

The Signal Hoist

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

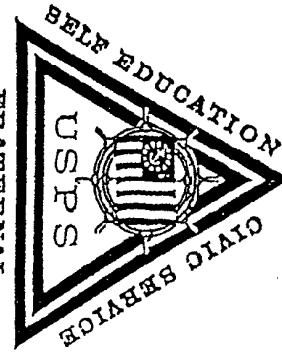


JUNE 2016

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

MAY

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

JUNE

- 1 Meet & Greet Happy Hour Marina One
Ventura SPS visits SB Harbor
- 2 Bridge and Member Meeting, Waterfront Classroom
- 11 **PROGRESSIVE DINNER 4:00 pm** at the Harbor

JULY

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

AUGUST

- 4 Bridge and Member Meeting, Waterfront Classroom
- 5-15 **CATALINA - Cruise to Isthmus** (come for all or part)

***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

JUNE COMADERS REPORT

Cdr. Neil Ablitt, P



Cdr. Neil Ablitt, P.

Shucks! I was hoping we'd make a fortune at the Swap Meet. It wasn't a fortune but we did pretty well - over \$300 in proceeds donated to the Squadron. Thanks to Duane Felender donating his fishing rods, Ed Kaufman for his check, as well as Pete Seagoe, Steve Young, Steve York, Dennis Johns and others turning over their receipts. These proceeds will be used for our squadron development programs. It was a great morning at the swap meet and I want to thank all the many SBSPS members who showed up and participated in the meet. You made it fun!

We're always looking for new instructors and active members and funding our classes, cruises and social events helps us in that endeavor. And speaking of classes we just completed the new Electronic Navigation course - it was different as was the text and the exam questions. Not at all certain I passed, but gained a much better understanding of what I thought I already knew. It was a fun class and we enjoyed celebrating the "graduation" at the Endless Summer following the exam.

Hope to see you at the islands next month.

Photos of the Swap Meet, by Janis Johnson Boating Activities Chair.



Photos of the Swap Meet, by Janis Johnson Boating Activities Chair.



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DSC IS Very Valuable - But Don't Assume Too Much!

by P/Lt/C Steve Young, JN

The main feature of DSC on your VHF radio is invaluable: Lift the cover and press the "distress" button and the Coast Guard will immediately get your Mayday message together with your lat/long coordinates, and be in a position to send help. (see qualifiers below on this).

But you have probably also been sold on the idea that every other boat within VHF range will also get your message, and will potentially be ready to help even earlier! You may also have been sold on the advanced DSC concepts of being able to communicate privately with your buddies by using their MMSI #. Or being able to communicate privately with a complete group via a list of all the group's members' MMSIs. These are advertised as great features of DSC. But they all assume that you and your communicants have fully-featured "Class D" DSC in their radios. With Class D, your radio has two reception channels - one for the active channel (typically ch. 16 or 9) and another dedicated to channel 70 where DSC messages are sent or received. If you do have a Class D VHF, it will all work as advertised - DCS transmissions will override, and you will hear other boats' distress messages, and/or DSC messages directed to you (through your MMSI#) even when you are nominally tuned to ch. 16. This is DSC as originally conceived.

Unfortunately life is not that simple (as always). Early DSC VHF radios were not built to modern Class D standards. They were built to SC101 standards. This was a terrible compromise between what the manufacturers were capable of mass producing at the time, and the true capabilities of DSC. They only had one channel, so if you wanted to be in a position to hear DSC on ch. 70, YOU HAD TO TUNE YOUR RADIO TO CHANNEL 70 - (actually an illegal situation because - en route- if you have a VHF radio you are officially obligated to have it on Ch 16! And anyway who the hell ever has their radio tuned to ch. 70? No-one to my knowledge!)

Now, let's be clear - SC101 is now an obsolete standard, All new DSC radios are Class D. HOWEVER - there are a lot of SC101 radios still out in today's boating fleet. Mine included. So many people may be expecting to take advantage of the full spectrum of DSC capabilities, and be blissfully unaware that they can't, either because their radio is not Class D, or because other local boats' radios are not Class D.

How do I know this? Only by probing. I was trying to test the DSC capabilities of my boat's fixed-mount radio DSC radio by calling it with my new handheld that also had DSC capability. And it didn't work! That set me to research wherein I discovered the compromise that ICOM had made. My fixed-mount ICOM operator's manual proudly states that

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"your ICOM 422 meets or exceeds all SC101 standards". Of course, it fails to mention that SC101 is a pitiful compromise. In fairness though - the Class D standards may not even have existed when it was built! My radio was only 5 years old when I uncovered this. In fact this was the first time that I started to realize that my NEW Hunter 33 that I was so proud of, was already getting old. And the rest is history... (sob, sob). So, the message is - to know what your DSC VHF radio can or can't do - check if it is built to SC101 or Class D standards. You may or may not decide to swap out a SC101 radio (I didn't), but at least you'll know what to expect in operation.

