

The Signal Hoist

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

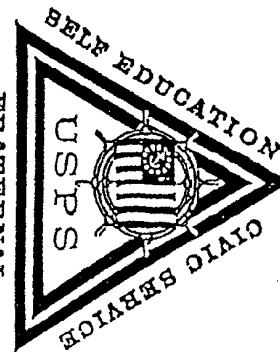


APRIL 2016

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



2016 Calendar of Events

APRIL

- 1-3 District 13 **SPRING CONFERENCE** (Simi Valley)
 23 **SPRING BRUNCH 10:00 am**
 to welcome new members at Swallings

MAY

- 5 Bridge and Member Meeting, Waterfront Classroom
 21 **CINCO de MAYO CRUISE** to Ledbetter -
 Practice Anchoring or MOB
 26 District 13 Meeting
 TBD Harbor Swap Meet

JUNE

- 2 Bridge and Member Meeting, Waterfront Classroom
 11 **PROGRESSIVE DINNER 4:00 pm** at the Harbor
 25-26 **SUMMER CRUISE** to Islands - harbor TBD

JULY

- 8-10 **CRUISE to PCYC**
 9 **PCYC DINNER 7:00 pm**
 23 **RALLY 'Round the Platforms 1:30 pm**

***Cruise locations and dates are subject to weather conditions.**
Alternate locations and dates will be considered if weather interferes with a planned cruise.

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. Neil Ablitt, P. @ 805-682-4596

APRIL COMADERS REPORT

Cdr. Neil Ablitt, P

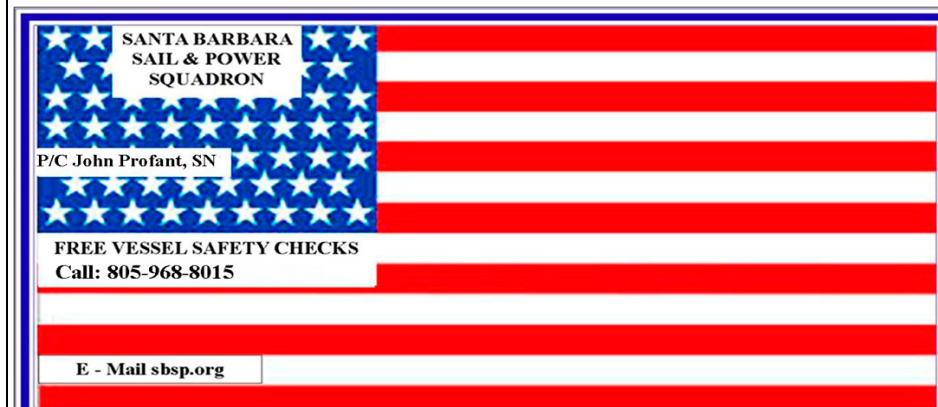


Cdr. Neil Ablitt, P.

Beware the bug. I say that because many seem to be down with it. In fact, I just received an email from a friend who said it was so bad she was in Cottage Hospital. Since she was already there I asked if she'd check on my symptoms too. You see I'm down with a bug as well. I point this out because my plan is to get healthy enough to get through the Spring Conference and then get back in bed. There's a lot coming up and I'm happy to see members stepping up to the plate to take charge. We have something on the water in May which the Osgood's have already volunteered to organize and I see Marcia is on top of the April Spring Brunch - that fabulous breakfast at the equally fabulous Swalling residence. (The one I like to call the "New Member's Brunch" which new members seldom attend.)

Which reminds me, some time ago the activities committee suggested if a member would volunteer to take charge of an activity the committee would handle all the announcement and advertising. The more I think about it the better I like the idea. I'd also take it to the next step that if no one steps up to the plate maybe there's not that much interest and it should be shelved for the year. I know for me organizing one activity in a year would be plenty.

Finally, a last word about the conference. It's shaping up to be a ball as well as a SBSPS dominated event. Which is great given all the beautiful hand crafted items Glenice and Ron Mathews donated. . . I couldn't be more than happy to see them all come back to Santa Barbara. In the meantime, stay well. And if you see an activity coming up that interests you, think about jumping in and taking charge.





