd. And right on 22nd St. CBYC is the bldg. Past the 22nd St. Landing Restaurant. All Squadron Bridge officers are urged to attend. Squadron members are welcome to participate in District 13 activities. Ride sharing is available.

Contact Cdr Cdr. Llad Phillips, AP, Phone: 805-962-9967

Commanders Message

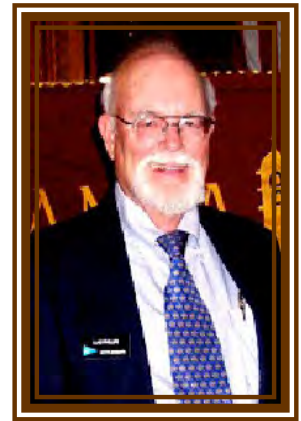
Cdr. Llad Phillips, JN

Happy holidays. Thanksgiving is a week from yesterday, November 25, as I write this with a Southeaster blowing in. It will be followed shortly by our Holiday party at Mulligan's on Wednesday December 1. So be sure and get your reservations in to Rich. We all enjoyed Mulligan at the change of Watch earlier this year.


Good news! Our membership has climbed to one hundred and ten thanks to the extraordinary efforts of our Squadron Education Officer Ron Slocum. We are blessed as a squadron to be thriving thanks to all of the hard work of our bridge and the members of our committees. We know Santa Barbara has everything but so does the Santa Barbara Sail and Power Squadron; an active social calendar, a full cruising schedule, and a multiplicity of courses for new and seasoned boaters.

The beginning ABC course will be finishing next Tuesday, November 23, and Ron has surveyed the students to determine interest in Seamanship, which will likely start in late January or early February.

The Tri-District Conference at Marina del Rey was a big success. The high point for me was the seminar, On Board Weather Forecasting, presented by Steve Hodges. I know the District Education Officer was mightily impressed as were we all.




Cdr. Llad Phillips, JN



**PLEASE REMEMBER TO
MAKE YOUR RESERVATIONS**

"As of November 19th 33 people have signed up for the upcoming Holiday Party! It's not too late to sign up so if you're thinking of coming do it! It's on Wednesday evening, December 1st, at Mulligan's Cafe. If you have the flyer, send it in soon or contact Rich Ciolino at 682-4543 or email him at rdciolino@cox.net. We are all looking forward to a great evening of food, drink, and discussions.

See you all there!"



Part 3

We had just arrived at Two Harbors where it was cold and overcast, as it had been for most of the trip. But it was the perfect mooring; close-in, no-roll, well protected, beautiful and at last no swells. We slept well. Life was good except it was still overcast and cold when we climbed into the dinghy the next morning to go ashore. Then it happened. At 1025H while tying the painter at the dinghy dock the sun came out. For the first time since leaving Santa Barbara we had sun. What a difference it made and as if on cue smiles exploded on the faces of the dinghy dockers and the general level of activity and buzz jumped a couple octaves. Two Harbors is beautiful, but with sun and no crowd it's like paradise. What more could you ask for? (With hind sight I should have asked for the sun to stick around a few more days, but I didn't). That Wednesday was a wonderful sunny experience - topped off with dinner aboard *Royal Sceptre* - our cruising friends from Mexico who once had the pleasure of towing us back to Marina Los Cabos after having lost our water pump. But Thursday was cold and gloomy once again. We decided to stick it out hoping the sun would return. It didn't so I ended up spending most of the day checking out the fuel dock and general store rather than the great outdoors. Friday morning the sun did tease a bit, but it didn't look too promising. Besides on Friday most of LA and Orange County head for Catalina. So given the cold and overcast on the island we thought we might be better off back on the mainland. And what better anchorage to head for than Paradise Cove. Paradise is located just south of Point Dume. If you're driving south on PCH it's right about where the town of Malibu begins. There's a big sign on the