Here's an example of a real-life scenario where this could affect you: Let's say you have AIS and an SC101 VHF. You are under sail and approaching a medium size motor boat. You have right of way, and intend to act as the stand-on vessel. You don't know that the other boat sees your MMSI through your AIS capability, and sends you a private DSC message telling you that it cannot turn, and you should give way. You wouldn't get his DSC message on your SC101, but he would have every reason to assume you had got his message. Result - you both think you are the stand-on vessel, and potentially collide!

P.S. Now the qualifier about the Coast Guard's reaction to your DSC mayday that I mentioned in the first paragraph: When you register your MMSI, you have to give information about your situation. For example - your type of boat - color etc. Included in this info. is a contact telephone number of someone who knows your float plan, and that can confirm whether you truly are likely to be at the position your DSC-reported lat/long coordinates say you are at. This is obviously a reasonable precaution against false alarms. BUT -.. I've often wondered what would happen if the tel# you give them has "no answer" or "busy". Would they go ahead with a rescue or wait for confirmation? I've never got a good answer to this!

P.P.S. A second qualifier is- "what about putting your (SC101) radio into "Dual Watch" mode, where it monitors two channels at once (nominally)? - i.e. monitor BOTH ch. 16 AND ch.70". It does this by switching between the two channels continuously, waiting for a signal on either. This might work, but is very dodgy. The DSC transmission on ch. 70 is digital, and very rapid. So the chance of your VHF in dual watch mode happening to be ready on ch. 70 just at the right moment, is too low to rely on Dual Watch capability being a solution.

P.P.P.S None of the above should be construed to imply that DSC is not useful. Even an SC101 radio will send your distress call to the Coast Guard and this is by far the most important feature. So if you don't have DSC in your VHF, go get a new one. A new one will be guaranteed to have Class D DSC.

BUTANO FUEL IS COMING **Will it replace Ethanol in Fuel?** **by P/C Will Swalling, S**

IN THE SPRING, EAST COAST MARINAS SELLING GULF FUELS

WILL OFFER boaters ethanol-free gasoline under the trade name Gulf Marine. Instead of 10-percent ethanol, its clean air additive ("oxygenate") will be isobutanol at an EPA-approved concentration of 12.5 percent.

Readers who have followed previous stories about isobutanol in Boating will recall that this advanced biofuel comes from the same feedstocks (plant material) as ethanol, but that it has greater energy density (30 percent higher Btu value), and, most important for our boat engines, it does not absorb moisture or undergo phase separation, it also does not corrode or damage fuel tanks, fuel lines and engine components.

Tests run on waterways and in laboratories over the past five years with the National Marine Manufacturers Association, the American Boat and Yacht Council, the U.S. Department of Energy, the U.S. Coast Guard, Bombardier Recreational Products (BRP) and several other marine engine manufacturers have shown that isobutanol in blends of up to 16.1 percent (B16, now EPA-approved for off-road fuels) are safe. In fact, at the 2015 Miami International Boat Show, BRP offered test rides aboard a 25-foot Creville powered by a 300 hp Evinrude G2 running B16.

This past summer, one marina on a lake in Missouri sold Gulf Marine, and a land-based Express Lube station in Fredericksburg, Texas, has had customers drive as far as 70 miles to buy the fuel for lawn tractors, chain saws and more. A go-kart track in Kemah, Texas (a Houston suburb), ran Gulf Marine exclusively. Meanwhile, the two companies producing isobutanol; Gevo (gevo.com) and Butamax (a joint venture of BP and DuPont; butamax.com), have reached an agreement in which each will pursue the development of markets for isobutanol; Gevo in jet fuel and Butamax in land fuels. Gevo produces the isobutanol for Gulf Marine.

The bottom line: East Coast boaters will have an opportunity to try this new biofuel in 2016. It will cost more, possibly \$1.50 to \$2 more per gallon. But with greater energy density and no more worries about water absorption, it will be worth exploring.

For more information on isobutanol, visit boating.mag/isobutanol.
- Capt. John Page Williams



SPRING BRUNCH

by Vicki Slocum

The SBSPS Spring Brunch was held at the Swalling's lovely home on Saturday, April 23. It was a beautiful day out on their patio. There was a large contingent of members from north county (formerly Costa de Oro) and it was great to see them! Also, Commander Neil welcomed new members Judith Miller & Jim and Sandra Hirsch.

