

The Signal Hoist

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

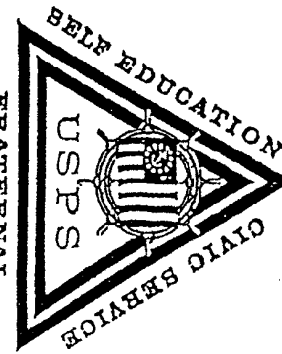


AUGUST 2016

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

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)

SEPTEMBER

- 10** ANNUAL MEETING - LUNCH 12:00 pm at Swallings
17 Fall Cruise to Islands - harbor TBD

OCTOBER

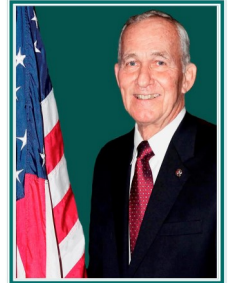
- 6** Bridge and Member Meeting, Waterfront Classroom
15 HARBOR SEAFOOD FESTIVAL
 TBD District 13 Fall Conference.

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

Notice

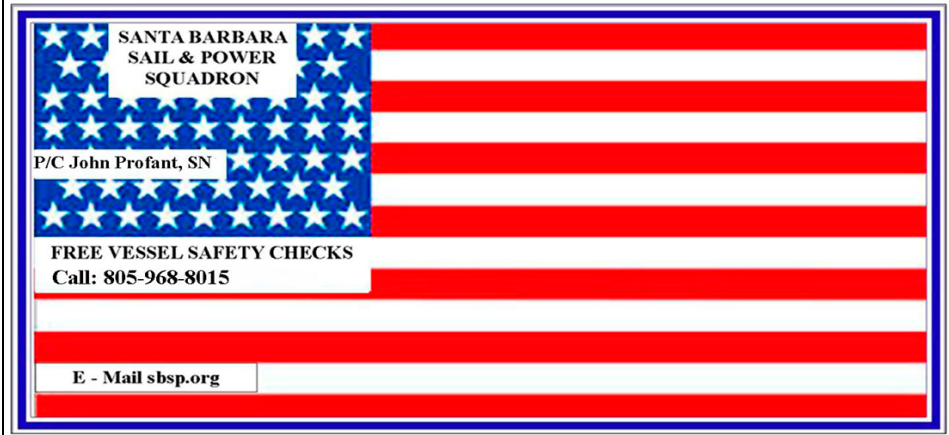
"The Executive Committee and Member Monthly Business Meeting" Santa Barbara Sail & Power Squadron meets the first Thursday of the month at the Waterfront Classroom at 1930. District 13 Council Meetings are usually held on the fourth Thursday of each month, except during March, October and December, at 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

AUGUST 2016 COMMANDER'S REPORT



Cdr. Neil Ablitt, P.

It's amazing, but true! We're already half-way through the Bridge's current term and we're preparing to offer three more classes before the end of the calendar year. That's a lot of work and we're lucky to have dedicated members willing to teach these courses. It occurred to me at the recent dinner at the PCYC that as I looked around the room I was looking at some of the best, most experienced and knowledgeable boating people in the state of California. I'm not talking racers or celebrity types, but rather people who know, understand and practice Rules Of The Road on the water. And they're all part of an organization whose mission is to teach safe boating to the public –and make it fun to boot! So a big thanks to the Johns, Profant, Ciolino, Slocum, Steve Hodges and all the others who've pitched in and taught a class in the past and continue to do so. And if you've never taught a class you might want to investigate what is involved. As John Profant says, "it can be very rewarding" and I would add it can be a lot of fun as well. Our squadron has excellent USPS instructor's material that simplifies course preparations. If you're interested in giving back to the community by teaching a course contact John Profant or Rich Ciolino - you'll be glad you did and so will they! Finally I want to thank Steve Young, our Squadron Executive Officer, (and an accomplished instructor) for his help this year on the Bridge. We're sorry to see him leaving Santa Barbara as he is a valued squadron member. He and his wife, Bobby, are relocating to the great state of Alabama which will obviously be a new adventure for them. We wish them smooth sailing and good luck and hope to see them return sometime in the not too distant future. **In the meantime the squadron XO position is vacant - in case anyone wants to jump in.**





SEO AUGUST NEWSLETTER P/C John Profant, SN. SEO

I am looking forward to offering a Cruise Planning course starting Tuesday, August 9th. It has been a few years since we have offered this course and since then it has been revised and made more current. Dennis and Virginia Johns, who have been spending the last couple of years cruising around

the world, will be the instructors. The course will cover the planning and preparation needed for cruising. It will discuss the boat and equipment, the type of anchors and anchoring, the security, international customs, communications, the crew, provisioning, weather, navigating, and dealing with emergencies. The course will take place in the upstairs classroom located in the harbor above the Mail Center. It is offered only to members of the United States Power Squadrons so non-members will need to join. The cost for the course is \$70.

