

# *The Signal Hoist*

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

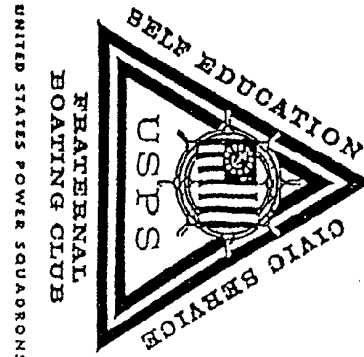


**FEBRUARY 2016**

**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!!!



THE SIGNAL HOIST



# 2016 Calendar of Events



## JANUARY

- 7 Bridge and Member Meeting, Waterfront Classroom  
28 District 13 meeting

## FEBRUARY

- 13 **CHANGE OF WATCH DINNER 6:00 pm**  
**High Sierra Grill, Goleta**  
16-21 National Annual Meeting Cruise Orlando

## MARCH

- 3 Bridge and Member Meeting, Waterfront Classroom  
12 **SHIPS AND DIPS 3:00 pm at the Harbor**

## APRIL

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

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

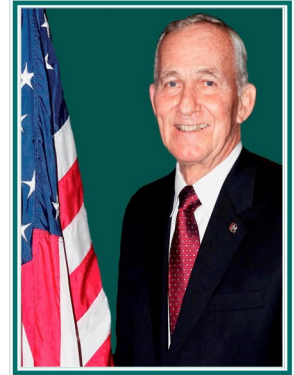
### Notice

"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**

## **FEBRUARY 2016 Commander's Report**

First, let me congratulate DORIS SWALLING upon receiving the **DISTINCTIVE COMMUNICATOR AWARD of 2015** for the Signal Hoist. Well done, Doris, you make the squadron proud. And members, please remember the Signal Hoist is always looking for more input and wants to hear of your adventures. It doesn't have to be long and doesn't have to be serious. Humor is welcome. In fact, if you messed up tell us about it and you could win the coveted **BONER AWARD**.



Cdr. Neil Ablitt, P.

Next, let me comment on my having won a tough battle requiring much arm twisting, begging and attending meeting after meeting. The campaign trail is not for sissies! It is a difficult road where winning in the end makes it all worthwhile. So, after months and months of constant hounding, I was finally able to convince the squadron nominating committee to allow me **ONE-MORE-YEAR** as your squadron commander. It was truly an exhausting experience of which I am most grateful for both the nomination and vote of confidence, as well as being able to win the election in the end. I'm now looking forward to another fun year and more safe boating education. **AND TO OUR NEWER MEMBERS, DO YOU KNOW WE OFFER AN INSTRUCTOR DEVELOPMENT COURSE?** It's our way of developing instructors to teach the public safe boating, but what you learn you can use for life. If you're interested contact me, John Profant or any member of the bridge. Hope to see more of you getting involved - and let's get out on the water.

Finally, I want to remind everyone that the February Bridge Meeting will **NOT** be on the first Thursday in February, but rather combined with the **CHANGE OF WATCH** at the **High Sierra Bar & Grill (formerly Elephant Bar) SATURDAY NIGHT 13 FEBRUARY**. Please plan to join us, especially new members, so you can get a feeling for the kind of awards you can win - and avoid. Okay, it's supposed to be a business meeting, but it's also a lot of fun.

**Hope to see you there.**

**Neil Ablitt  
Commander 2016**





**SEO FEBRUARY Newsletter**  
**P/C John Profant, SN. SEO**

P/C John Profant, SN

We had a really good year last year offering five different courses to the public. That led to us bringing in 30 new members to our Squadron. That just tells me that there are people out there that like what we have to offer in the way of educational courses on boating. That also tells me that the Squadron has a responsibility to make available more opportunities for our members to take more classes.

I'll be starting this year off with a Seamanship Class on January 26<sup>th</sup> that will continue for eight weeks with a final on March 22. In preparing for this class I have become pretty excited about it. We will be covering techniques in handling various boat configurations, the rules associated with boating, anchoring, handling emergencies and the ropes. There is a lot of neat material for those new to boating and for those who would like a refresher. Anyone who is interested should let me know.