Our own SBSPS Band, consisting of members Pete Seagoe & Jim Hirsch on guitar and Garrett & Karen Osgood on ukulele provided upbeat entertainment performing Sailing theme songs! They are so good they should go on tour!

Raffle tickets were sold for several prizes and over \$200 was raised for the annual Christmas party.

Thanks to Past Commander Marcia Rowland for organizing the event (and bringing mimosas!!) and to all who attended and brought such wonderful brunch delights. **And thanks to the Swallings for being such gracious hosts.**

Spring Brunch, 04/23/2016

Due to lattice cover the patio photos could not be perfect or corrected.



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Spring Brunch, 04/23/2016

Due to lattice cover patio the photos could not be perfect or corrected.



Signal Hoist Page 8

Spring Bunch, 04/23/2016

Due to lattice cover the photos could not be perfect or corrected.



**Our Photographer!
Janis Johnson. The
Photos do not do
her justice**



SAFETY TIP FOR JUNE 2016

By. P/C Marcia Rowland, JN



If you are ever lucky enough to sail off to Fiji beware the deadly cone snails. They are carnivores that primarily eat fish and marine worms, but they can be killers of men. These gorgeous shells look like ice cream cones.

Cone snails are ruthless hunters. During the day, they bury themselves in the sand, but at night they lumber around the sea floor on the prowl. They use a scarlet proboscis to attract fish and lure them into their snare. When a fish is detected the snail shoots a venom-packed barbed harpoon into its victim. Once immobilized, the fish is drawn into the snail's mouth. Spines, scales and the disposable harpoon are regurgitated after digestion.

With their striking patterns and shapes they appear harmless. But many collectors have suffered stings. The sting of one kind of cone snail carries enough venom to kill 700 people because it paralyzes the diaphragm, making you unable to breathe.

So just watch it!



Wadda Ya Know And Why Would You. by P/C Will Swalling, S

Let's start with my obsession with yellow and green running and navigation lights. Back in 1889 there was an international conference about buoy colors, and it was decided that they should be red and black. Since there were no lights on buoys back then, everything was fine. Next, they decreed everyone should have running lights. They already liked red and since you can't have black lights, they chose green — red's complement. Too bad, as red was a poor choice to stick with. We are five times less sensitive to it than green and yellow; most of us can pick out a lighted green buoy long before a red one. The only good thing about red is that because it has such a different wavelength than green there's little chance of confusion.

Also, I've never understood why in this hemisphere and a few other odd spots it's "red, right, returning," while everywhere else it's green. I've been told that it goes back to when Britannia ruled (most of) the waves, and the young United States stole the rest. Note from the Queen: "We drive on the left and have backward markers. If you don't like it, you can bugger off."

Activities and Calendar Changes from your Boating Activities Chairs Eleanor York and Janis Johnson.

All, the date for the PCYC cruise and dinner at the end of the original email was incorrect. **The correct date is July 8-10 for the cruise and the dinner is July 9th.** Apologies for the confusion.

Eleanor

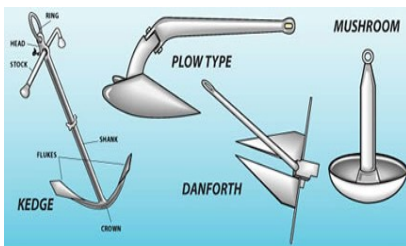
1:00 PM Discussion Saturday May 21st

Karen, Garret, Mike Pyzel and others will be on beach in front of Santa Barbara Yacht Club to discuss anchoring and favorite local anchorages.

After discussion we will **Cruise to Ledbetter and anchor.** If you want to "ride along" with another Captain, let Eleanor York or Karen Osgood know.

Bring own drinks and appetizers to share while anchored by Ledbetter Beach. Steve York will "taxi" you to the Appetizer Boat. Bring your Toys - Stand Up Paddleboard, Kayaks etc. for a fun afternoon!

Check Out Santa Barbara Sail and Power Squadron on [Facebook](#) & our website [SBSPS.net](#)



SBSPS PROGRESSIVE DINNER SATURDAY JUNE 11, 2016 SANTA BARBARA HARBOR MARINA ONE

We hope you can join us for a fun evening!

**5:00 pm Appetizers/Salad Paloma 1-E-21
Hosted by Brent and Basha Millhollen**

**6:00 pm Main Course Maude/Bobcat 1-H-3 & 1-H-5
Hosted by Ron and Vicki Slocum and Neil and Sue Ablitt**

**7:00 pm Dessert and Coffee Westwind 1-D-11
Hosted by Dick and Marcia Rowland**

**Bring an appetizer, salad or dessert to share and
your own plate/silverware and drinks.**

RSVP to Ron or Vicki Slocum at (805) 685-2142

Upcoming events Save the Dates

June 25-26 Summer Cruise Islands Harbor tbd.

