

# *The Signal Hoist*

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



**SEPTEMBER 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

## 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

## NOVEMBER

- 3** Bridge and Member Meeting, Waterfront Classroom  
**TBD** District Bridge and Member meeting

**\*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**

## **SEPTEMBER COMMANDER'S MESSAGE, Cdr. Neil Ablitt, P.**



### **Greetings,**

If you've happened to look at a calendar lately - or even better yet have been studying the stars - you will notice that summer is fast approaching an end. But that's not necessarily a sad thing for us as some of

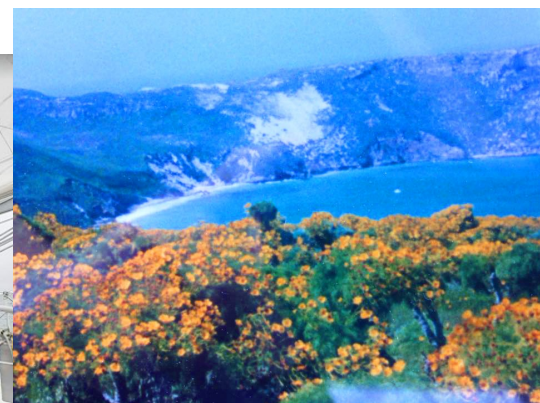


**Cdr. Neil Ablitt, P.**

the best cruising conditions around our Channel Islands can be found during September, October and November. In fact Sue and I have enjoyed some of the best anchoring at the islands in February. Did you know that the giant Coreopsis can be in full bloom during the end of February and grow as tall as 5 feet on San Miguel Island? And the island is open once again after being closed for several years by the military. And speaking of cruising, Steve Hodges, our own Weather Instructor Extraordinaire, has just completed another 19 day passage from Hawaii back to San Francisco. To commemorate the arrival he sent a photo with a caption celebrating his San Francisco arrival on a summer day. But upon close examination the weather there looks colder than a winter day in Santa Barbara. Makes you realize how fortunate we are to live where we do and have our precious cruising grounds available year round. Welcome home Steve, and we look forward to your teaching the Weather Class in October. (If you haven't taken the course you may want to sign up - it's one of the best).

And don't forget September is also the month for our Annual Meeting! That means the next Bridge Meeting will be held at the lovely residence of Wilfred and Doris Swalling on Saturday, September 10 - and includes a delicious BBQ, good times, some fun and even a bit of business. Plus the pool is available for those wishing a refreshing swim.

**Hope to see you there. Neil**





## SEO SEPTEMBER NEWSLETTER P/C John Profant, SN. SEO

P/C John Profant, SN. SEO

The Cruise Planning Course has been very popular. We have 18 students attending. Dennis and Virginia Johns have been doing a fabulous job instructing the course. The Weather Class will begin October 11<sup>th</sup> after the Cruise Planning Course finishes. 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. If you are interested let me know so I can put you on the list. This is also bound to be a very popular course.

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 22<sup>nd</sup>. 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](mailto:johnprofant@cox.net)**, or  
**(805) 455-9173**

## BIG ISLAND FUN!

BY Janis Johnson, Activities Chair

Traveling from PARADISE to PARADISE can be tough, but somebody has to do it! When we committed to attend our dear friends' wedding on August 14th, we decided to make it into a REAL VACATION, as well as spend quality time with my two sisters and their hubbies.

It turns out that sister Tracey and husband Jim (who moved to Waimea from Moorpark in 2010)

make perfect tour guides and explorers for sister Sharon, her husband John and us!