Now I need to know what to do for the rest of the year and that is where I need your help. Tom Koch has committed to be the Chairman of Seminars and will be organizing a couple of seminars this year. I have talked to a few people about teaching a course but I don't have any commitments yet. Once I have a commitment I can then schedule a class and let you know.

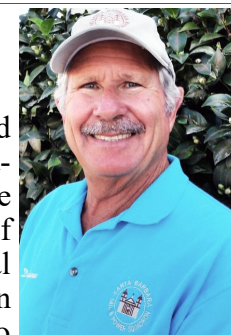
This last year I got certified to do Vessel Safety Checks for our Squadron but I need help this year if we are going to continue to do this. Two of our members are close to being certified. They just need to finish two more supervised inspections and they too will be certified Vessel Safety Inspectors.

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](mailto:johnprofant@cox.net), or (805) 455-9173.

P/C John Profant, SN

**SUMMARY OF 2015 –**  
**Lt/C DUANE FELENDER, S**



Activities were organized, promoted and supported throughout the year by my team of Activity Coordinators, Eleanor York and Janis Johnson, according to the pre-set Calendar of Activities for 2015. A synopsis of all these events was reported on monthly in the Signal Hoist: "Ships & Dips" in March; Spring Brunch in April; Santa Barbara Harbor Swap Meet, and Rally to Shark's Cove in May. The Progressive Dinner was held in June; the Annual Dinner Weekend and "Campout" at Pacific Corinthian Yacht Club (PCYC) in July; and the Annual Meeting, BBQ and "Treasure Auction" took place at the Swallings in September. We participated in the Santa Barbara Harbor and Seafood Festival in October; and in November the Yorks hosted a meeting to discuss the Calendar of Events for 2016. SBSPS capped off the year with a stellar Holiday Party at Café Stella!

As the "new kid on the block" in my position as Administration Officer of SBSPS, I was on a steep learning curve at the beginning of the year; but managed to get up to speed with help from some very supportive members. I began my education as a Vessel Safety Inspector, and performed several Safety Checks, while still learning as I continue under the auspices of Education Officer, John Profant.

My Team produced a professional-looking tri-fold brochure for promoting SBSPS at events such as the Santa Barbara Harbor & Seafood Festival in October, where we also had colorful displays that show the same information on a larger visual scale.

I have shared my medical expertise with the Squadron through a seminar during the first quarter in Medical First Aid Related to Boating; and have made essential First Aid Kits available to our membership. My reports in the Signal Hoist first included "Helpful Hints" that have morphed into "Medical Moments," which, I hope, will be useful to the Squadron members in emergency situations on land or sea.

**Clear view**

Do you have trouble seeing through the windshield because your dirty wipers are smearing, not clearing? For a clearer view, clean wipers by damp-ening a cloth with white vinegar and running it down the blade a few times.

**Ed Jones**





## Big Plans in the Works for the District 13 Spring Conference!

By Janis Johnson

Following John Profant's initiation of the event-planning process, members of the Event Planning Committee met at the Breakwater Café on January 16<sup>th</sup> to discuss ideas and details of the District 13 Spring Conference, *which is being hosted by SBSPS* at the Grand Vista Hotel in Simi Valley. A visit to the hotel venue to check out the facilities is scheduled as well as a follow-up meeting with the committee members. SBSPS creative minds are morphing the Spring Conference into an exciting activity-filled weekend event themed, *"A Sailor's Roundup,"* where the ocean lovers meet the cowboys in us all. Stay tuned for future information and invitations and – **SAVE THE DATE – APRIL 1-3, 2016!**

### Photo Caption:

Some members of the Planning Committee took a post-breakfast stroll on the docks!

**L-R:** Janis Johnson, Betty and Tom Koch, Ron Slocum, Neil Ablitt and Vicki Slocum. Not pictured: John Profant, Llad Phillips and Duane Felender (photographer).



