

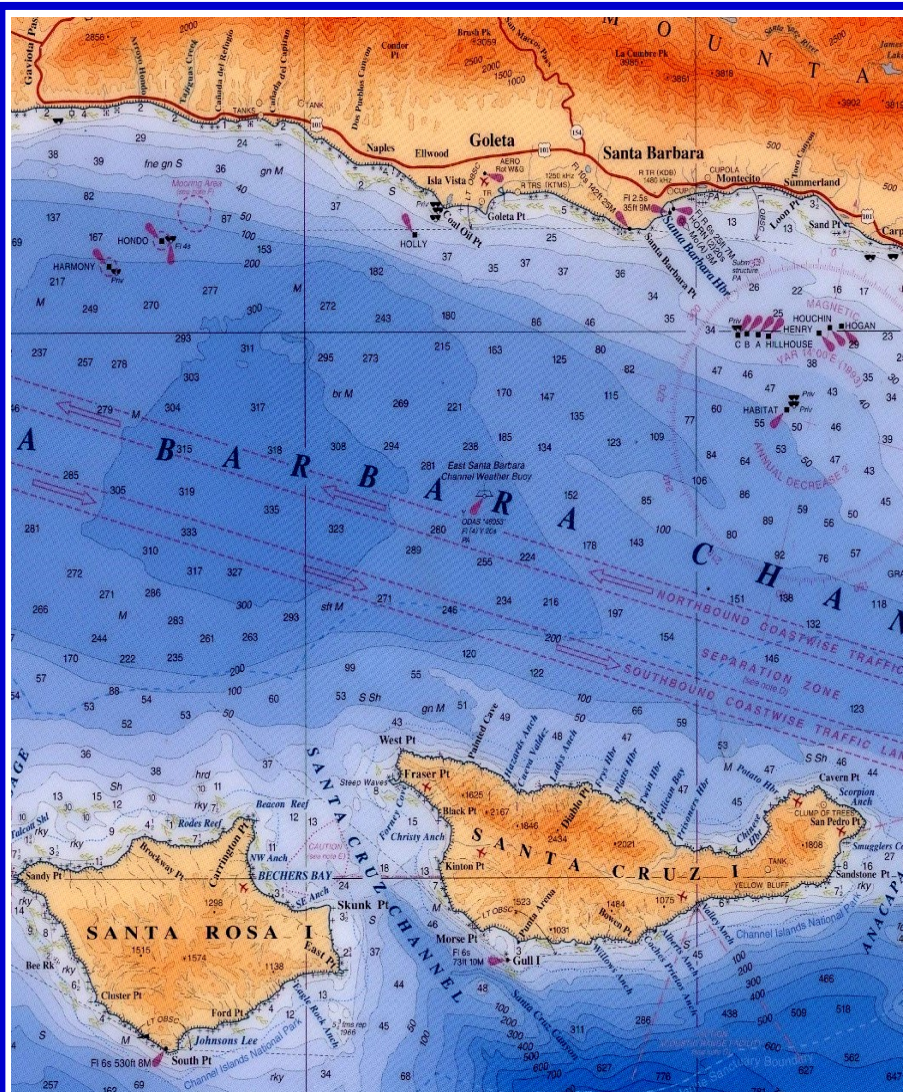
Santa Barbara Sail & Power Squadron



Signal Hoist



Monthly Newsletter, December 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



NOVEMBER

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

DECEMBER

- 3 **HOLIDAY PARTY.** At Mulligans Café & Bar.

JANUARY 2017

- 5 Bridge and Member Meeting, Waterfront Classroom

FEBRUARY

- 11 CHANGE OF WATCH DINNER

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

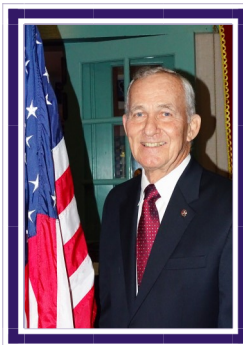
Notice

“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

www.usps.org

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Cdr. Neil Ablitt, P.