SEO September Newsletter P/C John Profant, SN. SEO

We finished up the Seamanship Class this past month and are starting up a course on Electronic Navigation. Lt/C Steve Young, JN is the instructor. The course will teach you about the thorough operation of the GPS and how to get the most out of it. It starts March 29th in the

P/C John Profant, SN Waterfront Classroom, upstairs above the Marina Mail Boxes. It is a Tuesday evening from 7 to 9 pm. As a member, the course is \$70 and lasts eight weeks.

Lt/C Duane Felender, S plans to hold a seminar on First Aid and CPR on March 26th. The people who complete this seminar will get an American Heart Association Certification on First Aid and CPR. The United States Power Squadrons have several seminars we could offer. If you are interested in taking more seminars which are typically four hours you should let P/D/Lt/C Tom Koch, SN know. He is the one who can make these seminars happen.

This summer we are looking to offer a Cruise Planning Course. Dennis and Virginia Johns have been cruising around the world and are back in town for the Summer. They have offered to teach the course. I would like to also offer an ABC class but I need someone to step up and facilitate the course. Typically, we have had other members step up and teach one of the sessions but I need someone to organize it. We are getting better clarification from the State as to what they want to see in order for us to certify people to operate a boat in the State which starts to go into effect next year. That is going to make the America's Boating Course rather important and popular.

Now that I have finished up teaching the Seamanship class I'll be looking forward to performing some Vessel Safety Checks. If you are interested let me know. I have a list started and will be calling on those people soon.

There is a lot of opportunity here to give back to the Squadron. When you do give back it is rewarding and qualifies you for a merit mark.

My contact information is johnprofant@cox.net, or (805) 455-9173.

Alex and a 46ft Boat in the Atlantic

by P/Lt/C Steve Young, SN

In January/February 2016, Jim Hirsch and I (both of SBSPS) crewed with Dennis & Virginia Johns (also of SBSPS) on a rally across the Atlantic in the Johns' 46 ft sailing ketch, Libertad.

People have asked me "what were the high points, and what were the low



Libertad in Cape Verde Islands

points of the experience?" To both questions, I've found my answer to be the same thing - "Alex!"

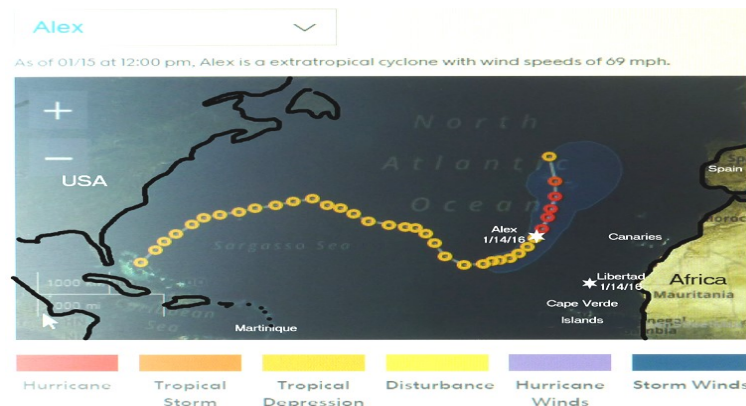
No, Alex wasn't a fifth crew member with a split personality. Nor was he a

cute mouse eating all our food. Alex was the record breaking first hurricane of any year in the North Atlantic in mid January.

On the evening of 1/14/2016 our weather report was telling us there was "a big low" in the mid-N Atlantic. On that night watch, we

had as exhilarating sailing as I have done. Big waves, strong wind from a good direction, high speed, full moon, perfect! Lots of rock & roll, but controlled. This was the high point of the trip (for me). Only next morning did we learn that "the big low" had turned very quickly into a named storm - Hurricane Alex!

As I said before, the low part of the crossing was also Alex. This is because before helping us with a good wind, while it was still "a big low" it made the weather generally poor in the first week of the crossing. So we had to use the engine much more than we would have liked for that week. We, like about half of the other rally fleet,



But ask Jim what the high point for him was, and I suspect you'll get a very different answer. Fishing buffs; look for this in a future Signal Hoist!

Ships & Dips ~ Can we have a do-over, please??!

Have you ever LOST a file on your computer, and kicked yourself around the block (or boat) for such a dumb mistake? Well, I have . . . and, unfortunately, my most recent mishap is the DISAPPEARANCE of some good pictures of the SBSPS gang having FUN at the Ships & Dips dockside event on March 12th.