## EURO STYLE OR HOW I BECAME A SOCIALIST PINKO

Submitted by P/C Will Swalling, S

### IAM NO FAN OF FRANCE, BUT WHO IS? SPAIN STILL KILLS

bulls for fun. Italy has porn queens in its parliament, and I'm not sure Latvia is even a real country. In all, there's not much I like about the European Union. In fact, it really annoys me. They get twice as many days off as we do, work less, eat rich foods and don't get heart attacks, drive as fast as they want, smoke in bars, have money that's worth more than ours, and their boats come with better transom plaques.



On our boats, we get a yellow-and-black capacity badge with a confusing array of numbers. The Europeans get something similar, but it's easier to understand and has a code telling them what conditions the boat is intended for. Like those road signs with diagonal slashes for "no" (nada, neine, non, etc.), the folks on the other side of the Atlantic have developed a better way of getting a message across. When it comes to clever little signs, the Europeans are old masters. And, as much as I hate to admit it, maybe we should follow their lead.

As an example, let's look at the capacity badge on my 14-foot skiff, which is supposed to be easy to understand in order to help keep me safe. Let's see. Maximum capacity is "5 persons or 660 pounds." Does that mean it can safely hold three American males or five 132-pound "overweight" supermodels? Why not just have the pounds if they can't figure out how much a person weighs? In addition, it says that the boat can hold 985 pounds, including persons (660 pounds), motor (160 pounds for my 25 hp outboard) and gear (168 pounds). That is a much more sensible approach, so why have the "5 persons ..." line? I've been told that it indicates the "live" (movable) load capacity and available seating. Could you have guessed that from the label? I couldn't. Luckily, the only unambiguous item is an important one — maximum horsepower.

Compare this to the idiotproof badge that would be found on a similar EU boat. Don't load it with more than 447 kg of five people, their gear and the engine. Max power is 18 kW. That's it. Plus, you get a letter in the lower left corner as a reminder of the boat's ability to cope with specific conditions. On mine there would be a "D," meaning it's for sheltered waters, such as small lakes and rivers, that might have winds up to force

4 and waves to 0.3 meters. The letter "C" is for inshore, such as open bays and large lakes, with winds up to force 6 and waves to 2 meters. "B" is for offshore use encountering force 8 winds and 4-meter waves. But it is not as watertight or less likely to flood as a class "A" boat, which is for ocean work and the same wind and waves.

These categories are part of the Recreational Craft Directive (RCD), which sets design, construction, exhaust and noise requirements for new boats sold and used in the EU from 2.5 to 24 meters. Over here, we have the American Boat and Yacht Council's (ABYC) standards, which are suggested guidelines that it would be nice if builders followed. While the BCD's standards are similar to the ABYC's, over there it's the law. Which may seem like another step in creeping pinko socialism, but a little protective regulation may not be so bad. Anyway, whether you like it or not, you're benefiting from it. Since so many American builders are selling overseas, most boats are being built according to the RCD.

Now if only we could get those nifty easy-to-understand transom labels. That way, the next time I see you outside the inlet, I'll know exactly how many chunky supermodels my 14-footer can handle.

**David Seidman**



**FIT FOR DUTY**  
**This bilge pump does what others can't.**  
**Submitted by**  
P/C Will Swalling, S

The Supersub Smart 650 bilge pump from Whale has a unique low-profile shape for easier installation in locations where traditional bilge pumps may not fit.

Only available for 12-volt systems, the Supersub Smart 650 includes an electric field sensor to detect the presence of water. This sensor is an improvement over traditional float switches, which can become fouled with debris or falsely triggered by rough wave action. The field sensor and pump motor electronics are completely sealed against water intrusion.

The strainer intake rotates 360 degrees to suit a variety of mounting options. The pump disengages easily from the strainer should it become fouled with debris that gets past the strainer. The strainer also includes a vent to prevent air locks.

If you have a compartment where a traditional bilge pump cannot be installed, such as a shallow locker just under the cockpit sole, a Supersub pump makes a great option. You can also install it directly under an engine that's too close to the hull for a traditional bilge pump.

Although mounted as low as possible, the traditional bilge pump installed in my boat left well over a gallon of water in the bilge, which I had to pull out with a hand pump and sponge. However, the Supersub pump's unique shape allowed me to mount it lower in the bilge, where it lifted all but a few ounces of water.

