

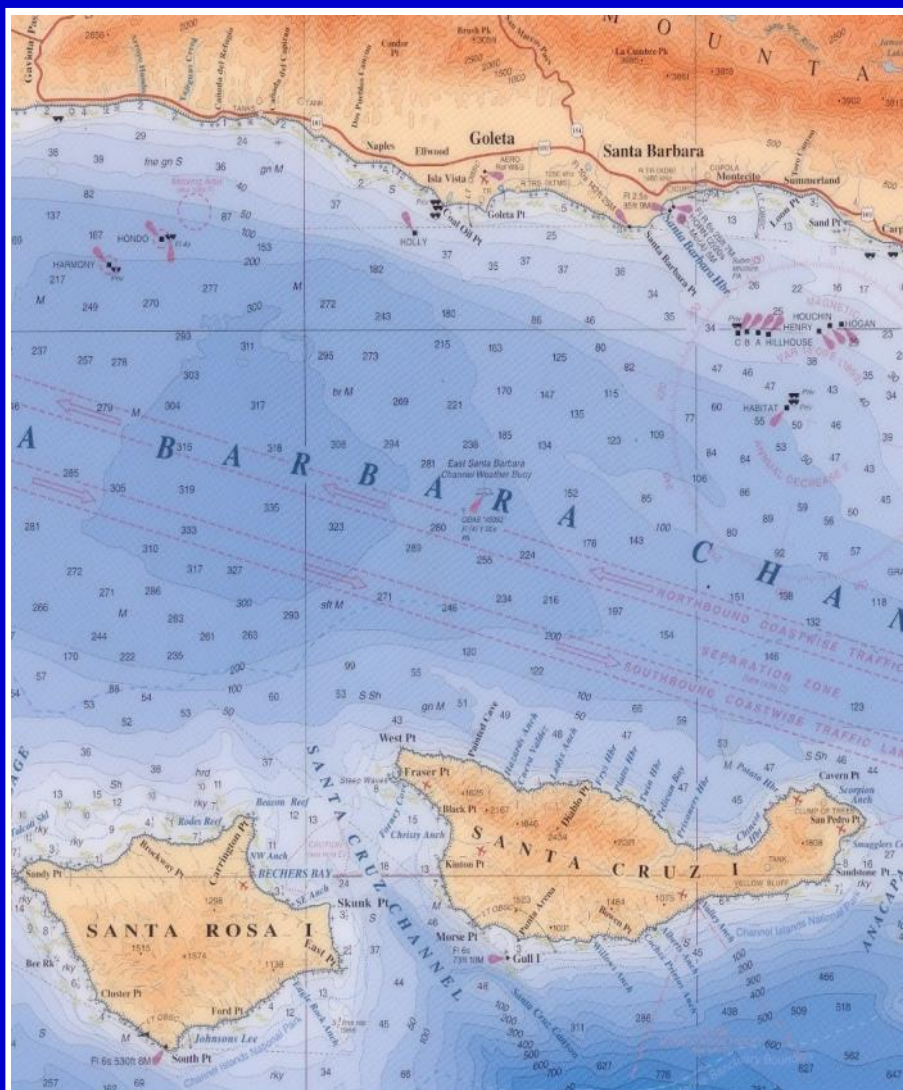
Santa Barbara Sail & Power Squadron



Signal Hoist



Monthly Newsletter, October 2016



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

DATED MATERIAL
PLEASE DO NOT DELAY!!!



FRATERNAL
BOATING CLUB

UNITED STATES POWER SQUADRONS

THE SIGNAL HOIST



United States Power Squadrons®

2016 Calendar of Events



OCTOBER

6 Bridge and Member Meeting, Waterfront Classroom

15 HARBOR SEAFOOD FESTIVAL

TBD District 13 Fall Conference

NOVEMBER

3 Bridge and Member Meeting, Waterfront Classroom

TBD District Bridge and Member meeting

DECEMBER

4 **HOLIDAY PARTY** At Mulligans Café & Bar. Flyer

SAVE THIS DATE: 11/09/16



The idea was simply: Invite everyone who took a SBSPS class during 2016 to a year end wine and cheese party. Call it a mixer and have our active members attend and meet and greet them and talk messing with boats. No restrictions on whether students joined or took a test and they're encourage to bring a guest. If they were interested enough to attend class then come have some wine and cheeses and let's talk about it. We had students come with amazing and diverse backgrounds, some with a great deal of experience on the water and others with none. In short a very impressive group of people interested in boating, but most never got the chance to meet any squadron members other than the instructors. The mixer idea is a chance to correct that and an opportunity to meet one another in a comfortable and fun environment. And thanks to Greg Gorda, Executive Director at the Maritime Museum, he is providing the perfect venue.