Santa Barbara California



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

If you missed the SBSPS MIXER at the Santa Barbara Maritime Museum you missed a fun event, good wine and food, good cheer and an educational tour of the museum with museum director and squadron member,

Greg Gorga . There's no question the museum is a great community asset and is good for the squadron. If you're not a member we strongly suggest you seriously consider joining. Membership is very reasonable - starting at \$35 for a year and includes some very interesting presentations and events. Plus it's all about boating and we want to express our support and appreciation for the use of the facility. And speaking of parties the squadron holiday dinner is coming up on Saturday, 3 December. So please be advised that the December Bridge meeting scheduled for first Thursday in December (12/1), is moved to the dinner - and will be brief. The next regular Bridge meeting will meet in the Waterfront Classroom on 5 January, 2017 - and there will be a special and very interesting presentation - - - on rope. **Hope to see you there. Neil**

Membership Benefits



Isn't it a Wonder?!



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P/C John Profant, SN

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SEO DECEMBER Newsletter P/C John Profant, SN. SEO



We had thirteen people graduate from our ABC class and receive certificates. That gives them recognition Nationally for completing a NASBLA certified class in boating safety. The Weather Class started Tuesday, October 18th and has been growing. We have 23 people signed up in that class, including myself. Besides doing an exceptional job of instructing the class, Steve Hodges has shown us where on line to find the current weather charts/reports and how to interpret them. It was interesting seeing a cold front come through and see how it compared to the predictions. The class is scheduled to wrap up on December 13th with the final exam.

I did a couple of Vessel Safety Checks last month making it a total of six done this year. If you are interested in have a VSC done on your boat let me know and we can set up a time. It wouldn't hurt to have one done now even though next month we start all over with the 2017 VSCs.

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 DECEMBER 2016 By. Lt/C Duane Felender, S



DON'T BE CAUGHT WITHOUT TRAINED BACKUP!

Make sure more than one person on board is familiar with all aspects of your boat's handling, operations, and general boating safety. This does make a good medical moment. If anyone of the primary crew, especially the skipper, becomes injured or ill, someone has to take over that position. So not only should there be more than one person trained in First Aid CPR/AED, there should be more than one trained to take over, even if it is minimally, at the position of the injured person. **ESPECIALLY IF IT IS THE SKIPPER.**

Santa Barbara California



Don't Do It

FIFTEEN TIPS FROM A SALESMAN, A SURVEYOR AND ME

DON'T PUT ANYTHING IN YOUR EARS, DON'T PET THE neighbor's pit bull, and don't down that fifth shot of Jagermeister. All your life you've continually ignored good advice. First from your mother and then, when it comes to boats, from me. You've insisted on doing it your way, and look where it's gotten you. Still, we can't give up. If you won't pay attention to Mom and me, here are ten boat-buying "don'ts" from guys you shouldn't ignore and five more from me, which you probably will. John has been selling boats for 12 years and tells me that when talking to a salesman, don't ask ..



- 1 "How fast does it go?" A study to find out how boats are really used discovered that we run at wide open only 6 percent of the time. Unless you're a racer, top speed is meaningless.
- 2 "How many does it sleep?" This is only relevant if you are going into the cruise ship business. Trying to sleep more than four passengers in a boat under 40 feet is socially destructive; the maximum is two people per enclosed cabin.
- 3 "Is the boat-show sale still on?" Of course it is.
- 4 "What's my old boat worth?" At least, don't ask this before you settle on a price for the new boat. Otherwise, the salesman just bumps up the price on the new boat to make up for the "good deal" he's giving on the old one.
- 5 "Is that your best offer?" John selflessly told me to put this in because salesmen hate it. This implies that you're going to take what they say as the final price, with the chance of you walking it to another dealer. By all means, use it. Michael is a surveyor who does a lot of new-boat inspections. You'd think that new boats would be all sorted out; many aren't. He says, "Don't buy a boat with ...
- 6 ... a dirty bilge." If a builder is careless about what you can see, what about what's hidden? Plus, dirt can clog holes, jam float switches and foul pumps.
- 7 ... no anti-siphoning hose loop for bilge and shower pumps." If the discharge outlets are less than 1 inch above the waterline, the hose must be that height or higher (ideally 1 foot 6 inches) to keep water out.
- 8 ... inaccessible sea-cocks."