**Gas: \$5.52/gal. Diesel: \$4.98/gal. Campbell soup \$2.45/can
Corona 6-pack \$13.20. Jim Beam 26 oz. \$22.95. Ice \$3.64 + tax.**

highway saying "Paradise Cove Restaurant". We've had lunch there on road trips and lunch just off shore on boat trips. It's a lot cheaper eating on the boat and from the water you also get a good view of the high-roller homes from the movie industry - you're either in awe or outraged depending on your political point of view. Paradise is a popular place and not a bad anchorage, but I don't ever remember having all that sea weed. Sue says it's always been there, but I sure don't remember it being so bad. Probably the worst I've seen - worse than Pt. Loma and certainly worse than the patch west of Smuggler's. But by exhibiting superior skills at the helm - some may call it luck - I was able to position the boat near a raft that served as a mooring for a small power boat and stay clear of any immediate sea weed. Of course we were surrounded by it, but we had maybe a 30 foot clearance all around. Kind of like anchoring in the eye of a hurricane, I guess.



**Santa Barbara Sail & Power Squadron
2010 Holiday Party**

Where: Mulligan's Cafe
Location: Santa Barbara Golf Club,
3500 McCaw Avenue,
Santa Barbara, California
Amenities: Convenient parking, full bar
When: Wednesday, December 1, 2010
Time: 1800 Cocktail Hour and Hors D'oeuvres

1900 Dinner
Price: \$30.00 per person

Menu
Classic Caesar Salad
Choice of Roast Prime Rib of Beef or
Salmon with Caper Lemon Sauce
Garlic Mashed Potatoes with Parsley
and Mixed Vegetables
Choice of home made Boysenberry pie or
Chocolate Crème pie
Water and Ice Tea

*Please bring a gift for our Squadron's Gift Exchange
(not to exceed \$10)*
Red wrapped present for the Women
Green wrapped present for the Men

Please mail check and menu selection with reservation by
November 19, 2010, to

Rich Ciolino,
675 Catania Way,
Santa Barbara, CA 93105.
Questions? Phone 682-4543, or
Email: rdciolino@cox.net



**Happy
Holidays**

*Please remember to make your
Reservations.*

It had been 6 hours and ten minutes since we left Two Harbors and we had averaged 6.23 mph covering 38.4 miles and adding 6.5 hours on the new engine. But having been so focused on anchoring (30' x 120' chain and free of weed) I had not had much time to take in the sights. Now secure at anchor I could finally take a look around. Two things stood out. The first was the sun. It was finally coming out and with it a beautiful Southern California afternoon at anchor. The other sight was what I saw on the beach and I was shocked!

Part 4 next month

HIGHLIGHTS OF SQUADRON MEETING

NOVEMBER 4, 2010, Lt/C Peggy Ciolino, S, Secretary

Liz Gaspar, Park Naturalist at Cachuma Lake, spoke to the group about the invasive species quagga and zebra mussels. They arrived in California in Lake Meade in January of 2007 most likely via trailered boats, although they have come lately via the interstate waterways. They are filter eaters and can filter a liter of water per day, they are very tiny, taking out the plankton that is the basis for the food chain. With this loss of plankton, little fish don't grow as much, and don't grow into food for larger fish. In the Great Lakes the White Fish has fallen from an average of 5 pounds to under 2 pounds since the Quaggas showed up there – this is where they were introduced into the United States via ballast tanks on European ships. They also create toxins in their bodies that kill other fish such as the Gobi that then die off. There is a strong suspicion that a Loon bird species is experiencing a great die-off from eating Quaggas. Lake Cachuma is one of a few lakes open to boating because of its strict inspection program. Luckily they have only one launch ramp making it easier to monitor. Even if a boat passes its inspection they give it a wash anyway. When the boat is hauled the inspectors attach a seal, the Boat Launch Tag or BLT, between the boat and trailer which if still intact upon a return to the lake allows it to bypass the inspection. Lloyd Taylor commented that his BLT was recognized in Idaho allowing him to launch without inspection. Even though many of us have been exposed to information about these invasive species Liz's talk was very informative and useful.



Commander Llad Phillips thanks Park Naturalist Liz Gaspar for her interesting talk.