We have a lot more happening in the Education Department. After we finish up with the Cruise Planning course, which will be nine weeks, we will start a new Weather Class. Steve Hodges has taught this course before and will do it again. This is an excellent course from a very knowledgeable person who can give you the confidence to prepare for whatever weather you may encounter.

Rich Ciolino has also agreed to facilitate an ABC class. That is the America's Boating Class offered to the public by the United States Power Squadrons. It is a NASBLA (National Association of State Boating Law Administrators) approved course. A bill in California recently passed to eventually require everyone who operates a recreational boat to be NASBLA certified. That course will start on Thursday, September 22nd. Several of our members have offered to teach a session of that course.

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.

We're all SORRY



you're leaving
Steve & Bobby Young

Sorry To Go, But Be Back Soon

By Steve Young

Those of you at the PCYC dinner & squadron meeting will know that I had to hand in my resignation as Executive Officer.

Bobby and I have always enjoyed the relationship we've had with our California based grandchildren. We've taken vacations together every summer (some in Quiddity) and developed a real bond. As they have grown to teenagers, they're a little less "into" grandparents, and more into their friends but hopefully that bond will endure.

We have two other grandchildren also, not based in California, but Air Force brats. While they were in New Mexico and Washington DC, we traveled out at least every 3 -4 months, but it's not the same. So Bobby wanted to move close to them for a year. Therefore we decided to take a year in Montgomery, Alabama while their dad (our son, Tim) studies at the Air Force University there.

So ... starting early August, we're off to Alabama. We plan to rent out our home here, and definitely move back in 12 months or so.

We will miss all out SBSPS friends (& we'll miss Santa Barbara weather). We're just treating it as another adventure!

SAFETY TIP FOR AUGUST 2016

By. P/C Marcia Rowland, JN



I hope all of you have read your copy of the Summer 2016 copy of the Ensign, regarding staying afloat at the dock. If not, here are just a small portion of the failure of water hoses and hose clamps.

At the first sign of wear, cracking or softening, replace these hoses with approved marine grade hard-wall hoses. Raw water hoses have a date code and should be replaced after 10 years; some insurance companies require this. We had a member in our Squadron go down to the boat and found it sinking due to a failure of the raw water hose. He saved the boat, but was really upset that his insurance company would not pay for the damage. Could it be his hoses were out of date?

Replace rusty hose clamps with marine grade clamps which use 316 stainless steel for the band, screw and screw holder. The majority of clamps have stainless steel bands but mild steel screws and screw holders. **When in doubt, use a magnet to check.**

**Santa Barbara Sail & Power Squadron
Annual PCYC Cruise and Dinner July 8-10 2016
By Ron & Vicki Slocum**

Bobcat left Santa Barbara Harbor at 1000, with friends Link and Emmie as crew for our sail to Pacific Corinthian Yacht Club in Channel Islands Harbor. The weather forecast wasn't wonderful - gale force winds off Pt. Conception and small craft advisory for our area, but we were hoping the "strongest western portion" would hold true, and it did.

We started trolling for fish as soon as we left the harbor, thinking that my new lure would provide plenty of seafood bounty. We did get one bite, but the fish (or kelp) broke free after a few seconds.

As we approached Channel Islands Harbor, we discussed how we would likely need to sandwich in between boats at the crowded docks, something we have done many times. Vicki was all prepared to launch herself from the deck to the dock as we approached the yacht club, but then, to our amazement, we saw that we had 160 feet of dock available!! The PCYC dock was entirely empty except for a small electric boat at the far end.

As it turned out, due to accidents, commitments etc. we were the only boat in the fleet!



The SBSPS Fleet

After a very nice evening, we had breakfast Saturday at the newly relocated Mrs. Olsen's. We can report that it is just as good as before and the location is much better. It's right in the harbor, just around the corner from PCYC.

