

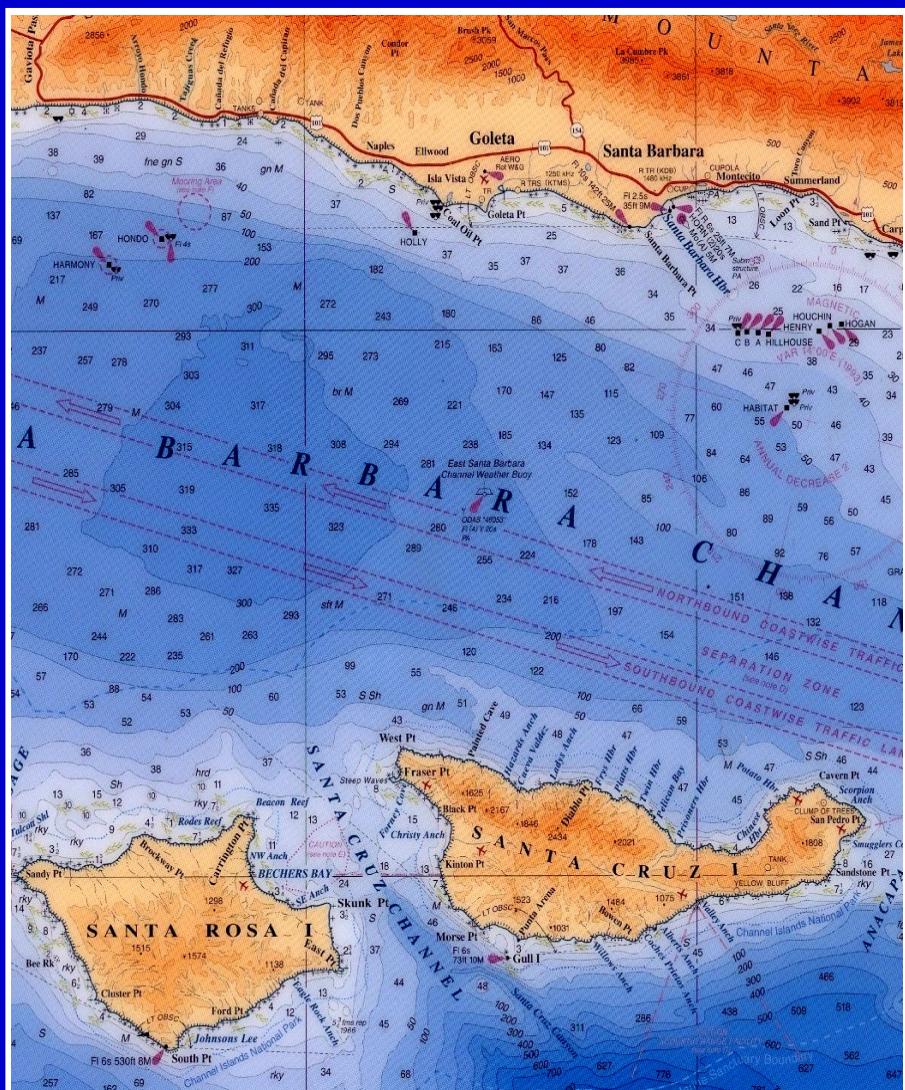
Santa Barbara Sail & Power Squadron



Signal Hoist



Monthly Newsletter, January 2017



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



Santa Barbara Sail and Power Squadron

2017 CHANGE OF WATCH DINNER

Installation of Officers and Annual Awards Ceremony

At The Santa Barbara Yacht Club (Details in January)