Beginning the feeding frenzy were Deviled Eggs by Marcia (*and lots more*) on the Rowlands' *Westwind*. Onward to *Paloma* where Brent and Basha Millhollen hosted us . . . where sailors were seen scarfing quesadillas with salsa, crabcakes and more! Moving on to *Bobcat and Maude*, where Ron and Vicki Slocum as well as Neil and Sue Ablitt were ready for the troops with mini sandwiches, roasted veggies and more. We grabbed a few of Betty Koch's bacon wrapped dates and Debby Stoudt's Caprese sticks somewhere along the way.

You can also picture. . . a large GROUP PHOTO of the happy participants as the sun wanes over the harbor; a nice photo of Brent Millhollen at the helm of Paloma; a candid of Sue Ablitt and Vicki Slocum bundled up against the oncoming chill; Neil pouring a nice Pinot for dock guests to taste; AND a great *portrait pic* of our newest members, Gail and Mitch



The only *proof* that the Ships & Dips actually happened are the phone pics below of Dennis and Virginia Johns, Tom and Betty Koch, and Marcia and Dick Rowland at our first stop on our three-hour tour. One other hazy pic is of Pete and Suzette Seagoe just before we deserted the delicious desserts boat!

Cheers! Janis Johnson

P.S. As of this writing, I'm happy to report that the *SLOCUMS* *saved the day*, stepping up with fantastic photos to prove that we did, indeed, truly enjoy this first dockside event of the 2016 SBSPS season! ***No worries, no do-over***

03/12/2016



SBSPS FIRST ANNUAL SHIPS & DIPS PARTY

03/12/2016



Atlantic Crossed! by Virginia K. Johns, P

We have now completed our Atlantic Ocean crossing – another milestone in our around the world adventure. It was different from our Pacific crossing in a number of ways:



We joined a rally. We had connected up with 5 other boats crossing the Pacific from the Galapagos to the Marquesas and had a daily radio net with them. But for the Atlantic we joined Jimmy Cornell's Atlantic Odyssey. There were two groups – the first group of 39 boats crossed mid November. We were worried that hurricane season might not be over in November so we opted for the January group that had 17 boats. There were seminars to prepare us, a thorough safety check of the boat, a tracking device on each boat with an accompanying website to show progress of the boats, a daily emailed weather report from rally control, dinners hosted by the Tourism Office on both ends of the passage (Tenerife in the Canaries and Martinique), fun activities for the participants. Highly recommend this rally.

The Atlantic seas were much more boisterous than the Pacific. I was wondering if the Pacific crossing was just so much longer ago that I had forgotten the real conditions so I reread our blog posts from those days. They confirmed that we did have rolly seas at times in the Pacific, but they weren't as confused. In the Atlantic they were coming from opposing directions at once and cracking up against the hull with great force to create the "washing machine" effect. I guess that's why the Pacific got designated as the "peaceful" ocean.

We had additional capable crew! Dennis and I crossed the Pacific alone and enjoyed it. Two squadron members joined us for the Atlantic crossing (Jim Hirsch and Steve Young). This meant we got more sleep, made sail changes quicker, and had more company. Being a few years older than when we made the Pa-

cific crossing – we thoroughly enjoyed the extra hands on deck.

After arrival in Martinique we headed south to Grenada where we had Libertad hauled for storage at Spice Island Marine Services. We will keep it there through the hurricane season and return next cruising season to make our way through the Caribbean islands, enjoying them enroute to the Panama Canal. **This gives us about 10 months to be home enjoying squadron activities.**

PART TWO

Travelling with the Pack across the Atlantic by Virginia K. Johns, P

Libertad was resting peacefully in Lanzarote, Canary Islands while we took a six week vacation from life aboard to go home to Santa Barbara. We wanted to enjoy the Thanksgiving and Christmas Holidays with family. We were going to be crossing the Atlantic Ocean with Jimmy Cornell's Atlantic Odyssey rally. We flew back to Lanzarote, arriving on Dec. 31 just in time to catch the fireworks displays. Since the rally was departing from Tenerife, Canaries on January 9, we needed to hustle on over to that neighboring island to meet our crew and make final preparations. We feel lucky to have had this wonderful ad-