Please plan to attend and meet the "class of '16."

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



Santa Barbara California



OCTOBER COMMANDER'S MESSAGE, Cdr. Neil Ablitt, P.

If all goes well you will be looking at a new cover on the Signal Hoist. It's a beautiful color chart depicting a section of our precious Santa Barbara Channel. We have Doris A. Swalling, Editor, and Richard Ciolino, Past-Commander, to thank for their effort in creating this new front page. I think they did a tremendous job and I thank them and if you like it please feel free to thank them as well. And as for the chart it's mine and was originally a paper chart that was later laminated and eventually digitized. That, of course, brings up the subject of Paper Vs Electronic chart plotting. I've been called old fashioned because I like paper and frankly I'm much better at pushing a pencil that punching a computer. But I guess I'm in the minority as I discovered our own members cruising the world rely on electronics and discount paper. Dennis Johns tells me you can't even get paper for some places and must rely on electronic. It's a changing world and for me not for the better as I for one won't give up my pencil. *(And I'm not going to make a big deal out of having sailed in and out of Turtle Bay six times with paper never having a problem - then once with electronics and a modern day navigator and hitting a reef!).*

Least we completely forget our Dead Reckoning skills, Mike Pyzel has suggested we honor the Italian navigator, who practiced DR to discover the new world, and we use DR only to sail to Fry's Harbor next month. Maude, our boat, is out of commission so I had hoped to get a ride on Bobcat, but her skipper and first mate will be in Nevada City. If I can't get a ride please rest assured I will be closely monitoring events with the Coast Guard to see if any of our fleet gets lost using DR and needs assistance finding their way.

That's on Columbus Day weekend. Hope you can make it.

Subject: Speaking of Dead Reckoning - October 8, 9 and perhaps 10?

Mike Pyzel suggests we salute the guy that bumped into the Americas some 500 plus years ago and did it without the use of electronic chart plotters. He is inviting squadron members to anchor at Fry's Harbor for the weekend where he will be waiting to assist with anchoring and entertain with great stories. All he asks is you turn off all your electronic nav-toys and arrive using DR only. He suggests leaving Saturday morning and returning Monday instead of Sunday if you can afford the extra day. He says with all the effort extended with DR you may be exhausted and need extra day for resting. Plus *"two nights makes it seem more like a vacation than just an overnighter."*

mpyzel@hotmail.com (805-895-8081)



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



The Cruise Planning Course, being taught by Dennis and Virginia Johns will finish up October 4th. America's Boating Course, being coordinated by Rich Ciolino begins on Thursday, September 22nd in the Waterfront Classroom. This is a class that we offer to the public that covers the essential things any boater should know. This course also certifies you to the NASBLA (National Association of State Boating Law Administrators) requirements that nearly all the states expect recreation boaters to have in order to operate a boat. If you would like to help out with this class and earn a merit mark, let Rich know.

We also have a Weather Class coming up. It starts Tuesday, October 18th, 7pm in the Waterfront Classroom above the Harbor Mail Center. Steve Hodges along with Mike Pyzel will be teaching this course. This is an excellent course to learn how to use basic meteorological principles for predicting the weather.

Now that my hip has pretty much healed I am ready to crawl around boats and perform some Vessel Safety Checks. If you are interested in have a VSC done on your boat let me know and we can set up a time.

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.

SAFETY TIP FOR OCTOBER 2016

By. Lt/C Duane Felender, S

Designate an Assistant Skipper.