The Supersub Smart 650 is great for a sailboat keel, where the space between the hull sides is narrow. Note that this pump must be installed horizontally for proper operation. It cannot be installed on an angle or vertically.

The flow rate for bilge pumps generally doesn't take into account the distance the pump has to lift the water. A pump installed in the keel of a sailboat may have to pump the water much farther than a pump installed just under the cockpit sole.

The Supersub Smart 650 pumps 550 gph when lifting the water approximately 3.3 feet. Other Supersub models can pump more, so keep this in mind when choosing one.

This is a good backup pump for places where a traditional pump can't reach.

**By Bob Mueller**

**SOMETHING FOR NOTHING,**  
**THAT'S WHAT WE WANT.**  
**Submitted by P/C Will Swalling, S**



There are those of us who want it so badly we'll work our behinds off for long hours to get it. Which kind of defeats the point. If you're out looking for a holy grail, though, you're probably not too reality-based to begin with. For most of us it's probably best to accept things the way they are and just get on with our lives. But God bless the few loonies who refuse to give in. Like me.

My goal is a free ride: harnessing the elemental forces of nature to power my boat. To this end I've discovered an unlimited source of power. When different metals are immersed in salt water, one gives up electrons to the other (that's electricity) and one metal begins to fall apart (that's bad if it's your propeller). But it could be good if that electrical energy is used for something other than making your \$500 prop look like a teenager's pimply cheek.

I measured the output between a steel and a brass screw to be a little under 1 volt. With metals farther apart on the galvanic scale, say zinc and graphite, I might get more. With enough metal underwater I might even



get enough to run an electric motor. Sure, the voltage is puny, the amperage next to nothing, and I'm no electrical engineer (I only play one in a magazine) — but it just might work

Or maybe not. However, a real engineer, Vyasateja Jyothigowdanapura of North Carolina State University, has another approach. He's designed a pontoon boat made from, and powered by, piezoelectric materials. When stress is applied to this stuff, it generates an electrical charge. Mr. J says that waves hitting the pontoons should generate enough power for two 150 hp electric motors. A much more elegant solution than mine — and probably just as unrealistic. However, for guys like us reality is relative, and the drive to get something for nothing is too strong to deny.

The golden age for crackpot something-for-nothing schemes was in the 1930s. Looking through an April 1935 issue of Popular Science, next to an ad for making big money in accordion repair, I found this: "Wave Power Runs Model Boat." Some Gyro Gearloose type with a bowtie was claiming that his 1-foot-6-inch model did 5 mph. "The slightest motion of the water and the interconnected fins transform vertical motion into a pulse that drives the boat."

Like the other articles on making a submarine from a propane tank and harvesting sap from telephone poles, it sounded a tad unlikely, and we never heard of the idea again. Still, bad ideas with a small kernel of probability never completely die. Which is what motivated professor Yutaka Terao, of Tokai University in Shizuoka, Japan, to design the first full-size, wave-powered boat. Two pivoted horizontal fins at the bow flap up and down with the waves. Using levers and springs, this motion is then transferred back to the fins to generate a dolphinlike kick that propels the boat forward.

It sounds crazy, but back in 2008 the 31-foot aluminum catamaran Suntory Mermaid II made a proof-of-concept 3,800-mile passage from Honolulu to Japan. It took 110 days at an average speed of 1.5 knots, but the boat made it solely on wave power. By comparison, a typical diesel-powered trawler could have made the trip in about 20 days, but it might use 1,600 or more gallons of fuel — if its tanks could hold that much.

Has the dream of something-for-nothing been realized? The more waves, the more power? Up and down, up and down, up and down — until you barf? Not for me, thank you. The price of this kind of free power is way too high. Which is why, when I see you outside the inlet, I'll have huge metal plates hanging off the side of my boat and some thick wires. Hey, I've got my dream — now go get your own.