Janis, Duane & her Family

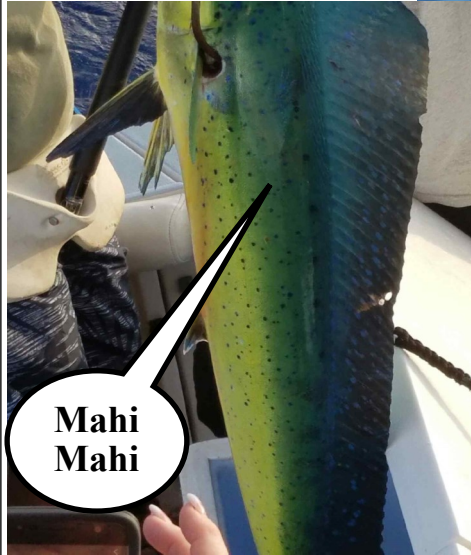
From Waipio Valley, to Kona, to Hilo, we planned activities to suit us ALL. Some GREAT times IN and ON the water. . .snorkeling with turtles at Puako, fishing on the REEL SCREAMER with Siren Sportfishing (catching Mahi Mahi and Ono), and taking the LAVA BOAT at dusk to view the amazing Kilauea Volcano "making new land" up close and personal (we could feel the 2000+ degree heat!) on a new iron clad 42-foot catamaran with 900 horses pushing it, custom designed for this specific purpose!

When we weren't too exhausted by evening, we enjoyed "Talking Stories" while another beautiful sunset took place along the coast on the grounds of the Mauna Lani Resort, with talented, authentic Hawaiians singing and dancing Hula between colorful tales of yore on the front porch of a Parker Family cabin.

Speaking of COLOR. . .we've seen LOTS OF GREEN! And... MORE GREEN! It's amazing to wake up to the sun shining on fields with horses, their foals, cows and goats in the rural lands of Waimea, but the mist and rain has been ever present during our stay.

We also BOUGHT GREENS, and LOTS of other amazing local foods at the three Farmer's Markets in Waimea town two Saturdays in a row! (WHITE PINEAPPLE is our FAVE!) Our GRAZING didn't stop there. . .we've enjoyed some great grub in restaurants with toes in the sand at "On The Rocks" in Kona to "Gill's Lanai" in the hill town of Kapau (brother-in-law Jim's place).

We still have stuff to do. . .like visit with my high school friend Cheryl off the grid near Honaka'a; hike down to the black sand beach at Pololu Valley overlook; go outrigger paddling at dawn; and enjoy the **GREEN, GREEN** hills and valleys before we head back to our other **PARADISE!**



Mahi  
Mahi



Ono



## A Late Wind, a Brief Sail, and a Fun Get-together Make for an Enjoyable Rally By P/C Rich Ciolino, JN

We had a good turnout for our annual Rally Around the Platforms Cruise on Saturday 30 July - unfortunately, the wind didn't arrive until our patience had worn thin so we were not able to complete the sail but did manage to rally around some tasty and refreshing snacks on *S/V Ecco Bella* at the dock.

The participants included Peggy and Rich Ciolino with crew Chris Johnson aboard *S/V Ecco Bella*, Mike Pyzel and Pam Rousseau aboard *S/V Caballo Blanco*, Max and Rose Davis aboard *S/V Honey Bunny*, Steve Young with crew Jim Hirsch and Dennis and Virginia Johns aboard *S/V Quiddity*, Art and June Aldritt with crew John Profant aboard *S/V Revelation III*, and Pete and Suzette Seagoe with crew Duane Felender and Craig and Carol Stickney aboard *M/V Sea Goer*. *S/V Caballo Blanco* did not make it to the start line in time to join the start but they were out there somewhere as the afternoon progressed based on some radio communications.

Start time was planned for 13:30 hrs. at the Santa Barbara safe harbor buoy and the wind was very light so we waited about 10 minutes to start in a 3-5 knot breeze from the southeast. With this light and misdirected wind the sail boat fleet was slowly moving away from and west of the first oil platform - we were waiting and hoping for the wind to clock around to a more favorable direction. Pete Seagoe and crew had done a bit of fishing before the Rally began and were now acting as a booster and photography boat, and oh yes, they lined up to the west of the starting buoy to form an imaginary start line for the sail boats. *S/V's Ecco Bella, Revelation III, Quiddity, and Honey Bunny* made the start.