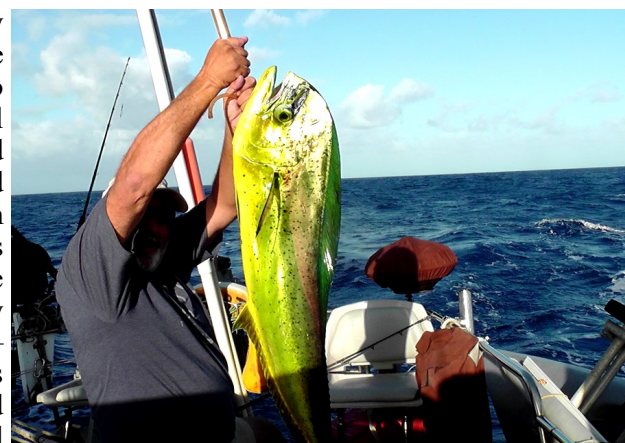


venture – here is the story of our three-week crossing of the Atlantic.

Sunday, Jan 3 We did an overnight run from Lanzarote to Tenerife – no wind, motored the whole way. When we checked into the marina (5 days free stay for Odyssey participants) we immediately ordered fuel and they said they would deliver it right to our slip. Virginia had a moment of panic when she returned from an errand to see no boat in our berth, but quickly discovered that Dennis had been asked to move Libertad as the fuel truck's hose would not reach to our berth. Silver Lining: Libertad was now in quite a convenient location for our crew's arrival and provisioning as we were side-tied at the bottom of the entrance ramp. Virginia was impressed by the apparent skill it took to maneuver into the berth now occupied but Dennis insisted it was easy. The hard part, departure, was yet to come. We filled the tank but Dennis forgot to



get our two new jerry cans filled (hidden in the engine compartment) so he had to chase the fuel truck down the dock and stand by until he finished with other boats and then had to lug the filled cans back to the boat. We immediately got busy with boat projects – Dennis installing items he had bought and brought from home and



Virginia refining her provisioning list. That evening we attended a welcoming party at the Real Club Nautico de Tenerife (local yacht club). Open bar and appetizers in vast quantities were served, eliminating any need for dinner. By the next day we were exhausted from preparation projects, but planned to clean up a bit and go ashore for dinner as it was Jan 5th, our 41st wedding anniversary. It started to rain and we were rethinking our plans when our friends Bill and Judy came over and invited us to dinner aboard BeBe. What a wonderful gift – and they didn't even know it was a special day for us. We grabbed the box of Sees candy Dennis had gotten for Christmas and headed over for a very enjoyable meal and visit with our friends. Plans were made for Virginia and Judy to make a provisioning run the next day to the best supermarket in town. Dennis wrapped up a few more projects while Virginia came back carrying only a small bag of items as the rest were to be delivered to the boat that night....so convenient!

Thu Jan 7 Our crew arrived as planned. Jim arrived in the early evening, around 7:30pm in time to have dinner with us. We saved Steve's dinner and warmed it up when he arrived around 10pm. We spent the next two days making the final preparations, including two provisioning runs primarily to the excellent open produce market for fresh vegetables and fruit (they are well-prepared for the cruising community). We had emptied out some cupboards for the crew in the V-berth and moved all the loose items we normally store there (we use it like a garage) to other hiding spots throughout the boat. Steve set up in the starboard bunk of the V-berth. With the leeboards installed, the port side was used to store our crates of produce –that worked very well but Steve had to live the next three weeks amongst the aroma of a produce market –he didn't complain. Jim was assigned to the salon berth, the most comfortable spot on the boat but also the least private. At the large open air market, after reviewing all the merchants, we selected one that seemed to have everything we wanted. It was an advantageous selection as they were very accommodating. When we selected an item and stated our quantity, they personally picked out the freshest and in some cases the greenest (tomatoes

for instance) –they were obviously very familiar with provisioning for sailors who have minimal refrigeration. They also delivered all ten crates of produce to the boat –fabulous! The captain did not contest the quantities Virginia was ordering –as provisioning was her job and she had a detailed spreadsheet worked out. He did look a bit surprised when she said she wanted 200 pieces of fruit and the count after the crates were delivered and stored was short. He made a second trip with the crew to find a bit more variety and augment the count for us. As might be expected, we had to toss some which went bad, such as a couple yellow peppers and a few cucumbers. But for the most part we were good about using the right things first and even had a few fresh items left when we arrived in Martinique. We used some of our dried and canned fruit to give us some variety near the end. No case of scurvy was suffered.