JANUARY 2017

5. Bridge and Member Meeting, Waterfront Classroom

FEBRUARY

18 CHANGE OF WATCH DINNER

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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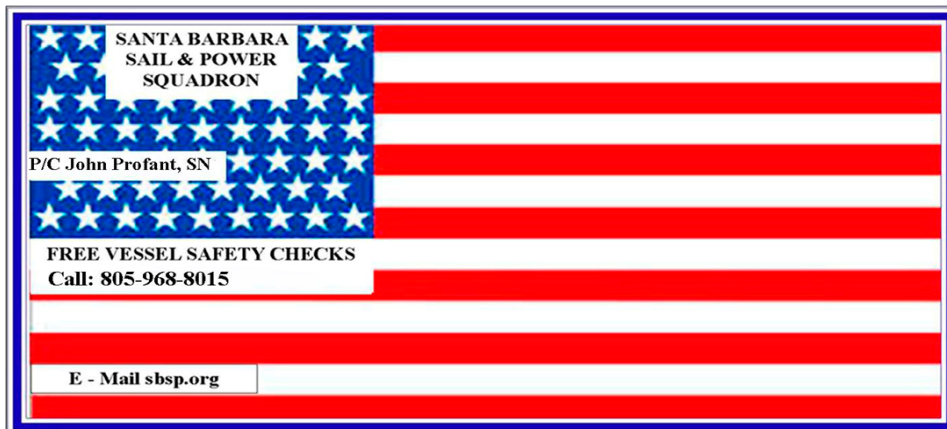
Cdr. Neil Ablitt, P.

Santa Barbara California



JANARY 2017 COMMANDER'S MESSAGE. Cdr. Neil Ablitt, P

Can you believe **2017**? It's here and I remember **1994** like it was yesterday. That's the year we became the owners of *s/v Maude*. We were in Port Ludlow, Washington and I had just completed the financing when handed a document indicating the boat would be paid off in **2014**. I laughed at the date as it looked so totally foreign and in a faraway distant future. In fact I got a kick out of showing it to friends and asking if they could believe there'd be such a date in our lifetime. Well I'm not laughing anymore. **2014** is already two years ago and at a recent SBSPS planning session we were talking about **2017, 2018 and 2019**. Those years will be here sooner than you think. The good news is the new Bridge being organized is looking ahead long term and discussing some exciting new ideas and directions for Santa Barbara Sail and Power Squadron. That's one reason you may want to make sure you attend the next Bridge meeting on Thursday 5 January, **2017**. Another reason is a most interesting presentation is planned on "Rope" - you'll be amazed at the history and how much you didn't know. Plus we'll talk a bit about the **Change of Watch** to be held at the **Santa Barbara Yacht Club** Saturday evening 18 February, **2017**. Finally we'll catch up on any business we may have missed by not having a meeting at the recent Holiday Party - we meant to, but were just having too much fun. And speaking of fun you might want to make sure to plan on attending the next **COW** - it's going to be special - uniforms and all - more at the next Bridge meeting. **Hope to see you there.**



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www.SBSPS.net



**SEO JANUARY 2017 Newsletter
P/C John Profant, SN. SEO**



P/C John Profant, SN

We finished up the Weather Class December 13th with 10 people taking the exam. I want to thank Steve Hodges for teaching a well-organized and informative class. Although many people didn't feel they were ready to take the exam everyone enjoyed what they got out of the class and felt they actually learned something about weather.

We are starting this year of by offering a Piloting Class. It will start on Tuesday, January 31th in the Waterfront Classroom. Take note that this is two weeks later than what was announced last month. Rich Ciolino will be the instructor for the course. This course will teach you the basics of chart reading, how to plot your course and estimate your time of arrival. It is taught in conjunction with using your GPS. The course material includes Student Manual, Weekend Navigator, Chart, Dividers and a plotter. The Student Manual, which includes the Chart, is \$50. If you need the Weekend Navigator (book) it is \$25 and the dividers with the 4x15 plotter is \$15. If you are interested in taking this course let me know.

Other courses we are considering offering this year include Advance Piloting, Marine Communications and maybe a Junior Navigation course. I also hope to get some one day seminars in. Vessel Safety Checks start all over as of the first of the year. So if you are interested in having 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.



News from National

Submitted by R/C Kathleen Lambert, AP



Call for Volunteers! Several USPS national committees are looking for volunteers with these technical skills: graphic design, desk-top publishing, technical editing, proofreading, marketing and social media. We need volunteers who have expertise in Adobe Creative Suite (InDesign, Illustrator, PhotoShop), Microsoft Office (Word, PowerPoint, Excel, Publisher) and CorelDRAW. Boating expertise is not required: This is a great opportunity to learn while sharing your technical skills to help USPS develop products and services that benefit squadrons and the boating public. Committee chairs will work with you to ensure assignments are clear and respect your time availability. Contact: Nominating Committee chairman,

R/C Bill Selden V, AP, bill@cpdean.com, 804-240-1401.