After what seemed like forever, *S/V's Ecco Bella and Revelation III* broke from the crowd and turned to the east hoping (yes more hope) to be in a better position to tack toward the platforms when the wind made its hoped for (or boy, more hoping, not good) change in direction. Not long after, *S/V Honey Bunny* radioed in that they were calling it quits and heading back to the harbor since

they were not making enough progress to proceed. The rest of the fleet discussed calling it off but decided to stick it out for a while longer and see what happens. What happened was that there was only a very slight indication that the wind was changing but it was now about 15:00 hrs. – we decided to call it off and the three remaining sail boats and our chase boat began heading back to the harbor under motor power. A funny thing happened on the way to the harbor - the wind was creeping up to about 10 knots and had shifted to its more normal afternoon westerly direction! Were the wind and sea gods now saying they were just playing with us and to go and have yourselves a nice sail? We thought so and although it was now too late to head for the platforms as planned, the three of us decided to head south for a while to get a good sail in. The breeze freshened to 10 - 12 knots as we turned to a starboard tack for 15 or 20 minutes then came about to a port tack and headed back towards the harbor for what turned out to be a short but enjoyable sail.

It was about 17:00 hrs. when the boats were tucked into their slips when everyone came together on *S/V Ecco Bella* in Marina 4 for refreshments and lively discussions about the day's events. Even though the wind was late everyone had a fun time and I believe the takeaway was that we look forward to trying it again next year. (This is the third time we've done this and the second time we got snuffed by late or non-existing winds.)



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## You Too Can Kedge Off a Shoal

By Dennis Johns

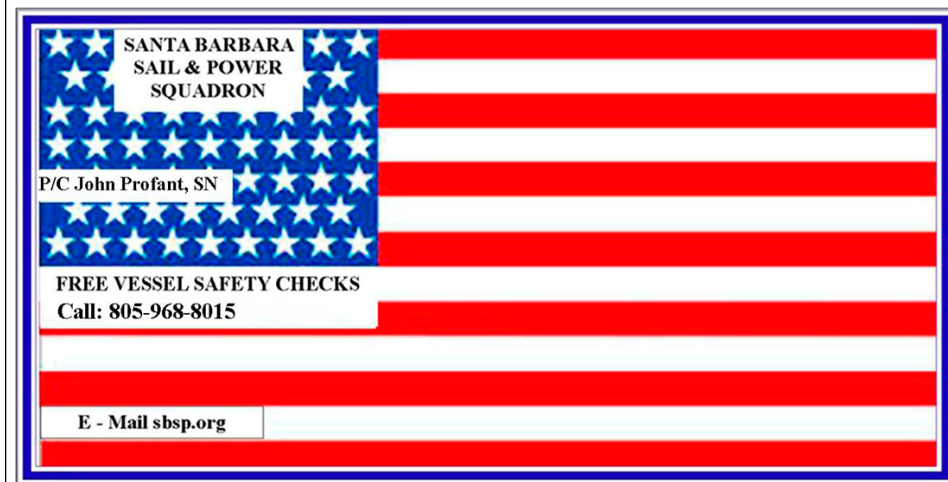
Kedging off a shoal is one of several boating activities for which a mariner should be prepared and yet never make an effort to practice. While other practice-avoidance activities such as bow and stern anchoring and crew overboard recovery may be inconvenient and uncomfortable to practice, they do not involve damage to your vessel. However, to practice kedging off a shoal will at the very least rub your expensive bottom paint off, not to mention further problems if your practice session should evolve into a real emergency (and besides who would intentionally run their boat aground?). Thus, most of us have never even tried kedging much less become proficient in it. Having cruised some portions of the Intercoastal Waterway and being aware of the vast amount of shoaling in that passage, I'm sure there are locals to those cruising areas who have indeed become quite efficient in the process (show me someone who has cruised the Intercoastal Waterway and I'll show you someone who has gone aground). On the other hand, show me someone who has never gone aground and I'll show you someone who hasn't cruised enough. Nevertheless, as someone who never practiced kedging and has successfully performed it, I'm pleased to report that if you have at least a grasp of the principles and all equipment necessary is operational, you can be fairly certain of success.