Fri Jan 8 The day before we leave. There was a communications meeting where they discussed the procedures for using the tracking devices and establishing a radio net. Virginia agreed to be one of the radio net controllers as she loves having that connection at sea and wanted to make sure they had enough controllers to make it a ‘go’. Next was the skippers meeting which the captain and crew attended. The first mate was back on the boat awaiting the produce delivery. Later that evening was the farewell party hosted by the Office of Tourism at the Yacht Club. It was to be another cocktail party with an open bar and nibbles, but they served us so many delectable items in such quantity that it was really dinner. Each boat was called forward to receive a plaque in remembrance of their participation along with three bottles of Spanish wine. It was suggested that at least one bottle be opened at the halfway point in the Atlantic. The children were each given a special gift. Among the 17 boats in our rally, only two had children – three older boys and one young girl on s/v Baloo and three girls on s/v Perseverance. The girls became fast friends. There happened to be a big cruise ship in port and the captain came in full uniform to wish us all well.

Sat Jan 9 The rally departed from Tenerife, Canary Islands at noon. We were asked to head towards the start line about 11:00am and have a mass start –for a good photo op. We had relocated for fueling and later the marina staff had subsequently positioned a very big catamaran close behind us. There was minimal maneuvering room. We had to move the boat by hand with extra lines deployed to help angle our departure and even then Libertad (with no bow thruster struggles to turn any direction) was having a hard time getting out. Dennis was doing a remarkable job moving us forward, then back, then forward, then back...making a little progress each time –the opposing breeze was not helping. Finally several folks on the docks came down and positioned themselves to help guide us away from the docks, out into the fairway. What a frantic time –not the way we wanted to start our voyage. We joined the 17 boat procession out of the harbor (locals shouting encouragement from the end of the breakwater as we passed) and made it to the starting area with plenty of time to spare, circling around with the others. This is not a race, but some were jockeying to be the first over the line. We moved to the outside to

stay out of their way. Jimmy Cornell and staff were out in a boat taking pictures and wanted sails flying if possible. There were very light winds, but as we crossed the starting line we hoisted our orange, green, and white drifter to give him a good shot. Just ahead of us we saw a whale blowing his goodbye to the fleet. It was a lovely coincidence.

We were told to expect very light winds until we got close to the Cape Verde Islands. We only had 7-8 knots of wind but were able to sail for a few hours at about 5 knots with four sails flying. That afternoon we saw a pod of pilot whales cruising along on both sides of our boat. The following morning we encountered a very large pod of dolphins racing from a long ways out to the bow of our boat. You could see their track as they were constantly jumping and putting on a show. We saw the most wildlife on the trip in that first 24 hours. A few birds, a single dolphin now and then, and the fish we caught were all we saw the rest of the trip.

We were all assigned tracking equipment to be used for the crossing so that rally control could keep an eye on our progress and post to the Odyssey website for family and friends. We had a daily radio net at 1200UTC on SSB channel 4A. Bill on s/v BeBe, David on s/v Amokura, and Virginia rotated as the net controllers. First order of business was to ask if there are any medical or other emergencies to report. Then we went through a rollcall of the boats that were equipped with SSB (only 7 of the 17-but another group of boats held a net on Iridium satphone). We each gave our position, course, boat speed, wind conditions, and barometer reading. Then we shared stories of fish caught, sea life encountered, broken parts, and life aboard. A north Atlantic storm produced northwesterly swell that intersected the normal easterly swell making the seas to Cape Verdes quite confused and uncomfortable –especially in light wind. Things got even more exciting as Tropical Storm/Hurricane Alex approached Cape Verdes from the southwest. We shared opinions on the best course to take to steer clear of Alex’s path. As we approached the Cape Verdes some discussed stopping to fix parts, fuel up (we had motored for 100 hours at that point due to the light wind) and wait for the truant NE tradewinds to fill in. Shortly after departure, we thought we had an issue with our batteries and were planning to make the stop for that reason in addition to the others. But even after Dennis fixed the battery problem at sea, we decided we’d make the stop and get a short break and hope for better wind. About 8 boats in the fleet decided to stop; the rest turned west hoping the trades would fill in sooner –especially those with more fuel. We had some days of sailing, but had motored about four of the seven days on this first leg of the crossing. We made our first time zone change in Mindelo, Cape Verdes.