- 9 .. a combined genset/engine exhaust." When one is running, its exhaust can foul the other. Get separate exhausts for each. 10....
- 10 unsupported hull sides." All boats have framing below the chines, but some have little or none on the sides. This can lead to a popped hull-deck joint. Last, here are five things that you shouldn't spend your money on.
- 11 Don't pay extra for cockpit carpeting. It stays wet, holds sand and dirt, is hard to clean, and the bottom liner often rots out. If the boat comes standard with carpeting, unsnap it and leave it on the dock for people to wipe their feet on.
- 12 You don't need a bow-cockpit filler cushion. It doesn't provide that much more lounging room, and it's too large to stow conveniently.
- 13 Don't be talked into buying a Bimini top for a center console. It rattles when lowered, and it flops around and gets in the way when up.
- 14 Don't even think about ordering the galley package in a cuddy. No one really uses a single-burner stove or a sink that only holds one plate.
- 15 Don't buy a remote spotlight. It rarely lasts more than two seasons, is hard to turn and aim quickly, and blocks your vision forward. Buy a handheld instead.

Two more "don'ts" and I'm through: Don't ignore John and Michael's advice and, before I see you outside the inlet in your new boat, don't down that sixth shot of Jager.

A note from our Commander

Our Commander wanted all of our Members to be aware of two very interesting articles in the

MESA PAPER

Old Timers is about

Inge and Don Crowder.

Around the World in a Sailboat is about

Dennis and Virginia Johns.

I find articles on our own members are a little bit more interesting than on someone we do not know.

**Please remember to make your
RESERVATIONS FOR OUR ANNUAL
Christmas Party!**

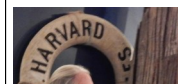


Maritime Mixer – What Fun!

By Virginia Johns

On Wednesday, November 9, the squadron honored the students of our recent classes with a wine and cheese mixer at the Maritime Museum. Sixty students and members attended. We are so lucky to have this great museum in our harbor playground and are very grateful to the director Greg Gorga for allowing us to host our event there. What a wonderful party it was....sipping wine, munching on appetizers, listening to the master storyteller-Mike Pyzell, touring the exhibits with the knowledgeable Greg Gorga, and enjoying energetic conversations among our fellow boaters. It was such an enjoyable way to get to know more about each other.







FRY'S HARBOR: CRUISING AND ANCHORING

By Mike Pyzel (Part 2 of 3)

Wind patterns.

Protection. Excellent protection from south through northwest. Daily canyon winds tend to push the boat toward the east side of the anchorage.

Dangerous. Totally exposed to northeast winds and breakers during Santa Anas. If the northeast wind chop *increases* in size, leave now.

Dangerous in heavy westerly wintertime swells which break inside the bay past the black point. Anchor on a single hook out past the black point in 60-75 feet of water. This is where the canyon winds "bump into" the west wind at the harbor entrance resulting in a small calm area with occasional gusts from the canyon and the west.

Uncomfortable in some southeasters (winter winds) which come over the island near Prisoners and fan out toward the west from there.

Alternate harbors. If Fry's is too windy or crowded, head east to Pelican which is bigger, less windy and very easy anchoring. To escape Santa Ana winds and breakers, either head north for Santa Barbara (the wind will decrease further away from the island). or run west and around the West End for refuge at Christies Anchorage (on the west beach of the island.) Do *not* head to Ventura or Channel Islands harbors – you will be fighting steeper waves and increasing wind.

Special features. The rocks used in building the Santa Barbara harbor breakwater were quarried here in the 1930's. The rusting remains of the quarry rail tracks, mooring cables and eyes and other items on the east side. Explosives were stored in a tunnel on the west side just above the beach. The remains of the miner's bunkhouse/kitchen are still evident along the trail leading up the canyon. The canyon stream was the fresh water supply and some of the rusting pipes and small cement dams are evident further up the canyon.

Canyon hiking is rock-hopping along the stream bed. Hike to the top of the hill behind the black point cliffs for great views, but be cautious, the terrain everywhere around Fry's is steep and crumbly.