Like many passages we had made in the last few years, this one required that we rise at first light to get under way in time to make the anchorage in daylight. We have a rule of thumb that we do not enter an unfamiliar anchorage after dark. We must have dawdled or the distance was a bit further than I had calculated because twilight had fallen. While we could see the other boats in the anchorage well enough to locate an open spot to anchor, the crews on the other boats were below having dinner and not on deck being entertained by observing any arriving boat's anchoring technique. If they had been on deck, perhaps they would have warned us that the section that appeared perfect for anchoring was actually a shallow shoal, not marked on the chart.

Then again, if we had been a little more observant, it might have dawned on us that the unusual configuration of the boats in the anchorage suggested that the location we were headed for was not desirable. So of course we headed for it at a reasonable clip because we wanted to get the anchor down and set before it was completely dark. Whether or not we were monitoring the depth meter, the shoal came up so rapidly that I doubt that it would have given us adequate warning to have initiated an avoidance maneuver. The bottom was sandy, so our grounding was 'soft' but it was definitely solid. No attempt in reverse throttle was going to release us. Finally some of the crews that had heard our engine roaring in reverse came out to see what was going on. We were advised that the tide had just begun to ebb, so we needed to get off soon or we'd be high and dry in a few hours.

Fortunately the dinghy was ready to go and it only took me about twenty minutes to launch and load with the stern anchor and rode. I rowed to an area about perpendicular to the bow where there was plenty of depth to accommodate our draft and it must have been about 150 feet from the boat. Dropped the anchor and rowed back to the boat paying out the rode. The distance from the boat is important because just like anchoring, when kedging, you want a lot of scope so the tension on the rode is conducive to digging in the anchor. We are fortunate to have an electric windlass but because of the angle of the rode, it was necessary to run the rode through a block before running it to the windlass –the snatch block we use for our spinnaker sheet worked for me. If you don't have a block on board that will accommodate your rode, you should look into getting one. What I hadn't figured on was that the windlass was not going to be able to drag the boat off the shoal. This required manual cranking and was quite tedious. If you don't have any sort of windlass on your bow, you may need to run your rode to a winch to perform this activity. But with each turn on the windlass and each passing swell, the boat slowly turned and inched its way toward the anchor and off the shoal. As soon as we were free of the shoal, I could use the electric motor to wind in the rest of the rode. Kedging can also involve heeling the boat with another anchor rode strung to a halyard but we were fortunate to be able to avoid that extra step.

Of course this was excellent entertainment for all the other boats in the anchorage and we got the appropriate round of applause upon completion. With assistance from the others, we found the best spot for anchoring and finally enjoyed our meal well after normal dinner time. We were very fortunate to have gone aground at high tide rather than in mid-ebb tide. At mid-ebb tide I doubt that I would have had enough time to kedge us off before the weight of the boat made it impossible. I do have a story about having that situation but that is for another day.



# SANTA BARBARA SAIL & POWER SQUADRON



## ANNUAL MEETING

Barbeque - Auction - Music  
 Saturday, 10 September. 2016  
 At the home of P/C Will Swalling, S  
 2106 Mt. Calvary Road, Santa Barbara, CA 93105  
 (Map on back)

1200 - 1700 (12:00 PM - 5:00 PM)

Bring friends and family for a pleasant afternoon.  
 Please bring your swimsuit & towels we have a large, deep & warm pool.  
 (NO LIFEGUARD)



## BBQ CHICKEN & TRI-TIP,

### COMMANDER'S SECRET RECIPE SPICY BEANS

#### AND GARLIC BREAD

Provided by the Squadron, served at 1400 (2:00 PM)  
 SNACKS, SALADS & DESERTS. Provided by members.



Bring your own beverage,  
Plates, Silverware and Napkins will be supplied.

Complimentary coffee will be provided.

This event is free of charge.

Our thanks for your continued support.

## Treasure Auction

Please bring all your  
 WHITE ELEPHANT ITEMS  
 well wrapped and for fun.