Make sure more than one person on board is familiar with all aspects of your boat's handling, operations, and general boating safety. If the primary navigator is injured or incapacitated in any way, it's important to make sure someone else can follow the proper boating safety rules to get everyone else back to the dock



**Santa Barbara Sail and Power Squadron's
Education Department**

BY P/C John Profant, SN, Squadron Education Officer

The mission of the Education Department is to offer quality educational classes/seminars to the members of the Squadron. To accomplish this mission, we need volunteers. So I thought I would tell you what it involves.

At the beginning of each year we need to plan out the schedule of courses/seminars we want to offer for the year. We need to identify the instructors, when each course is to be offered and review the pricing structure with the Treasurer.

The first thing to do is to reserve the facility with the Harbor Master. Once we identify the Instructor for the course he/she is going to be teaching we need to order that person an Instructor's Kit. The Instructor's Kit can be ordered on line from National's Educational catalogue. As an officer of the squadron you can bill it directly to the squadron and it will arrive in a couple of weeks unless it is expedited. Once the start date is established we then need to register the class on the National Website.

Marketing is important if you want to get any students. That means making a poster that advertises the class and posting it up on the notice boards around the harbor. Sometimes it helps to ask the Yacht Brokers and other establishments if they will put up a poster. Posters put up outdoors should be laminated to protect it from the element. Also, at the end of the month take the posters on the notice boards down before the Harbor Patrol does. You can put them back up after the first. Email and Craig's List is another way to get the word out.

Once people start responding, create a spreadsheet with their name and email addresses. I'll tell them to just show up to class and we'll register them and collect their payment at that time. I also tell them that they will need to join the Squadron, which means the Membership Chair should be there when we do class registration. The course material needs to be ordered at least three week prior to class starting. Fifteen to twenty student manuals should be ordered for each class. Extra manuals that don't sell should be sent back to National for credit. If you run out of manuals you can get more in a couple of days.

Once the students are registered the SEO goes back to National's Educational Website and enrolls each student into the course they registered for. This requires having each student's certificate number so for the new members you might have to wait for their membership goes through.

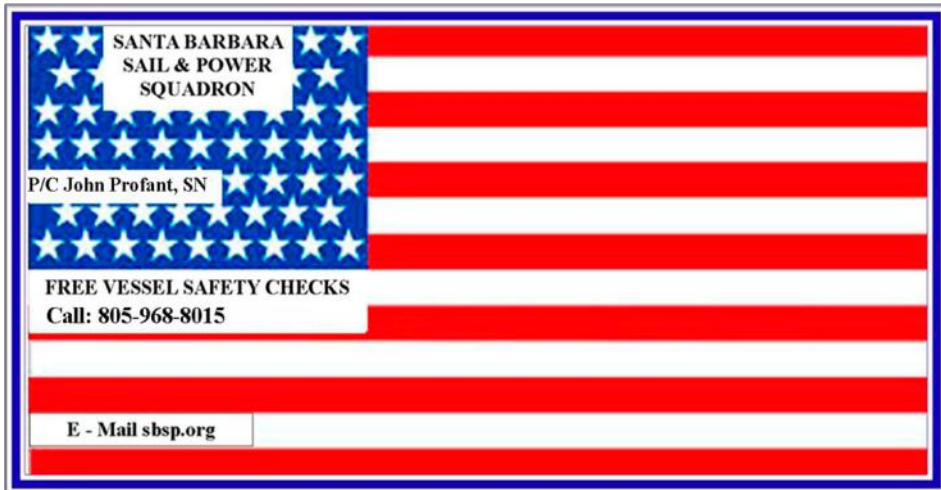


It is up to the instructor to set up the classroom and make sure the audio/visual equipment is working. A few weeks before the final is scheduled the SEO needs to order the test from the Website. Most of these tests are close book multiple choice test. Some of the Advance Grade classes have open book test where they take it home and have a week to complete. They need to be administered by one of the Bridge officers, the instructor, or anyone with a full certificate. The tests need to be mailed back to National within three days after the last test is taken. That means that if someone is not available to take the test on the day of the final, the administrator and hold on to all the tests for up to a week to allow for any makeups.

Once the results are return to the SEO, the SEO is to contact each student informing them of the results and to give them the critiques of their test. If a student fails, tutoring and a retest can be scheduled.