Sunday turned out lumpy, with very light winds and 6 to 8 foot swells, but nothing terrible. We motor-sailed back in about six hours, for us rec-

**By Land and By Sea ~
Annual Trip to PCYC
Janis Johnson & Eleanor York,
Activity Coordinators**



Commander Cdr. Neil Ablitt, P

Due to forces of nature and other hindrances of life, BOBCAT was the only boat docked at the Pacific Corinthian Yacht Club the weekend of July 8-10, 2016. Its owners, Ron and Vicki Slocum and their guests, Link Thomas and Emmie Hileman, graciously set the scene for the dock party Saturday afternoon which preceded dinner in the Crow's Nest at the Yacht Club.

The other 24 folks who braved the freeway to Oxnard – some to enjoy the pool and ambiance early in the day – were all bearing gifts of food and beverages to add to the Jugs of Painkillers provided by the Slocum Party of four. From guacamole, salsa and chips and cheeses, to shrimp toast and other creative gastronomic nibbles, there was enough (as usual) for an armada!

The Bridge Meeting was completed before the first steak and salmon were served, with Commander Neil's fervent analogy of a "ship and crew in stormy seas," in an effort to gain more support from the broader group of SBSPS members. After Old and New Business, Pete Seagoe made a killing with the "bargain basement" offerings of logo-wear to clear out some inventory!

Besides the Slocums, their guests and Ablitts' granddaughter Hudson, it was great to see Art and June Aldritt; Marcia and Dick Rowland; Steve and Eleanor York; Rich and Peggy Ciolino (Photographer); Steve and Bobby Young; Don and Inge Crowder; Garrett and Karen Osgood; Pete and Suzette Seagoe; Mike Pyzel and Pam Rousseau; and Llad Phillips with guest Cecille Manson.



**Onward to the July 30th
Youngest participant! Granddaughter Rally 'Round the Platforms!
of our Commander, Hudson.**

**Santa Barbara Sail & Power Squadron
Annual Pacific Corinthian Yacht Club
Cruise and Dinner July, 2016**



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**Santa Barbara Sail & Power Squadron
Annual Pacific Corinthian Yacht Club
Cruise and Dinner July, 2016**



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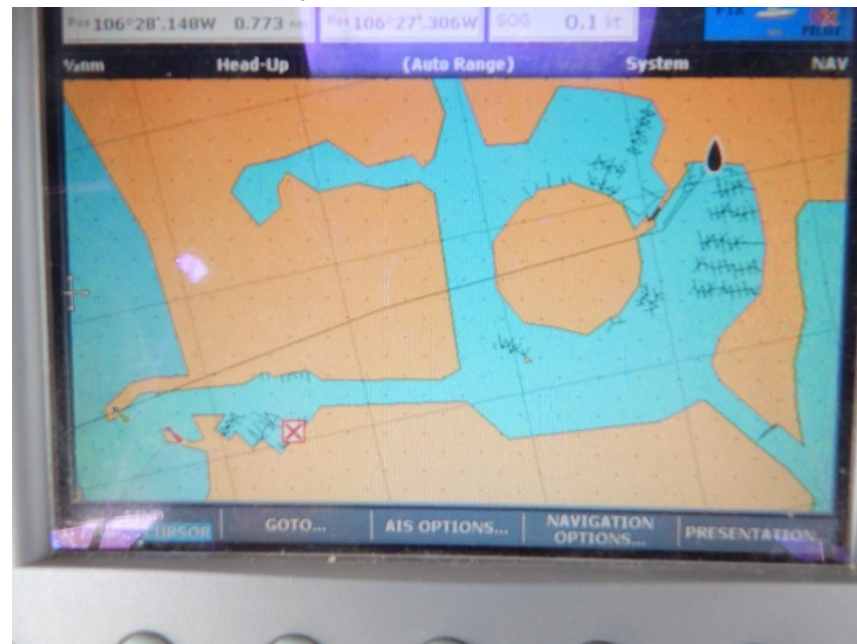
**Santa Barbara Sail & Power Squadron
Annual Pacific Corinthian Yacht Club
Cruise and Dinner July, 2016**



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**Chartplotters, Radar, and Old Data – Oh My!
By P/C Rich Ciolino, JN**