Please RSVP by September 7, 2016  
 To Cdr. R. Neil Ablitt, P  
 Call 805-698-3298  
 E-Mail [rnablitt@aol.com](mailto:rnablitt@aol.com)



AUTIONEERS SURPRISE

# The Fishing Corner

## Boiler Rock Bassin' at the Islands

By: Capt. David Bacon

## Boiler Rock Bassin' at the Islands

By: Capt. David Bacon

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

It is official. Calicos are hungry and ready to do something about it. Casting plastic swimbaits to the boiler rocks around our islands is the magic key to a kingdom of fishing fun. Wanna play?

Warm water found its way to our southern islands earlier in the season and the bass responded like the hungry critters we love them to be. San Clemente turned on and then Catalina with Santa Barbara Island not far behind. San Nicholas Island lit up next. As the warm water currents continued to push up the SoCal Bight and around the Channel Islands, the bruiser bass there followed the lead of their southerly brethren. At this point, any swimbait thrown in the vicinity of any island boiler rock is in serious jeopardy of being eaten and that's just the way I like it.

I recently had some time to kill at Santa Cruz Island so I positioned the boat off of a nearby point where a couple of boiler rocks were washed by successive swells. Grinning like a madman, I cast for twenty minutes and had five hefty calicos to show for my effort. I found two colors to be particularly effective. One was a light brown Big Hammer, and the other was a blue and purple Fish Trap. I am quite certain that other colors would also work, but my time was limited. Had I the extra time, I would have tried "Christmas Tree" and char-treuse.

Casting right to the edge of the boilers is important, because those bass often cuddle up to the rocks. They don't always bite right next to the rocks though, sometimes they follow a lure out away from the boilers. These fish can be tempted to bite by reeling the swimbait very slowly and stopping to allow it to sink, once it is safely away from the boilers.

Not everyone is good at casting, and those calicos near the bottom out away from the rocks can be easily fished with a lively anchovy or sardine on a reverse dropper loop. A four ounce weight should be sufficient if the water is surge and less weight will suffice in calm water. Just drop that rig down to the bottom and crank it up a couple of turns of the handle. When reeling it up periodically to check the bait, reel it up slowly because those calicos will often bite a bait on its way up out of their watery domain.

Some fisherfolk love to use live baits but still want to fish near their beloved boilers. These folks use a ¼ oz. sliding sinker or a splitshot and a size 2 or smaller hook. They pin on a lively anchovy or sardine and make long but soft casts to the boilers. It is tricky to make a long cast with a live bait without ripping the hook out or otherwise hurting the bait. A wide arc is the best way to cast a live bait. Once near the boilers those lively baits tempt a calico faster than you can say, "Here fishy, fishy!"

#### SAFETY TIP FOR SEPTEMBER 2016

By. P/C Marcia Rowland, JN

If left to their own, Zippers – Particularly the small metallic variety- tend to cement shut in short order. The worst offenders? Those zippered life jacket storage bags. So try this trick, soaking the zippered section in vinegar and hot water (3-1 ratio). Then use a tooth brush to help the concoction penetrate the teeth. After a day and a half the frozen Zipper will (or should be) free.



#### ADDITION TO RALLY AROUND THE PLATFORM

Submitted by, Lt. Peter Seagoe, P

The Sea Goer was acting as the **committee boat**" and as we were waiting for the start time we did some fishing. Our intrepid angler Duane Felender hauled in this massive specimen. A good day was had by all.

Thx. Pete.



## 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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| Treasurer              | Lt/C Steve York,        | 569-5040 |
| Asst. Treasurer        | Lt. Peter Seagoe, P     | 967-4468 |
| Immediate Past Cdr.    | Marcia Rowland, JN      | 967-7190 |
| Members at Large       | Brent Milhollen, S      | 1 Year   |
|                        | Sue Ablitt, S           | 2 Years  |
|                        | Janis Johnson, S        | 3 Years  |

The SIGNAL HOIST is the official publication of the SANTA BARBARA SAIL & POWER SQUADRON. Articles of interest to the membership should be forwarded in writing to the Editor by the 20th of the month in order to be published in the next issue. We solicit the submission of your articles on safety, cruising stories and member and boating photographs. We encourage articles by our members. Send us your true or tall tales. Articles, opinions and advertisements published herein do not necessarily reflect USPS policy nor endorsement unless so designated

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