Looking for a gift that doesn't require batteries, won't ever break and fits perfectly? Give your favorite boaters the gift of knowledge! This holiday season our specialized online boating courses make the perfect gift! Avoid the lines at the mall and the hassle of gift-wrapping this year with gift certificates for our online seminars. Plus, buy any gift certificate and you'll get a code for 25% off a course for yourself!



SAFETY TIP FOR JANUARY 2017

By. Lt/C Duane Felender, S

MEDICAL MOMENT



While working Standby Medical at the Veterans Half-Marathon recently, at the last minute prior to going home we had a text-book scenario for a HEAT EMERGENCY. This is a situation that we rarely think about because it rarely gets passed the “Heat Cramp” stage. I feel we should all be aware of what can happen if it goes beyond Heat Cramps.

Heat Cramps occur when we do not drink enough water prior to working harder than we normally would. Heat cramps usually affect the larger muscles in the legs, but could affect other muscles also. The cramping occurs usually when the temperature gets above what we normally see. The best thing to do is to remove excess clothing like heavy jackets; long- sleeve shirts and hats; find some shade and slowly drink water, a drink that can replace the electrolytes that were lost due to sweating. Some sports drinks will work but do not abuse the intake of these kinds of drinks. Rest for about a half an hour or longer if needed.

The next step is Heat Exhaustion. This is when you ignore the previous scenario for Heat Cramps and keep on working and begin to sweat a lot. You will become weak, dizzy, and could even pass out, or faint for a minute or so. This is getting serious now. Whoever is with you, if on board, should immediately get you to some shade, remove as much clothing as possible, including the shoes and socks, shirts, and hats. Begin to cool the body by spraying a fine mist of water over the entire body; put cool, not ice-cold damp cloths, to the head. You can put ice in a baggie, wrap it with a cloth if one is handy and place it on the neck, both sides of the groin, and under the armpits. Make sure the patient does not begin to shiver. If so, stop cooling immediately. If the problem continues, call 911 or the Coast Guard for help.

The last stage, which is where our patient had been prior to our help, is Heat Stroke. THE PATIENT IS NOW AT A POINT OF CLOSING IN ON DEATH. The patient most likely will pass out for a longer duration than the above scenario. This occurs when sweating stops and the body temperature continues to climb. You only have a little while until death may occur. You need to call for help

immediately and continue to get as much clothing off as possible. Cool

Santa Barbara California



the body as in the Heat Exhaustion; if you are at sea, soak the patient in cool ocean water and watch for the body to start shivering. When that occurs, stop cooling to avoid possible Hypothermia. If the patient becomes conscious try and give water, sports drink, or the best is Pedialite, slowly. Do not force them to drink a lot of fluid. MAKE SURE YOU CALL 911 OR THE COAST GUARD NO MATTER HOW THE PATIENT RESPONDS. THIS COULD HAPPEN QUICKLY AGAIN, EVEN THOUGH THEY APPEAR TO BE RESPONDING. REMEMBER THAT WE ARE NOT DOCTORS AND CANNOT DETERMINE IF THERE HAS BEEN ANY INTERNAL DAMAGE.

For some unknown reason, our patient at the Veterans Half-Marathon had been at the “no sweating” point and still managed to make it to the first aid tent at the finish line. Mostly it was due to the fact that he was only 30 years old and in fairly good shape. It took an hour and a half to stabilize him, but he refused to go to the ER, so there was not much more we could do for him. We had a friend stand by him while he was waiting for his brother to pick him up. At least he followed our instruction not to drive. This was a good day for our S.M.A.R.T. MEDICAL TEAM. This is another reason we keep reminding everyone about the importance of First Aid and CPR/AED training.

Making Merry at Mulligans

By Janis Johnson and Eleanor York

Festivities began at the December 3rd Holliday Party with “signing-in” shenanigans (name tags and such) guided by Duane Felender, as the 45 guests circulated with cocktails and appetizers. SBSPS members – both Old-Timers and Newbies – shared boating tales and tribulations, which occurred on the seas and at the dock this past year. It was great to see members from North County, as well as some folks from recent SBSPS training courses!

Tom Koch (purported to be the “most honest” of sailors) helped Commander Ablitt pick the winning tickets for the Free Drawing – a very delightful and entertaining process – and funny thing. . . Betty Koch won both an SB Roasting Company gift card as well as the beautiful Architectural Millworks bowl donated by Ron Matthews! Among other prizes, gift cards for Casa Blanca Restaurant were won by both Virginia Johns and June Aldritt; and the Seagoes won the V.I.P. tickets to the Parade of Lights at Santa Barbara Harbor on December 11th!