Sea caves punctuate the vertical cliffs just west past the black point. Explore by kayak or dinghy in the morning sun. Or paddle over to the tiny cove just around the east side. Easy to miss – paddle along the dark volcanic edge to find the opening.

Sailing Notes

Fry's can be windy when you arrive in the afternoon, so drop your sails in the calm area just outside of the black. Same thing when you leave – use this calm area to get sails up

and reefed, put on foul

Santa Barbara California



weather gear before heading

into the west wind and seas just outside. Canyon winds inside the harbor can be light, while the westerly blows with full force outside. The difference in direction is about 90 to 120 degrees. These opposing winds "bounce" into each other and switch direction at the entrance to the bay. We have come to Fry's in windy Channel conditions reefed down and with hardly any headsail, but in order to sail in the light wind inside the harbor, we took out both reefs in the main so the boat could move in the light canyon breeze.

FRY'S HARBOR: CRUISING AND ANCHORING

By Mike Pyzel (Part 3 of 3)

ANCHORING NOTES:

A. Before leaving the harbor, test your windlass to be sure it is operational. The brake may stick if you have not used the windlass for a while. Free it up so the anchor will actually drop when you release the brake in the anchorage.

B. Plan to use bow and stern anchors. Ensure that the anchor rode is free to pay out when the anchor is dropped. Anchor rode stored in a lazarette tend to become tangled with other stuff stored in the same place – the BBQ,

mops, unused spare line, buckets, dive gear, cleaning supplies.

C. Store the stern anchor so it will can be deployed easily; line neatly piled in place first, then the chain, then the anchor on top. The anchor is first overboard while anchoring so place it on top of the heap. If the anchor rode is coiled and then neatly tied up, it may take time to untidy the ropes for quick use. A neat heap works well so the line runs out instantly. Lock wire the connecting shackles; even zip-ties will work. Use the jib winch as to handle the stern rode.

E. Scope? A tightened anchor line should angle downward at about 30-degrees or less to ensure there is a horizontal pull on the anchor itself. If the line angles down at 45 degrees, the anchor *will not* dig in.

F. Setting? To guarantee a perfect set the first time, drop anchor while backing slowly (never while moving forward) and pay out as much rode as space will allow. *Take no strain* on the rode until you have paid out as much as room will allow. Now tighten it (by letting it stop the boat's movement). The anchor will slice into the harbor bottom and you can shorten up after the hook is set. "Test tightening" before you have maximum amount of line out will certainly pre-drag the hook and prevent a solid set. A good rule is to set with full scope only, anything shorter is a drag! Drop the bow immediately when the boat is stretched out on



the stern rode. This ensures you will have maximum distance between bow and stern anchors.

G. Two ways to set the stern anchor:

1. Motor through the anchorage several times to pick your spot and where you want to place each anchor. Then do a dry run to plan where to drop the stern first, then going ahead well beyond where you want the boat to be anchored.
2. On the actual run, drop the stern while going ahead at slow speed. Pay out the stern rode. At the end of the stern rode (250-300 feet or more), secure it to a winch or cleat and let it bring the boat to a stop. The anchor will slice into the bottom to give you a positive set.
3. When the stern line is stretched out and you start springing back *immediately* drop the bow. Pay out the bow rode, have a crew take in slack on the stern. Once you are about where you want the boat to be anchored, and there is ample downward angle on the bow rode, begin tightening the bow rode. At this point, the stern is set half way to China, so you can pull the boat back on it and take in enough to leave you with ample scope on the bow.
4. Later if strong winds come into the anchorage, you can pay out more line on the anchor that is into the new wind. You can shift the boat forward or aft this way between the two set anchors.

OR:

Set the bow first with maximum scope, then place the stern hook and chain in the dinghy, take it much further out than you think you need, push it over the side and *gently* start to winch it in. Pulling gently is important because it allows the stern anchor to gradually slice into the bottom and get a solid bite. Let it work its way in with easy loads on the rode before you really tighten it for the night. A session of cheese and crackers, etc., should give ample time for the newly set anchor to find its proper place in the bottom.