Sat Jan 16 We arrived at the Marina Mindelo, Sao Vicente, Cape Verdes. We had motored a lot since leaving the Canaries and we weren’t sure how much motoring was ahead; as it turned out we wouldn’t have needed any more fuel, but filling up removed one potential point of anxiety for the longer

leg of the crossing. It was a very restful 2 day stop. On Sunday many of us from the rally took a bus across the island to the fishing village of Calhou where the lone restaurant there had a special buffet every Sunday. We cruisers were outnumbered by the locals and it was so much fun. The locals mixed with us. There was a band playing local music and a young couple danced so beautifully and encouraged us to join them. The buffet was unbelievable. The variety and quantities of local dishes offered was amazing and delicious. Then the food was cleared and a second buffet of desserts was set up. It was so much fun. The bus trip over and back gave us a nice tour of the interior of the island and revealed how desolate is the landscape. It's a wonder that anyone can make a living there outside tourism. We had a very nice relaxing two night stay in Mindelo.



Mon Jan 18 we were off again for the last and longest leg of the passage. s/v BeBe did not stop in Cape Verdes and were so far ahead of our group that did, we could only hear them very lightly so Bill chose to opt out of the net from that point on. Amokura left Cape Verdes one day ahead of the rest of us and were also hard to hear, but they checked in every day. Virginia was able to run the net with relay help from Fenicia and others. It was really a team effort as we all wanted to stay connected. After the SSB net, each of us would make a call out on VHF channel 69 to others in the fleet within our range to share positions and information. Those of us with email capability (most of us) were receiving a daily text weather report from Pascal at rally control. Pascal also informed us at one point about a fleet of 20-30 small boats that were rowing across the Atlantic in our area. We believe we had actually seen one a few days before hearing about them. On his watch Dennis saw a small boat with just one small white light near us – exactly the description of these rowers. We were informed that they did not want to be rescued, just avoided. As we reported in one of our enroute daily posts, we did see other boats quite frequently on this crossing – other sailboats, cruise ships, freighters. This was quite different from our experience crossing the Pacific a few years ago where we did not see one single boat of any type from the time we left the Galapagos until about 3,000 miles later when we were approaching the Marquesas and s/v Solstice – one of the boats in our small radio net – came out of the mist just ahead of us.

The seas were quite confused for much of the crossing so we did a lot of rock

ing and rolling, especially when the winds were light. When the winds increased to the point where we were heeling a bit, things would calm down. Dennis plotted a course that had us tacking back and forth downwind to keep our speed up to reduce the rolling but that added miles to our passage and kept us in the back of the pack. The firstmate appreciated this tactic as she never got seasick. We did have wind and sailed 99% of the way from Cape Verdes Islands to Martinique. We caught some fish, but only two that were large enough to keep; Jim made sushi for us with the wahoo; we had some of the dorado (mahi mahi) fresh the day we caught it, but froze the rest to have for our farewell dinner with our crew in Martinique. Having two extra crew really made the watches easy. We did 2 hour watches so we all got one 6 hour sleeping time slot. Even if you were the 0100 or 0300 watch, it was manageable to get up after a few hours rest and be alert for 2 hours. During the day, we would of course be making sail changes, putting up the spinnaker most mornings, sometimes wing on wing with a poled out jib. We discovered that having a telescoping spinnaker pole might have been a great addition to our boat's equipment for this voyage. We may have to look into that when we get back in November. We did a lot of reading, soduko, crossword puzzles, fishing, sharing stories, and Jim entertained us with his guitar and singalongs. All went well with our crew – it worked out very nicely. Every evening was a thrill to see what amazing meal Virginia had managed to create in the unruly seas. We crossed three more time zones, our fourth and final one at Martinique. Although we thought we had a problem with our batteries on the way to Cape Verdes, that proved to be an easy fix and we didn't have any other failure during the entire trip. Few other boats in the fleet could make that claim. Broken spinnaker poles and rigging issues were not uncommon as boats ran their full sail sets throughout the night (speed kept the uncomfortable seas minimized) and got surprised by squalls.