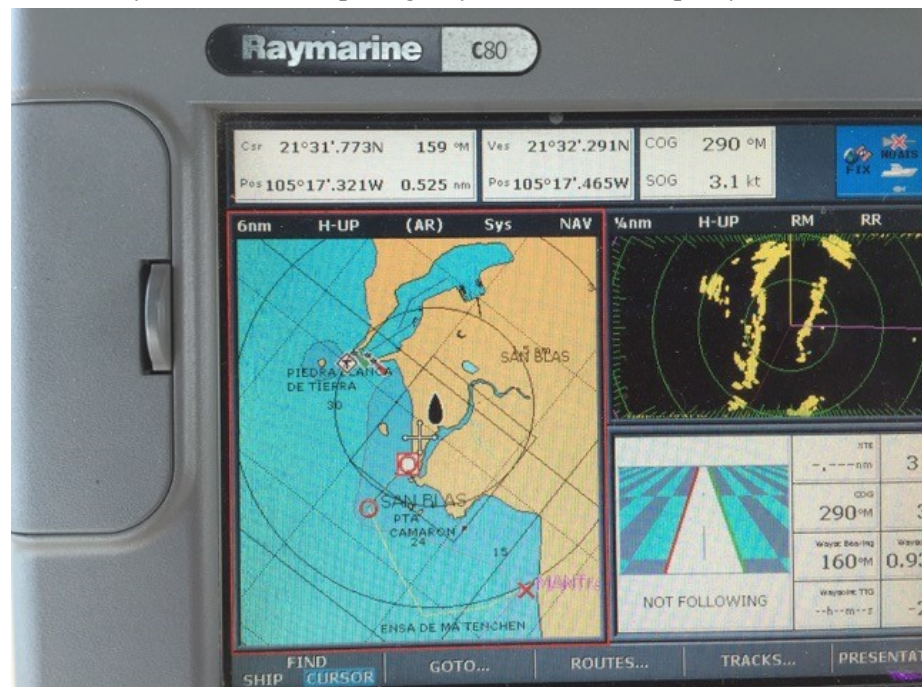
A funny thing happened on the way to Mexico – our electronic chart, as displayed on our chartplotter, and the paper chart-book I bought in San Diego just before leaving on the Baja Ha Ha, didn't quite match what we were seeing when looking around us for landmarks (always a good thing to do). We didn't notice any problems while sailing along Baja California and it was only when we were approaching Mazatlán after crossing the Sea of Cortez from Cabo del San Jose that we noticed the chartplotter was in error. We arrived offshore of Mazatlán in the morning, as we always tried for daylight arrivals at a harbor or anchorage, when it became apparent that the chartplotter information did not match what we were seeing. Having been to Mazatlán before we had a pretty good idea what to look for so when we noticed the discrepancy we agreed to follow what we were seeing and passed safely into the marina. The following photo of our chartplotter shows our track (skinny black line) over a jetty and land, across an island, and ending up on shore – although it's not off by much, when near land that is very bad for a boat.



This incident raised a red flag for us and we were on the look-out for more surprises as we continued on our voyage. We figured that as long as we would not attempt a "landing" in the dark we'd be able to manage. Oh yes, we began to depend on our radar to tell us exactly where hard stuff such as islands, rocks, shore, and jetties actually were. Our strategy worked very well as we used the radar to tell us exactly how far off shore we were, and to avoid near-shore rocks and islands as we approached an anchorage or harbor. Another interesting example of chartplotter misinformation was finding our way

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into Marina Fonatur in San Blas. It is located up a tide-driven shallow estuary. The picture below shows what we were looking at on our displays - the chartplotter on the left and the radar on the right. You'll note an X near the bottom right on the chartplotter - that is where we anchored the night before in a place called Bahia Mantenchen. It's a lovely large shallow bay with many beach palapas (grass roof covered restaurants) that is a very popular surf spot in the summer when Pacific storms create large swells in the west facing beach. However, it is subject to mosquitos, no-see-ums as they are called, but as long as you retreat to the safety of your boat before sunset and have fine mesh screens on your hatches and portlights you can avoid the pesky little critters.