Departing:

Which do you pull up first? Always note where the wind is from to determine what direction it will push your boat. A good rule is to pull up the anchor that is not under load first, then pull up the anchor that is still holding the boat in place or clear of rocks. Old salts advise to leave this anchor to windward till last. If in doubt, anchor by imitation. Always set with maximum scope.







Santa Barbara Sail & Power Squadron
2016 Holiday Party

Where: Mulligan's, newly decorated.
 3500 McCaw Avenue, Santa Barbara, CA 93105

When: Saturday, December 3, 2016

Time: 6:00 p.m. to 10:00 p.m.
Cocktails/Appetizers: 6:00 p.m.

Dinner: 7:00 p.m.
Price: 36.00 per person, (No Host Bar)

Menu
 Fresh Garden Salad
 Entrée with Twice Baked Au Gratin Potatoes and Mixed Vegetables
 Choice of: Chicken Picatta or New York Steak
 Dessert: Lemon Cream Pie and Coffee

Free Drawings and Surprise Presentations!

R.S.V.P. by Nov.18th!
 Please mail your check made Payable to
 SBSPS with your
 Chicken or Beef Entrée Choice to:
 Please see back of flyer



Janis Johnson
 5750 Via Real #284,
 Carpinteria, CA 93013
 Questions: Call Janis at 805.689.6656
 or email: janishoppy@gmail.com





The Fishing Corner

One BAD bass
By: Capt. David Bacon

One BAD Bass
By: Capt. David Bacon
 Visit www.hooklineandshooter.com

This is a story of one BAD bass

and there are no photos to accompany this story because I doubt that anyone has caught that fish. The preponderance of evidence suggests that I am right because I've seen him hooked up about a dozen times and perplexed anglers have inspected the end of their busted off line about a dozen times.

I call him Billy Bad Bass. He staked out an incredibly secure sea cave at the west end of Santa Cruz Island that is only fishable maybe one day out of four because large swells or big wind waves often make this spot too treacherous to fish. Even on good days it is very difficult to present a swimbait to Billy because of the angle of the entrance to his cave and thus far it is impossible to pull him out, once he is hooked up. I can't tell you how big this bass is because I haven't seen him. I've seen him boil on the surface and I've seen him splash on a swimbait. I can tell you that he makes a big splash, considers himself the king of his world and I can't very well argue with him. This has come to the point where I talk to Billy when I'm nearby. It's becoming something of an obsession... my own white whale.

Billy is attracted to swimbaits, and will usually ignore a live baitfish. His favorite is a 5 inch Big Hammer swimbait with a clear belly, a dark back, and a streak of purple - matched to a ¾-ounce red leadhead with eyes. He'll also pounce on light brown, or a Christmas tree pattern and every once in a while he'll throw caution to the wind and chomp a green swimbait. But he still wins.

As is true with boiler rock bassing in general, it is necessary to make a long cast right to the spot and then retrieve very slowly. In the special case of Billy's home, it is necessary to cast between two protruding rocks at an angle dictated by where it is safe to position a boat. When he hits, there is only one brief moment when it is possible to pull him out. There isn't even time for me to holler instructions to the angler, because it's all over in a heartbeat. Once Billy makes his turn and bulldogs back into his cave, he's going to bust a line on the rocks at the entrance. It works every time.

It's going to take someone with lightning reflexes, a super-fast cranking hand, and a big pocketful of luck to get that bad bass outta there. Tempting Billy takes some real finesse casting. Yanking Billie out is going to require the kind of skill and luck I haven't yet witnessed.

One last thought... when someone does finally catch Billy Bad Bass, I sure hope they let it go again, after a quick photo. **That bass is my hero!**



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

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

Publisher: P/C Wilfred Swalling, S E-Mail dorisswalling.com
 Editor: Doris A. Swalling E-Mail doris@dorisswalling.com

Publisher:	P/C Wilfred Swalling, S
Editor:	Doris A. Swalling
Proofreader	P/C Richard Ciolino, JN
Mail Coordinator:	P/C Ronald Mathews, AP
Photographers:	Lt Peggy Ciolino, P
SBSPS Website Status:	Steve York,
Website Address	www.SBSPS.net

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