The one exception to the testing is the America's Boating Course. This course is open to the public and you don't need to be a member of the Power Squadrons. When you order the books from National you also need to order the California ABCs booklets from the Department of Boating and Waterways. The test is given and graded by the Administrator. Prior to the exam date the administrator needs to go to the National Website and print each test and certificate with the student's name. On the exam date each test result is gone over with each student to make sure they understand the question and answer. This takes time so several assistants are required to complete this process. The grades need to then be entered into the National Website.

Nothing to it and helping out is a great way to receive a merit mark.



Santa Barbara Sail & Power Squadron Annual Meeting 9/10/2016

Annual BBQ and Meeting Entertains All By Lt. Peggy Ciolino, P

Thirty-two members and friends turned out for our Annual BBQ and Meeting at the Swalling's home on the afternoon of Saturday September 10th.

We are fortunate to have many talented folks as members in our Squadron, among them being musicians Jim Hirsch, Virginia Johns, Karen Osgood and Pete Seagoe, who entertained us with guitars, ukulele and voice. Singing songs old and new, and allowing everyone to sing along, it was a rousing way to begin the afternoon's festivities. After an ever-so-efficiently run meeting by our Commander, Neil Ablitt, it was time to eat. Once again Doris and Will Swalling prepared cooked-to-perfection barbecued tri-tip and chicken — and in the blazing heat of the day, I would like to add!! Other members supplied yummy appetizers, salads and desserts!

Following tradition, the auction was next. Neil started the auction by offering some Squadron collector's items of period shirts and caps with the Squadron logo. There was intense bidding for wooden trays and bowls made by Ron Matthews, with the US Power Squadrons logo. Many interesting items that had been beautifully and simply wrapped were then auctioned off during a "blind" auction. Some I'm sure we'll see again at future auctions, though others had found their home. It was great fun and all proceeds from the auction go to help defray the cost of the Holiday Party. (Speaking of which, do you think that the Squadron Singers — Jim, Virginia, Karen and Pete — might be coaxed to entertain at the Holiday Party, or at least lead us in a few carols?)

Many thanks to everyone who participated in this lively social event by bringing food and an auction item, with special thanks to Doris and barbecue expert Will, who welcomed us again to their lovely home and its most comfortable trellis-covered patio



**Betty Koch, Winner of
USPS Wood Tray.**



United States Power Squadrons®

Santa Barbara Sail & Power Squadron Annual Meeting 9/10/2016

Photos, by Lt. Peggy Ciolino, P



Santa Barbara California



Santa Barbara Sail & Power Squadron Annual Meeting 9/10/2016

Photos, by Lt. Peggy Ciolino, P





What Do You Do If You Can't Kedge off a Shoal?

By Dennis Johns

Last month I described how I kedge off a shoal the first time without any practice. Somewhere in that description I pointed out that the most advantageous time to attempt kedging is prior to ebb tide. Then I made a reference to the worst case scenario that being if you go aground at mid-ebb tide and this article covers that eventuality.

Again we had a long leg ahead of us and we left the Malaysian marina before dawn so we could arrive at our destination before dark. The morning was very dark, no moonlight and the only lights were ones from the city. We saw no lighted navigational buoys. The channels in Malaysia are not dredged and the silt builds up and shifts depending on the flow of the tides and the flow changes with the seasons. So charts are less reliable than you would prefer. Local knowledge then becomes paramount and of course we had none. We charted our course based on the Open CPN electronic charts we had and saw that the channel was shallow but it appeared to be deep enough to accommodate our 6'6" draft. We were not the first out of the marina and if we'd had any sense, we would have followed the fishing vessels that had left ahead of us. In our defense, we had no idea where they were going for their fishing activity and we surmised that they were probably not headed where we were going. But no, they were following the only deep water channel out of the marina until they reached the main channel where they changed course to their fishing area. Ignoring their guidance, we struck out on our predetermined course and in about 20 minutes we struck the shoal and were hard aground on soft mud.