Commander Llad Phillips reporting on the recent Tri-District Conference in Marina Del Rey announced several awards given to SBSPS members: Karen Osgood – Certificate of Education Proficiency; SBSPS Education Department – Excellence in Recreational Boating Education; Steve Hodges – Chapman Award Squadron Nominee; Dick Rowland – Certificate of Educational Achievement.

Ron Mathews gave a report on issues involving computer security and safety that is of interest to anyone that uses a computer at home.

The Treasurer's Report. December 2010

by

Lt/C Steve Young , p Treasurer



A few months ago I promised to write occasional articles to the membership explaining the state of our finances. This is boring stuff compared to tales of exciting cruises, but I owe it to everyone to keep you all informed.

Last time (in August) I explained how the main item from which we gain our revenue is the education courses we hold, and how the dedication of the education department is making lots of courses available, and lots of paying participants to the courses.

But this isn't the only gift we get. For a number of years we have also benefitted from the service of Gordon Specht and the contribution to our coffers that result from that service. Gordon has extreme skills in advanced navigation and has been our instructor for three USPS courses: Junior Navigation, Navigation and Senior Navigation. These all involve learning how to use the sextant, and are no push-over, I'm told! We are extremely privileged to have this resource to teach us. I don't know how the average squadron copes, but there can't be that many Gordon Spechts to go around! The double whammy for us is that Gordon is a retiree from Exxon Mobile, and they have a public service program that contributes up to \$2,000 per year to non-profits, based on the amount of time that Gordon contributes to that non-profit. So... not only are we getting the unique teaching services of Gordon, but our treasury is benefitting as well! - It can't get better than that!

When I started my tenure as Treasurer, this \$2,000/year was built into our budget such that we were relying on it to cover day-to-day expenses. Given the uncertainties of today's corporate and financial world, I was uncomfortable relying on this wonderful gift for day-to-day stuff, and in the latest budget, we stipulated that only 37.5% of Exxon



Mobil's contributions should be for day-to-day costs, and 62.5% to a fund to be held for future capital expenditures (don't ask me where these percentages came from).

This capital fund now stands at \$1,562. While this is not a lot of money, it's my guess that the SBSPS has run in extra-frugal mode for so long, that, in the absence of stimulus, nobody will ever attempt to spend this money and it will just accumulate with no net benefit. So (and I'll guess you never expected to hear this from me), we need to be aware that we

A Glimpse into our Past
by
Lt/C Steve Young , P Treasurer



I think it would be fun if someone could recognize someone and let us know.



D13 Tri-District Conference 27-31 Oct 2010
By: D/1st /Lt Tom Koch, SN &
D/1st/Lt Betty Koch, P

District 13 hosted a Tri-District Conference in accompaniment with District 25 (from the Central California areas of San Francisco through the Sacramento Delta) and District 28 (from the Southern California, San Diego and Arizona regions). The conference was held at the Marina Del Rey Hotel in Marina Del Rey, CA, 27-31 October 2010. In the

words of the District 13 host District Educational Officer, Michael Mann, N, the Tri-District Conference was “the most ambitious conference I have attended in D13”. Being an Educational Conference, there were different classes offered throughout.

These included: several classes in the ongoing USPS BOC (Boat Operators Certification) course plus fire extinguisher training and “On the Water” training and testing; courses in First Aid and CPR; an ABC Workshop; workshops in Electives, Seamanship, Piloting, AP, JN, N, and sextant care; and Leadership Development. The conference was highlighted by seminars in “Advanced Power Boat Handling”, presented by NEO Bob Sweet, SN and a fantastic “Onboard Weather Forecasting² presented by SBSPS” own Steve Hodges, N.

The afternoon of 29 October, was dedicated to individual District Meetings.

During the D13 meeting, National Chief Commander, Frank Dvorak, SN and DEO Michael Mann, N awarded several educational awards to various individuals from District 13. SBSPS Commander, Llad Phillips, N was called to the podium to receive an Educational Proficiency award for Karen Osgood, AP, a District Chapman Award for Excellence in Teaching for Steve Hodges, N and a Senior Navigator (SN) award for P/C Richard Rowland. In addition to these, Assistant DEO Tom Koch received his Senior Navigator award.