SBSPS ANNUAL HOLLIDAY PARTY, December 4, 2016



SBSPS ANNUAL HOLLIDAY PARTY , December 4, 2016





SBSPS ANNUAL HOLLIDAY PARTY, December 4, 2016



SBSPS ANNUAL HOLLIDAY PARTY, December 4, 2016





SANTA BARBARA SAIL and POWER SQUADRON 15 December 2016

To: Lt/C Ronald C. Slocum, AP
Secretary Santa Barbara Sail & Power Squadron
From: Nominating Committee
Santa Barbara Sail & Power Squadron
Recommended for 2017 -2018 Bridge Officers for Election
at upcoming Change of Watch. Saturday, 18 February 2017

Commander	P/C Susan Hodges	P	
Executive Officer	P/Lt/C Peggy Ciolino	P	
Educational Officer	P/C Richard Ciolino	JN	
Asst. SEO.	P/C John Profant	SN	
Administrative Officer	P/Lt/C Betty Koch	P	
Secretary	Lt/C Ronald C. Slocum	AP	
Treasurer	Lt/C Steve York		
Asst. Treasurer	1 st Lt. Peter Seagoe	P	
Members at Large			
	Sue Ablitt	P	1 Year
	P/Lt Janis Johnson	S	2 Years
			3 Years
Auditing Committee			
	P/C Pernilla Hallstrom	SN	1 Year
	P/C Tom Koch	SN	2 Years
	Bill Goodale	S	3 Years
Rules Committee			
	P/C Nils Lindman	SN	1 Year
	P/C Merle Blasjo	N	2 Years
	P/D/C Don Crowder	SN	3 Years
Nominating Committee			
For 2017 – 2018	P/C Richard Ciolino	JN	1 Year
	P/C Marcia Rowland	JN	2 Years
	P/C Neil Ablitt	P	3 Years

Nominating Committee 2017 – 2018

D/Lt/C Llad Phillips, SN *Llad Phillips*
P/C Rich Ciolino, JN *Richard Ciolino*
P/C Marcia Rowland, JN *Marcia Rowland*



Where Were You Last Christmas?

By Lt. Peggy and P/C Rich Ciolino

I don't know where you were last Christmas but Peggy and I were in Mexico – in La Cruz de Huanacastle (La Cruz for short) to be specific. La Cruz is in Bandaras Bay and it's a lovely coastal town about 8 miles north of Puerto Vallarta. Many cruisers like it here because it is small; it has very friendly people; it has a wonderful farmers market staffed by locals and not-so-locals hawking a wide variety of fare including traditional Mexican food, French bread, locally grown coffee, organic vegetables, and fresh Italian sausage; it has a huge safe anchorage; it has a lovely marina; it is convenient to travel by bus to shop at a big (Mega actually) grocery store or even go to a big city - Puerto Vallarta; it has a really big fish market where freshly caught fish can be purchased; it has a community of ex-pats from the US and Canada; and it serves as a location from which many cruisers launch themselves further south to explore the beautiful coastal towns and cities along the western coast of Mexico or head out across the Pacific for even greater adventures.

While on our Mexican cruise (late October 2015 to May of 2016) Peggy kept a record of our travels by writing an on-line blog including posting some of our favorite pictures (sailblogs.com/member/eccobella). The rest of this article is taken from that blog and recounts some of our activities at Christmas time while in La Cruz.

Wow! It's been a while since I've had time to write about our adventures. I left off in La Cruz. A day or so after going to Philo's for his memorial musical get-together, we ran into a couple that we had met in San Blas. They invited us to go with them to see and hear "La Patrona" at a local restaurant. They had told us about her and what a class act she was, back in San Blas. We met them at the restaurant and soon after we got there La Patrona or Marisa arrived dressed in typical Spanish cowboy attire, a green outfit with silver spangles on the sides of the pants, a matching short jacket and huge sombrero. Her husband played the guitar and there was another member of the group that played a variety of keyboard instruments.





The group performed "Ranchero" music, typical Mexican music and she had a beautiful voice. The restaurant was not very large and there were perhaps about 30 people altogether. La Patrona walked around the tables singing to everyone personally. It was a fun evening that made me feel we were really in Mexico.