**By David Seidman**

## **SAFETY TIP FOR FEBRUARY 2016**

**By. P/C Marcia Rowland, JN**

Now this is a funny story, but it is apparently only happening in the Pacific Northwest (so be aware). When you think of hazards that can sink your boat, muskrats probably are not high on your list. But for boat owners in the Pacific Northwest, especially power voyagers who own trawler-type yachts, muskrats are a hazard. Muskrats can climb up into the boats exhaust discharge pipe and chew through the black plastic exhaust tubing. A boat with a wet exhaust discharge opening of 3 inches or larger is at risk. The critter can and will swim up the exhaust hose and chew through the hose to the inside of the boat. Check your exhaust, muskrats can sink your boat.



One way to thwart them is to install an adjustable fitting inside the discharge pipe, it will be held by friction. The threaded bars are turned which extends the fitting to fit the internal diameter of the discharge pipe. I do not know if the threaded bars fit into the discharge pipe could cause a problem, but my solution is to stay out of the Pacific Northwest.



## **SHIPS AND DIPS MARCH 12th 3:00 PM AT SANTA BARBARA HARBOR**

**By Eleanor York**

**SAVE THE DATE -  
CALL FOR HOST VESELS**

It is hard for Janis and me to believe that it is almost Spring and time to plan Ships and Dips which will be held on Saturday 3/12/16 at 3:00pm. If you are a new member, this is a progressive appetizer and social event on members' boats in the Harbor.

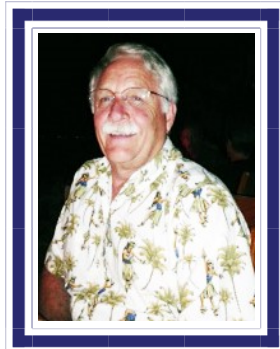
We all bring appetizers to share. You will receive more information as the date gets closer.

**If you would like to host us on your boat, please contact me by return email or call at 310.408.7204 or 805.569.5040.**

Thank you.



## Your SBSPS Store is OPEN FOR BUSINESS



Greetings fellow Squadron members, I am our assistant to the Treasurer in charge of ships stores and I want to share some information with you about our logo wear. We purchase most of our articles of clothing from Chaz sportswear in Santa Barbara. We can purchase anything from their catalog and have our squadron logo along with your name or your boat name embroidered on the item. Please peruse their whole inventory [www.companycasuals.com/chazsportswear](http://www.companycasuals.com/chazsportswear) then contact me at [jpsegeoe@cox.net](mailto:jpsegeoe@cox.net) and I will order your items for you. It usually takes approximately 3 weeks for delivery.

We have a few hats in inventory (see picture) as we have to order them a dozen at a time. All other orders can be single items. That being said, we get a better price when we have a larger order. The lettering SBSPS on the T shirt runs about \$10.00 a item and is done by another vendor. The pictured bur-gee represents our 50 years in existence and we have a few left in inventory.



So, if you are a member in good standing and wish to purchase any of our logo wear please contact me .

## The Fishing Corner

**There is a Science to Chum and Bait Cutting**

**By: Capt. David Bacon**

Visit [www.hooklineandshooter.com](http://www.hooklineandshooter.com)

Cut chum and baits with purpose. Making a science of it can improve your catch because the size, shape and type of a piece of cut chum or bait determines its presentation characteristics and its appeal. Try these tips and you'll catch more fish.

The first trick is to select what baits to cut. Next, there is chumming to think about, then cutting techniques based upon conditions, hook bait tips, and presentation. Once a fish is hooked, you can take it from there.

**Chum/Bait selection:** You can get species-specific by choosing appropriate chum and bait. For examples: When sheephead season is on, mussels make great chum and bait, and shrimp or crawdads make great baits. No, that wasn't a typo... crawdads are prime baits for sheephead! For bass – calico, sand bass, and also white seabass - squid and baitfish (anchovies, sardines, mackerel) are the best choices. For ocean whitefish, squid makes the best chum and bait. For rockfish, squid works great, but strips or chunks of mackerel are also devoured immediately.