Wed Feb 3 Our timing for finishing was terrible. If we had had more wind the prior two days we were planning to arrive on Tuesday afternoon but the closer we got the less the wind would blow. Proceeding into the channel in the dark was highly discouraged. The winds were giving us at barely 5 knots of speed and it was clear that we would not arrive until after dark, so we took down all sails except a double reefed main and drifted at 2.5 knots for about 12 hours, crossing the finish line in Martinique at 0800 just as calculated. Since many of the boats had arrived before us, they were all on the dock waiting to greet us, but the marina staff was especially busy that day and we had to circle for over an hour before being guided to our berth. In the meantime the Rum tour bus was leaving, so our friends had to greet us later. But the tourism office and Pascal were there to welcome us with the traditional Rum punch celebration drink and Igal – the captain of Baloo who took our lines, said his hello and dashed off to the tour bus.

What a sense of accomplishment...and what a great crew!



Save a Life on Land or Sea

By

Duane Felender, Lt/C, S

"Never become so much of an expert that you stop gaining expertise. View life as a continuous learning experience."

~ Denis Waitley

Be Prepared. That's the motto of the **Boy Scouts**. "Be prepared for what?" someone once asked Baden-Powell, the founder of **Scouting**. "Why, for any old thing."

So, whether we are on **LAND** or on **SEA**, it's a good – even great – idea to be prepared for "any old thing". . . including accidents, injuries, sudden illness and more.

It's great that USPS and Santa Barbara Sail & Power Squadron promote all their educational opportunities, so as boaters we can mitigate any circumstances which might leave us in jeopardy or worse. **AND**, it's not just learning the Basics of Boating, Seamanship, Navigation or all the other courses that will keep us running high and dry. What about the **TRAINING TO HELP IN MEDICAL EMERGENCIES*** with our crew members, family members and ourselves?

That's where we can help you get up to speed, as early as **NEXT WEEK!** We just completed our first lively, interactive First Aid and CPR/AED Course, and SBSPS is offering another one from **12:00 to 6:00 p.m., Saturday, March 26, 2016 at the Santa Barbara Harbor Waterfront Classroom**. The cost is \$95 for the full course, which includes equipment, materials and the American Heart Association Certification card.

If you are interested in taking this class to learn the skills necessary to help your family, friends and neighbors in case of any type of medical emergency, please contact me! Call **805.452-8868** or email me at duane@smartmsllc.com.

Course Content:

CPR for Adults and Children/with and without face mask
Automatic External Defibrillator (AED) Training
First Aid Basics
Medical Emergencies
Injury Emergencies
Environmental Emergencies
Special Medical Concerns and Emergencies for Boaters

Besides AHA Certification Completion Card, this is accepted by USPS for anyone needing certification for BOC and by the USCG for Captain's License requirements

****It's not a matter of IF,
it's a matter of WHEN!****

The Fishing Corner

Yellowtail Frenzy on Tap

By: **Capt. David Bacon**

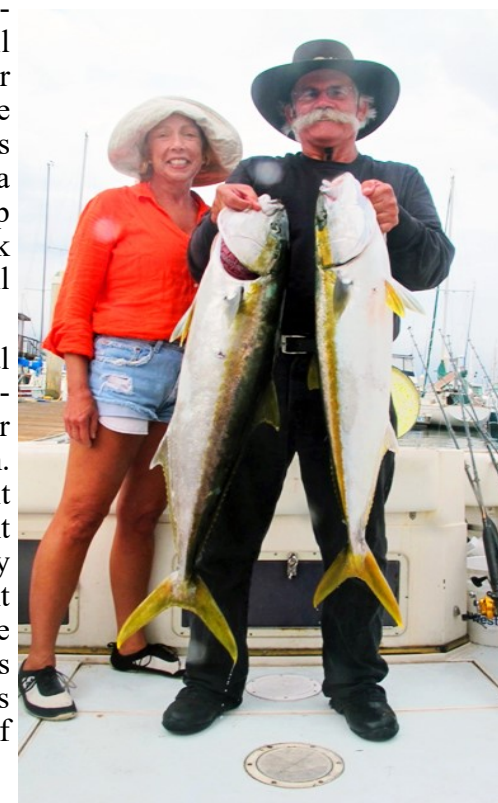
Visit www.hooklineandshooter.com

Bent rods, burning drags and the sound of bearings being ground flat because a mad yellowtail makes a beeline for the central Pacific, are all part of the allure that make people go searching for a yellowtail feeding frenzy. Simply put, nothing pulls harder than a yellowtail.

Yellowtail hotspots change just about as fast as these fish can swim. Favored SoCal locations are; the Coronado Islands, San Clemente Island, Santa Barbara Island, Anacapa Island and the east end of Santa Cruz Island. Open party sportboats often target these locales as do a multitude of private boats. Many inexperienced boaters just look for the crowds of boats and join in.