The next day, we took the bus to the airport in Puerto Vallarta to pick up the kids. Once they made it through customs, etc., we all piled onto another bus and went back to La Cruz. For the next few days, we had fun showing them around this lovely little town and preparing for Christmas. We found a piñata in the shape of a Christmas tree and along with some little lights that we strung on the back of the boat and some candles, we were decorated. On Christmas Eve day, we walked to a local beach about a quarter of a mile away. The beach was crowded and there were lots of people in the water. We were the only American tourists there, at least as far as we could tell. Hawkers were constantly wending their way through

the tables selling clothing, jewelry, henna tattoos, oysters on the half-shell, messages, and health elixirs. It was fascinating because many of the locals were making serious purchases. It surprised me, because I think I was under the impression that people selling their wares only went after obvious tourists, not



local inhabitants. We had brought along our snorkeling gear and we all took a turn. Not great snorkeling, but I did see a spotted sea snake of some kind and the water was great. Once back on the beach, as I was casually taking pictures, I suddenly heard a firm beat of a drum. It was a three-man band. There were two drummers, and one was a young boy who played a drum and sang in a monotone style at the top of his lungs. The other member played a trombone, but the slide piece didn't slide at all!! I've never heard anything like it. We were all mesmerized!! Afterwards of course, the little kid who played the drum and sang, walked through the crowd asking for money.



We had a nice Christmas dinner with the kids on the boat. The day after Christmas, we all left La Cruz and had a beautiful sail to Marina Vallarta in Puerto Vallarta. This is an interesting marina. It's fairly conveniently located and there are many restaurants and small stores all around the marina -- even a Starbuck's. There are uniformed guards at all the



docks -- and there are many. The guards walk around continuously during the daytime and there's always one around throughout the night, which makes one feel secure. HOWEVER, there is one major drawback and that's the distance from our dock to the bathroom!!!! It's 0.4 of a mile. I don't mind the walk, but sometimes I don't have time!!! Anyway, no accidents yet, however the last straw in my mind occurred a couple of days ago, when I walked to the bathroom only to get there and find it locked!!!! Well, after that Richard had thought that maybe we could dinghy over to the bathroom. He asked if there was a dinghy dock and we were told that there was one on Dock C. Today, we tried this. We went to Dock C, got off the dinghy and walked toward the gate, only to find the short bridge from the dock to the gate, broken and non-existent!! We walked back to our dinghy and I almost fell through a corner of the slip that had weakened. This dock, along with several others, was damaged during a storm and is still in disrepair. So the staff in the office doesn't even realize that the dinghy dock doesn't really exist anymore!! Luckily, one of the guards at another dock whose bridge to land is secure, let us tie up for 5 minutes to use the bathroom.

While the kids were here we went to El Centro and walked along the Malecón. We saw the dolphin fountain that matches our dolphin fountain in Santa Barbara, however, I didn't see anywhere a mention of Santa Barbara being Puerto Vallarta's sister city. Richard said PV probably has lots of sister cities. Walking into the old part of town, we stopped by the cathedral, which has none of the charm of the cathedral in Mazatlan. It's jammed into the middle of a city block, without hardly walking room around!!



We walked on to the River Cuale, which online had looked like a picturesque part of town with street vendors along a river. It turned out to be a big let down -- vendor after vendor into infinity selling much the same stuff and we stopped at a restaurant and had the worst lunch we'd ever had!!!



Upon returning to Marina Vallarta, we had to make up for such a poor meal, with a super one, which we did at an Italian restaurant called Porto Bello -- excellent cuisine and service that could compete anywhere, and it's always busy. So far it's difficult to find a beach that's easy to get to and use. Here at the marina, the water is extremely gross and there are crocodiles in the water!! We did walk to the Marriott and acted like we belonged there and used their beach one day. Yesterday was a beautiful day and we sailed to Los Arcos, west of here about 8 miles. Los Arcos consists of three small islands right off the coast and it's where "The Night of the Iguana" was filmed. There were quite a few boats there and many pangas with people snorkeling close to shore. I didn't have an opportunity to snorkel, but I did take a refreshing swim off the boat.

THE SEAGOER, Submitted by Lt. Peter Seagoer

The Seagoes and the SeaGoer did not participate in the Parade of Lights this year, but we did get a close up view of the parade. We were lucky enough to be able to use the VIP pass given to the Johns (thank you!) which was given to the squadron for participating in the Harbor Festival.