**Chum preparation:** The velocity of a prevailing current dictates the best way to prepare chum. In a strong current, force chum to sink through the water column quickly, in order to get down to where fish are holding. Cut simple round pieces baitfish or squid, about an inch thick, to achieve maximum possible sink-out speed.

When fishing where a current is weak, chunks of chum should be precisely cut to add to their attraction. Rather than cutting straight down through a baitfish to make a plug cut, or even cutting at a repeatable angle, try cutting at opposing angles. Visualize cutting the baitfish with a series of cuts like the letter "W". That way, each chunk is shaped something like a wedge which causes the chunk to wobble and spin in little circles as it sinks out. That slight action cranks up the appeal factor and drives fish nuts.

Here's another trick. Mussels make great chum and bait for sheephead, and also for rockfish. Preparing mussels for chum is fun, because we get to hack, crack, smash, and then meter the mess over the side as chum. People tend to laugh a lot while preparing mussels for chum and I like to hear people laugh.

# The Fishing Corner

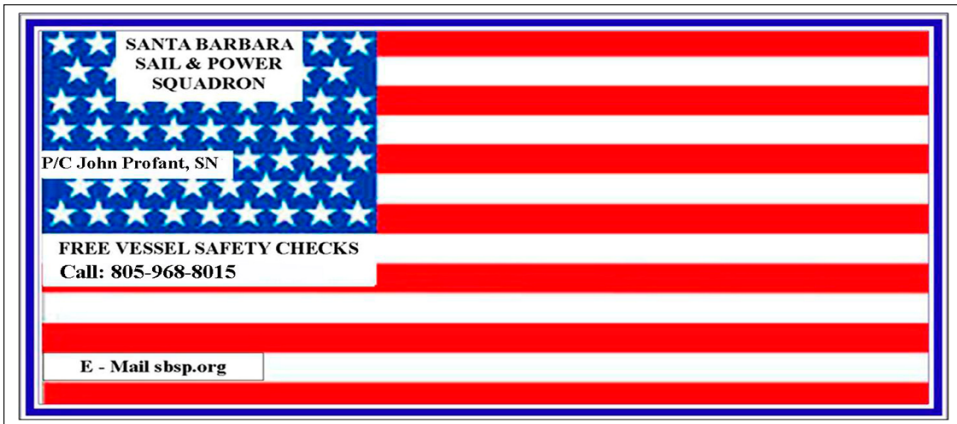
**Cutting hook baits:** Once foraging fish have grown accustomed to a given size, shape, and kind of chum material, it makes perfect sense to give them more of what they are eating, but with a surprise... the hook!

Cut a hook bait in generally the same way as chum chunks because it will look like more of what they have been eating. Another hot tip is to angle-cut a baitfish, so that the piece slowly spins as it moves through the water. Fish like tender morsels that move in an erratic fashion. Don't we all?!

**Cut bait presentation:** As a current moves chum well away from the boat as it sinks out, fish are likely to gather in the chumline and follow it towards the boat. Now if a heavy weight is used, and hook baits are dropped straight down, they will not be where the fish are. In this scenario, try much lighter weights, like maybe just a 1/4oz or 3/8oz sliding sinker and a size 1 VMC live bait hook, so that the hook bait trails into the current along with the chum material to where hungry fish are feeding on chum.

When several people are fishing together, have one or two people use a very light weight – 1/8oz, almost like flylining - while another person uses a half-ounce weight and yet another person uses a two or three ounce weight. When one rig proves to be productive, quickly switch others over to that same rig.

**Other cut baits:** Don't feel like you're limited to baits you can buy in tackle shops or pull off of pilings and rocks. There are LOTS of other options. Part of the fun of fishing is experimenting, so go forth and have fun with cut chum and baits.



## Santa Barbara Sail & Power Squadron 2014 - 2015 Executive Committee

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<b>Educational Officer</b>	P/C John Profant, SN	968-8015
<b>Asst. SEO.</b>	P/DEO Thomas Koch, SN	968-5568
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**Immediate Past Cdr.** Marcia Rowland, JN 967-7190

**Members at Large** P/Lt/C Ron Slocum, AP  
P/Lt/C Steve Young, JN  
Brent Milhollen, S

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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