July 8 - 10 PCYC Cruise June 9 PCYC Dinner

The Fishing Corner

Releasing Fish With a Chance of Survival

By: Capt. David Bacon

Visit www.hooklineandshooter.com

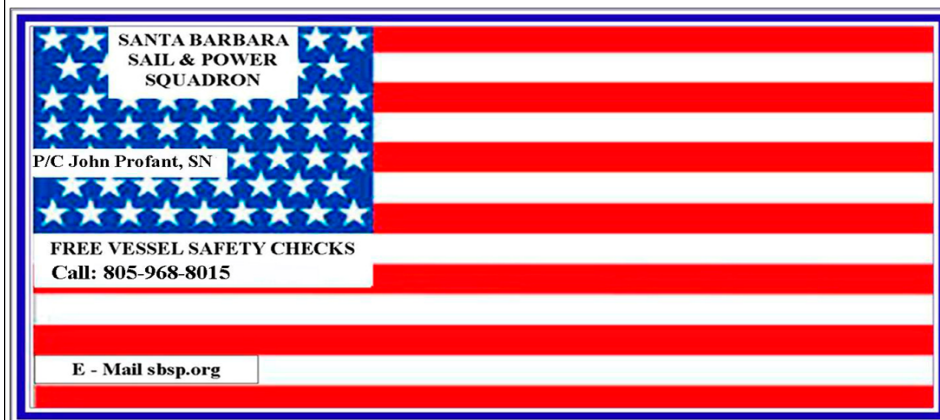
bait tank to put some oxygenated water over its gills before releasing it.

Halibut: These are fairly robust fish if released quickly. Never put fingers inside a halibut's mouth because they have some serious teeth with which to put holes in the finger. It is often best to remove the hook while the halibut is in a net and release it from the net without ever touching the fish.

Yellowtail: These are strong fish, unless the battle was a long one and the fish is entirely spent. It is okay to pick it up by the gill plate without touching the gills, remove the hook and gently release the fish. When a 'tail is very tired, I again occasionally hold the fish's mouth open over the outflow from the bait tank.

Tuna: These fish tend to be very tired because they fight like there is no tomorrow... which is entirely possible for them. On larger tunas, reach over the side and remove the hook or cut the line without lifting the fish. On smaller tunas, I recommend using a net then removing the hook and releasing the fish without touching it directly.

Ling Cod: The only safe place to grab a Lingasaur is inside the gill plate cover. The gills have very sharp red rakers that can easily slice a hand, so be sure to hold only the gill cover. Extract the hook or cut the line and remove your hand quickly when releasing it in the water because the angry varmint may just bite the hand that releases it!



The Fishing Corner

Releasing Fish With a Chance of Survival

By: Capt. David Bacon

Visit www.hooklineandshooter.com

It is very apparent on my charters that anglers are taking much greater care when releasing fish not destined for the dinner table. People have learned to care about our fisheries resources. Safely releasing a fish to grow and thrive requires careful handling and an understanding of the needs of the individual fish.

To complicate matters, various species require slightly different handling in order to keep from injuring them. There are three things common to all gamefish however. These are the three "Don'ts": First, don't tear the gills. Secondly, don't rip flesh when removing the hook. It is better to leave a hook to rust out than to tear flesh while removing it. Thirdly, don't touch the skin on the fish because it removes the slime coat thereby making the fish vulnerable to infections and parasites. I shudder when I see someone pick up a fish with a rag. That is soon to be a dead fish, even if released. Let's look at various species of mid-size gamefish and consider how to handle each one.

Calico bass and Sand bass: One thing I have learned over my decades of chartering is that bass are one of our most sought after species. Calicos and sandies can be discussed together because their mouths are similar. They have sturdy jaws and small teeth which makes it easy to "lip latch" them by inserting a thumb into their mouths and putting the forefinger crosswise under the chin. Gently bend the mouth open to immobilize the fish for the hook extraction work. All-in-all, bass are pretty easy to work with.

Barracuda: These critters have very delicate mouths. I like to use single hooks rather than treble hooks, to keep from mangling their mouths while removing the hook. The gills are easy to damage and it is extremely important to refrain from touching the skin.

White seabass: These croakers can't be kept out of the water long, so it is important to release them quickly. Netting them and removing the hook while the fish is suspended above the deck works well. Alternatively, remove the hook or cut the line near the hook if it is deep inside the throat. Then put the fish gently in the water to swim away. On occasion, I have helped revive a fish by putting its open mouth over the outflow from the

Santa Barbara Sail & Power Squadron 2016 - 2017 Executive Committee

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	Sue Ablitt, S	2 Years
	Janis Johnson, S	3 Years

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