Once in a promising area, search for signs of an active food chain... working birds, feeding sea lions, sharks, squid suspended in the water column and big baitballs of anchovies or sardines. Yellowtail fishing is typically done in water from 80 to 150 feet deep, and the popular yo-yo technique works well at this depth range. Tie on a jig, such as a Salas or Tady, drop it down to the bottom, and crank it back up as fast as your arm will allow.

Another common and successful technique is live bait (squid, anchovy, sardine, etc.) on a dropper loop and fished near the bottom. When a yellowtail chomps a bait on a dropper loop, it is important to pull the fish up away from any nearby rocks, or it will head right for the structure and saw off the line. You've got about 5 seconds to turn that fish from the rocks and it will take every ounce of strength you have.



Another and entirely different way to target yellowtail is to spend a day paddy hopping. These fish roam the open waters off of Baja and Southern California, looking for kelp paddies which hold schools of baitfish. The 'tails feed on the baitfish and then hold below the paddy. Boaters scout the open water for kelp paddies, and fish each one they encounter. Sometimes it takes dozens of paddy stops before finding the dream paddy that produces like gangbusters.

Looking for lone paddies can be tedious, however they are commonly found along current breaks. Paddies and debris get caught up in these breaks, and a wise skipper travels along a good current break, finding lots of opportunities to fish paddies. Predator fish know the breaks well. They too, travel along current breaks looking for the same things. Once a big yellowtail is hooked, that deep need to hear a screaming reel is going to get a strong dose of cure!

SAFETY TIP FOR APRIL 2016 **P/C Marcia Rowland, JN**



Accidents DO happen. Are you , and your boat prepared? Now I do not mean for simple problems, small fire, broken shrouds, whoop-I didn't know the anchor wasn't secured. But rather, things that can and do happen.

What if the boat is sinking, you've contacted the Coast Guard and nearby boats, or at least sent out a May Day hoping it was heard. But if it looks likely you must abandon ship or drown, what do you need? Keep in mind, leaving the boat is the last thing you want to do, and you only do it when you really have to, but you must be ready.

A lot will depend on where you are and how much time you have to get off your sinking vessel. If you are in the Catalina Channel there is a high probability that you won't be in the life boat (or water) long, swimming boats are usually nearby. Not so many boats in our Channel, but good radio reception and high probability someone will be by shortly. On the other side of the island or West of Pt. Conception, you might as well be on the Moon, and must be prepared for more than one day of floating around.

Most boats carry a survival pack or abandon-ship bag and many are equipped usually food and medical supplies ,with gear. All should be checked frequently to be sure it is in order at least once a year and 2 times a year would be better.

What do you need? Again it depends if you are spending a week at the islands or going around the world? A list of possible survival gear was shown in a May 2007 Practical Sailor, look it up.

Santa Barbara Sail & Power Squadron **2016 - 2017 Executive Committee**

Commander	Cdr. Neil Ablitt, P	698-3298
Executive Officer	P/Lt/C Steve Young, SN	884-9490
Educational Officer	P/C John Profant, SN	968-8015
Asst. SEO.	Mike Pyzel	
Administrative Officer	Lt/C Duane Felender, S	452-8868
Secretary	Lt Ronald C. Slocum, AP	685-2142
Treasurer	Lt/C Steve York,	569-5040
Asst. Treasurer	Lt. Peter Seagoe, P	967-4468
 Immediate Past Cdr.	 Marcia Rowland, JN	 967-7190
 Members at Large	 Brent Milhollen, S	 1 Year
	Sue Ablitt, S	2 Years
	Janis Johnson, S	3 Years

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

Publisher: P/C Wilfred Swalling, S E-Mail doris@dorisswalling.com
Editor: Doris A. Swalling E-Mail doris@dorisswalling.com

Publisher:	P/C Wilfred Swalling, S
Editor:	Doris A. Swalling
Proofreader	P/C Richard Ciolino, SN
Mail Coordinator:	P/C Ronald Mathews, AP
Photographers:	Lt Peggy Ciolino, P
SBSPS Website Status:	Steve York,
Website Address	SBSPS.net

Printed by: Bills Copy Shop
1536 State St.
Santa Barbara, CA 93101
Phone 564-4353