When we were cruising in Indonesian (where we had gone aground previously) we had the dinghy sitting on the foredeck ready to launch because each stop in Indonesia was an anchorage. In Malaysia, each stop was a marina, so we had deflated and stowed the dinghy. That plus the fact that the tide was ebbing set up the perfect storm of a grounding. By the time I had the dinghy inflated and the kedging anchor out and deployed, the ebbing tide had made the boat so heavily trapped on the shoal there was no way I was going to be able to haul it off. So there we sat, watching the tide go out further and further until the boat actually fell over on its side. Initially this can be really upsetting as your boat topples over to a 45 degree angle but once there, you get used to it and just adjust to it. Virginia set up pillows in the cockpit so she could sit upright and read.

Knowing that it would be hours before we could make any attempt at kedging, I decided to get back in the dinghy and inspect the bottom of the boat.



While doing the inspection it occurred to me that I could keep busy for a few hours by scrubbing the bottom. So I got out the scrubbing pads and went to work. As the morning progressed, local boating traffic became more frequent and eventually many flat-bottomed boats that could clear the shallows came by to see our dilemma. When they saw me out scrubbing the bottom, they assumed we had gone aground intentionally to perform this bit of maintenance and were taking pictures and giving me thumbs up. Of course I was going to be able to complete this maintenance on only half the hull because there was no way I was going to stay there for the boat to lay down on the other side.

The tide turned and I knew where the deep water channel was based on the course the fishing vessels had taken, so the process was pretty much the same as what I had performed in Indonesia –hey I was a veteran kedge at this point. Having gone aground at mid-ebb tide, as the tide reached flood, the boat was nearly afloat and probably could have been pulled off the shoal with the engine. Once fully afloat and ready to continue our journey we had to revise our destination having lost several hours performing that necessary maintenance. We were happy to be on our way again and I was pleased that I had somewhat avoided embarrassment in the local community.

Nineteen days, Sep 2016

By Steve Hodges

Many people consider nineteen days at sea to be a lot. And it can be, or not, depending on the voyage and how it is remembered. I've been fortunate that most of my Pacific crossings have been, as I recall, overall, fun. Of course, as I was once told by someone, it helps a lot to have a really poor memory. In fact, that trait seems to be a pre-requisite for recalling extended sailing trips as 'fun.' At least I sort of remember thinking that while underway...

My most recent trip was on a well-appointed 47 ft long solent-rigged sailboat (Garcia Passoa) owned and operated by Michael Jefferson and based in San Francisco bay. I met Michael in 2012 during the single-handed transpac, my first, his 4th. This year, Michael completed his 5th SHTP, his 2nd time on Mouton Noir. MN, with an aluminum hull and swing centerboard, was designed and built to sail the high latitudes. And Michael has improved and maintained her systems, and in 2012, sailed her



to Sitka and then back to San Francisco. After another sailing opportunity I had looked forward to evaporated, Michael invited me to double-hand back with him, and I accepted.

We departed Hanalei Bay, Kauai on 26 July and headed north, enjoying lovely trade-wind sailing in 15 to 20 kt easterlies. We sailed thus for almost two weeks as we chased an elongated Pacific High north. There wasn't a whole lot to do during my watches so, after reading a few books, I borrowed the ships' sextant and did sun sights. I hadn't planned that activity so had no forms. Fortunately there was a 2016 Nautical Almanac and scratch paper aboard. Sun sights are relatively easy, especially noon shots which yield latitude and longitude. The trick with a noon sight is to remember to be on deck with the sextant at the right time, and for the sky to be clear enough to see the sun. A wrist watch alarm facilitates the former, luck is needed for the latter. Here're my notes for a typical noon sight:

6 Aug 2016

Almanac Data

UTC	GHA	Dec
22	148-33.4	N16-22.7
23	163-33.5	N16-22.0

Data

Time (PDT)	Readings
14-50	GPS: N43-29.7, W146-27.0 (for comparison)
14-52	horizon 0-56, 4' off Index error
	Cloudy and rain
14-58-13	Hs = 62-33.6 Sun LL
14-59-40	Hs = 62-35.7 Sun LL <- use this
15-01-38	Hs = 62-32.4 Sun LL