On Saturday, the National Chief Commander, Executive Officer, Secretary and Educational Officers conducted a Town Hall meeting to discuss questions with the attendees. In the evening, many donation prizes were given out at a Dinner Dance highlighted by speeches from the Chief Commander, Director of the California Boating and Waterways, and Regional Commanders for the U.S.

Coast Guard, and the U.S. Coast Guard Auxiliary. The conference concluded Sunday, with a Tom Cod Breakfast for all who wished to attend.



Where is Saito? November 19, 2010 Lt/C Rich Ciolino

As previously reported in this magazine during the past several months, our own District 13 member, Minoru Saito of the Tokyo Sail and Power Squadron, is sailing solo around the world in a 56 foot sailboat, from east to west. The 75 year old sailor began his adventure on October 2, 2008 from Yokohama, Japan, and was planning to complete his adventure sometime in May or June of 2009, obviously this date has slipped. You can follow his progress and read his daily logs at <http://www.saito8.com/index.htm>. The Santa Barbara Sail and Power Squadron made a donation to support his venture along with a SBSPS burgee that Mr. Saito has with him. SBSPS expects to receive a photograph of Mr. Saito with the burgee after the voyage is completed.

As reported last month Saito-san is rejuvenating himself and his boat after his harrowing turn-around voyage back to Hawaii. He doesn't have a scheduled departure date to continue on to Yokohama, Japan to complete his adventure, but it will be after the typhoon season is over. Here is a recent log entry from his website that says a lot about his situation:

“After nearly two years mostly under way, NBSDIII is certainly not a boat in Bristol condition. When she departed Yokohama in October 2008, she did in fact look very nice, and had received a great deal of attention both cosmetically (inside and out) and mechanically, and had been well muscled for the contrary circumnavigation with a newly installed engine, new mast, strongly reinforced rigging, and state-of-the-art heavy weather mainsail. But a lot can happen in two years and over 24,000 "wrong way" miles, especially if you include 9 frigid months being bashed by larger boats in a tiny fishing harbor on the exposed Strait of Magellan in extreme southern Chile.”

There is much to be done to get the yacht ready for its final leg home. Saito-san has undergone a bit of R&R himself and is looking chipper and ready to continue on as seen in the photos below. **Cont. on next page**

*The Executive Committee of the SBSPS wishes
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Generally, repairs are greater than expected and money is in short supply. Further inspections have shown that there is major structural damage to the mast and rigging and indications are that had he stayed at sea much longer he would have lost the mast – it was very wise to return to Hawaii when he did.

Saito-san said earlier this month that he cannot predict for sure when everything will be ready, but is hoping for a late-November departure. "We can't rush it," he said again "because we have to do it one thing at a time and get it right." Meanwhile, he's been waiting for an all-clear on the weather front. A typhoon that went past Tokyo earlier in November was a strong reminder that the boat must be in better than good shape before she departs Hawaii.

Saito-San upon his latest arrival in Hawaii



....Saito-San after two weeks of R&R



**Santa Barbara Sail & Power Squadron
2010—2011 Executive Committee**

Commander	Cdr. Llad Phillips, JN	962-9967
Executive Officer	Lt/C Richard D. Ciolino, p	682-4543
Educational Officer	Lt/C Ronald C. Slocum, AP	685-2142
Assistant SEO.	Lt/C Lincoln (Link) Thomas	
Admin. Officer	Lt/C Dennis Johns, AP	966-4679
Secretary	Lt/C Peggy Ciolino, S	682-4543
Treasurer	Lt/C Steve Young, p	884-9490

Immediate Past Cdr. P/C. Richard J. Stull, AP **965-1643**

Members at Large Lt Gordon D Specht, SN
 Lt. Andrew Linebarger
 Lt. Daniel Collie, N

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 to the Editor by the 20th of the month in order to be published in the next issue. We solicit the submission of your articles on safety, cruising stories and member and boating photographs. We encourage articles by our members. Send us your true or tall tales. Articles, opinions and advertisements published herein do not necessarily reflect USPS policy nor endorsement unless so designated

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