We left Mantenchen early in the morning and began our search for the estuary inlet marked on the chart by its red light at the end of the entrance jetty. I had entered the correct waypoint for the San Blas estuary inlet (the red square with a circle) with latitude and longitude gotten from an up-to-date guidebook, but the chart placed it at the mouth of a river outlet, not the estuary inlet with the red light. After sailing up and down the coast looking for the inlet we decided to just sail to the waypoint that actually put us in sight of the estuary inlet and we proceeded cautiously between the jetties and up the estuary towards the marina. Looking at the chart the marina is located at that little indentation on the right near the end of the estuary and incorrectly about 1.5 nm from the boat's position (just outside the inner circle). In the radar image, the real deal, the boat is located in the center of the display where it is plain to see that we are in the estuary, land on either side and actually about 0.3 nm from the marina that is in the gap to the right ahead of us. Once inside the estuary it was easy

enough to make our way slowly up the channel to the marina while closely monitoring the depth sounder. The scenery was quite beautiful inside the estuary and very tropical looking with lush trees, beaches, a naval base, and many fishing boats to see - mostly a working estuary. People waved to us as we passed making us feel welcome.

So, our experiences in Mexico with what turned out to be outdated charts, electronic and paper, was kind of surprising, but we managed to deal with it without real problems. We had never had an issue with the chartplotter data in the United States since it showed to be extremely accurate, at least in our southern California cruising grounds. Had we known that the Mexican water map data were inaccurate before leaving home we would have bitten the bullet and bought a new map data chip - but then we wouldn't have known if it was accurate until we got there. Should we have tried to get a new data chip in Mexico once we determined the Mexican data were inaccurate? Probably, but we decided to go with what got us there, as long as we had the radar.

For more stories and pictures of our Mexican cruise you can visit our blog site at sailblogs.com/member/eccobella.

Just a Thought - What Do You Think?

By Executive Officer P/Lt/C Steve Young, JN

Bobby and I went to the SBSPPS Progressive Dinner on June 11. We had a great time - good food, good company, good conversation. Please don't interpret anything below as contradicting this.

I do wonder, though, if perhaps we have lost something in recent years regarding the Progressive Dinner format, (and this applies to the Ships & Dips event also).

A few years ago, the host boat owners served the food in their boat. Sure, it was crowded, and sure some people had to move out to make room for others, but the very crowding and movement caused interaction between folk. The host boat owner took pride in showing off his/her latest innovations and gadgets and that led to a lot of interesting conversation about boats and boat systems.

Nowadays the trend is for the host boat owners to serve their course at the dock box. Nobody sees or visits any boats and a lot of "boating" conversation never arises. On the other hand, it's less hassle - especially for those that don't like crowding. And, of course, the hosts don't need to spruce up their boats. But it's my humble opinion that we've lost something. I sometimes wonder why we bother going to the marina for the event or moving from boat to boat!

The majority may or may not agree with me, and unfortunately I won't be around to see any change that may or may not happen in the next year. However, I thought it was worth bringing up, and I hope that it leads to a conversation.

The Fishing Corner



Squid

Fishing has been very good

By: Capt. David Bacon

Visit www.hooklineandshooter.com

Fishing has been very good and it is going to become epic in Late July through early September. Squid spawns are happening regularly and that gathers the big fish of summer like white seabass, halibut, yellowtail and sharks.

It has been mackerel mania out in front of Santa Barbara Harbor so charter boats like my *WaveWalker* loaded up before going off to chase bigger than average fish with the bigger than average bait. It was the big bait, big fish principal hard at work. At one of my secret spots, lingcod chomped the big baits and while some good ones up to 15 pounds were caught, many more were lost due to premature setting of the hook. Bob White of Ahwatukee caught a 15 pounder followed by an 11 pounder. Later in the trip while fishing a coastal kelp bed, his partner Scott Reiger battled a Sevengill shark that went 105 pounds. All of those fish showed a strong affinity for live mackerel baits. *Rock Steady* fished some of the same areas for good counts of fish and party boats *Stardust* and *Coral Sea* split duties and fished both the Channel Islands and the coast.



Lingcod

Goleta Pier has been the prime hotspot for thresher shark, with better than a dozen longtails hooked during one week, from the end of the pier. Capt. Tiffany Vague at Hook, Line & Sinker fishing center in Santa Barbara said, "Some of our best customers have been out on the pier in the evenings hooking and fighting T-sharks and some of them have gone way past 100 pounds. We caught one on our charterboat *WaveWalker* at mid-week, so we're seeing some overall great action on the big tasty Shark."



Sevengill Shark

Santa Barbara Sail & Power Squadron 2016 - 2017 Executive Committee

Commander	Cdr. Neil Ablitt, P	698-3298
Executive Officer	P/Lt/C Steve Young, JN	884-9490
Educational Officer	P/C John Profant, SN	968-8015
Asst. SEO.	Mike Pyzel	
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	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

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