We were shuttled to the wharf where we enjoyed food and beverage at the Deep Sea Tasting Room and ringside seats to view the parade. The weather was perfect, although a bit foggy. Since we are often in the parade, it was fun to see the whole parade and get a perspective from the crowd as to what they enjoyed. We were a bit surprised that many of the boats really didn't bother with the theme, "A Wild West Holiday" but instead just used lights. The most popular boats were the ones that stuck to the theme, had lots of lights and an energetic crew on board! Something for us to keep in mind the next time we enter. The fireworks were a bit fogged out, but still fun?

All participants put in a lot of time and effort with their decor, and we thoroughly enjoyed it. Our own John and Michelle Profant were aboard the Ranger with its theme,

'Home on the Ranger'! Very clever.

All in all, a very fun evening on the waterfront



Hooked Up REAL BOATERS ANCHOR OUT.

Submitted by P/C Will Swalling, S

ADMIT IT. GIVEN THE CHOICE OF SPENDING THE NIGHT

AT a marina packed in like a mall parking lot on Dec. 24 or anchored in a quiet empty cove, you'd go for the marina. We can't help it; that's what we do. But why? I thought the idea of boating was to get away from it all.

Sailboaters anchor out all the time and love it. Of course, a unique type of cheapness mostly motivates this. I've seen them drop the hook, dinghy in to a marina, and then

argue with the dockmaster about paying a \$12 landing fee so they can go ashore for a \$150 dinner. The irony is that these are the boats that should be tied up in marinas. Their cabins are smaller than Superman's phone booth, and on windy days they can wander about their moorings as if lost.

Most 28-foot power cruisers have as much room as a 35-foot sailboat and a lot more amenities — so there's no need to go ashore. Yet we still huddle together, looking into each other's cabin windows, and at night listen to the occasional stream of water from the next boat — hoping that it's just the air-conditioner discharge. So this season break free, cut those marina umbilical cords, and take some lessons from our windblown cousins.

First, you don't need shore power. And forget gensets. Who wants yet another engine or fuel tank? Inverters turn 12 volts DC into 110 volts AC. There is no maintenance, and they are easy to install and are the size of a small TV cable box. But they do need to be backed up by a sizable bank of batteries. I'd have at least 300 amp-hours for a 1,500-watt inverter. One this size is common on longdistance cruisers and costs only about one-tenth the price of a genset. Keep the battery cables thick and short and you'll do fine. However, if your daily AC draw is more than 2,000 watt-hours, you'll need a genset, but it's a lot.





Why not anchor out?

I thought the idea of boating was to get away from it all. smarter to look for ways to cut back your consumption.

Next, chuck the electric stove and put in one that uses propane. Propane is cheap and available worldwide. It heats food quickly, can be finely adjusted, and shuts off instantly (important when a pot boils over).

Another sailboat trick is to get rid of the front-opening 110/12-volt refrigerator. It dumps all the cold out when you open it and drains the batteries.

Replace it with a permanently installed top-loading ice chest. Put a cold plate inside and run its remote compressor off the engine's pulleys or the batteries. Those Coronas will now ice over when opened, and your power draw will be cut to nil. Adler/Barbour has been making this type of marine refrigeration for decades.

You need air conditioning in a marina, but when anchored out there's nothing blocking those cool sea breezes. So why bother with the noise, cost, and use of all that space below for the unit and ducting? Put in some cabin screens, DC fans and a cockpit sunshade. Attach a Breeze Booster to the foredeck hatch for a force-five blow below.

Marina water tastes like it comes from a garden hose — which it does. In the South it smells like sulfur, and in the Bahamas you're charged for it. The best water on Earth comes from the sky. Add a plastic through-hull fitting in your Bimini top and some clear hose to the tank, and you have a rain catcher. A short summer shower will fill your tank. Fire your water heater by running the engine, or install an on-demand propane heater.

Now the only reason for staying at a marina is companionship, which you probably get too much of during the week anyway. So, the next time I see you outside the inlet, I hope you're on your way to anchoring out.

The

The Fishing Corner

Will be back next Month!



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	
Administrative Officer	Lt/C Duane Felender, S	452-8868
Secretary	Lt Ronald C. Slocum, AP	685-2142
Treasurer	Lt/C Steve York,	569-5040
Asst. Treasurer	Lt. Peter Seagoe	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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