Corrections

Sun LL	+15.5
HE	-2.4
IE	+4.0
Total	+17.1

Calculations

Hs	62-35.7
Corr	+00-17.1
Ho	62-52.8

LAN ~ 2200 UTC, 90+Dec=106-22.7

106-22.7

-62-52.8

43-29.9 Latitude

Santa Barbara California



Interpolating from LAN @ 14-59-40 yields 148-30 Longitude the result is pretty close to the GPS reading! Thus, the satellites must be working correctly. To my squadron Navigation instructors, Nils Lindman and Gordon Specht: Thank you! (I also acknowledge Frank Worsley, Shackleton's ship captain and navigator, as my celestial navigation hero.)

And so the sailing went. Books, music and messing about with the sextant and sight reductions. During my long watch from 0300 to 0700, I even wrote a few poems. Looking at them now, I see they all (mostly) revolve around the fact that the ocean and sky are incomprehensively enormous.

If I were one with the sea
I'd be water salt and debris
Better to sail on her surface
Enjoying the vast expanse
Without being too nervace

And we also ate. It turned out that we ate dinner together every day, and I was the cook. Michael did the dishes. We were rather lax in preparing our menus. In fact, our provisioning method was to walk the aisles in a Hanalei grocery store and fill a cart as we went. I'm not used to having refrigeration so didn't buy some things that I would've, but we didn't starve. The trick to cooking, while bounding along heeled over, is to only prepare meals that require one hand for most of the preparation. Here's a list of the meals I prepared:

- Buttermilk pancakes from mix with melted butter and maple syrup (or honey)
- Stir fry with onions, cabbage, peanuts in olive oil
- Glop of sautéed onions and rice with canned corn and canned chicken with a splash of olive oil and butter
- Egg buttered scramble with left over Glop and more onions
- Egg poached in Bush beans with onions and hard cheddar (option: serve on tortillas)
- Steamed onions, cabbage and potatoes in pressure cooker served on sautéed rice (and onions)
- Nachos: Corn Chips baked on a cookie sheet with onions,

TO BE CONTINUED NEXT ISSUE!



The Fishing Corner

Peaceful Fishing on a Budget

By: Capt. David Bacon

Visit www.hooklineandshooter.com

Look for a job until noon and fish for dinner in the afternoon. That's how I got my start in Santa Barbara, after moving here 45 years ago. It took me a couple of months to find work, but I look back at those two months and remember being happy. So, if I had it to do over again, I think I'd do the same thing.

Spending an afternoon fishing can be a perfect escape, on the cheap. Here's the drill. Grab an old fishing rod/reel, a few hooks and weights and a bucket. Make a gourmet fisherman's peanut butter and jelly sandwich and a bottle of tap water (no sense buying bottled water when you're recreating on the cheap). What makes a P&B sandwich gourmet? Simple... make it a double-decker. Also bring along a few pieces of meat leftovers from the fridge for bait. Other good choices include bacon or cold cuts, which can be tied onto the hook with a little piece of fine string or fishing line.

Your destination is the local pier or breakwater because it makes good fiscal sense. No fishing license is needed when fishing from a pier or breakwater. If you step onto the beach and fish, you'll need a license. Our local coastline has good piers where fisherfolk relax as well as work on dinner plans. Park nearby and walk out over the water. I have always enjoyed looking down through the cracks between the planks at the water below whenever I walk on a pier.

Take a look at what other folks bring and you'll quickly learn some tricks. People have all manner of luggage racks, dollies and other devices to aid in hauling pier stuff between their car and the pier. I enjoy the ingenuity of fisherfolk.

Find a spot on the pier just behind the breaking waves. It is tempting to walk way out on the pier and you are certainly free to do so. The greatest variety of fish is found in the surf zone. You may catch surfperch, smelt, and if you are really lucky – a corbina or halibut. Little shiner perch can be caught right next to the pier pilings and they make appealing live bait for larger predators.

Bait up, weight up and drop down. If you can catch a small fish, it might suffice for additional bait... either whole or in pieces. It doesn't hurt to have multiple baits available to test the desires of the fish on any given day.



Santa Barbara Sail & Power Squadron 2016 - 2017 Executive Committee

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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

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