

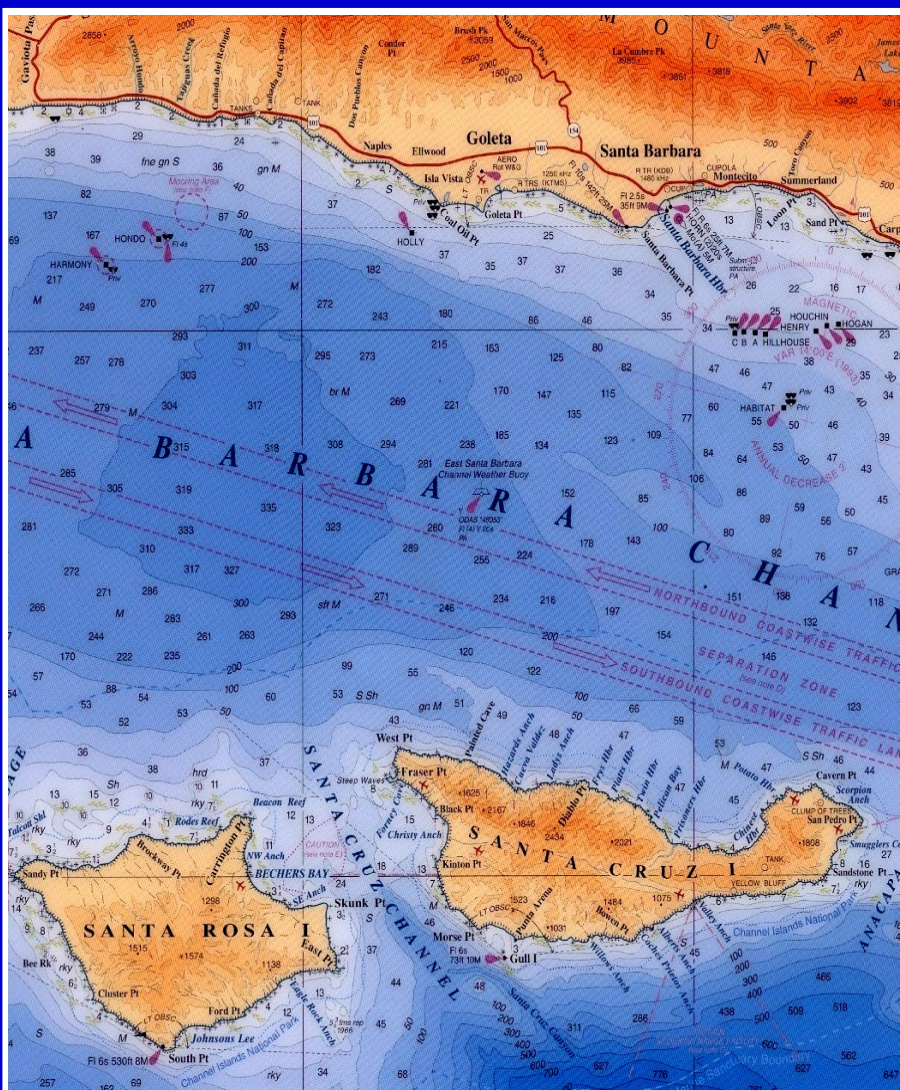
Santa Barbara Sail & Power Squadron



Signal Hoist



Monthly Newsletter, November 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

3 **HOLIDAY PARTY.** At Mulligans Café & Bar. Flyer in Nov.
SH

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

Page #1



Santa Barbara California



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

Greeting,

October was a busy month and included one class final exam, two new classes underway, staffing our SBSPS booth at the Harbor Seafood Festival and a weekend cruise to Santa Cruz Island. The latter, Mike Cdr. Neil Ablitt, P. Pyzel's Columbus Day cruise, couldn't have been planned for more perfect island cruising conditions. Unfortunately, Mike was unable to attend due to a family emergency, but Ed Kaufman's Dutch-built s/v **Aisling** and his all-female crew, and Ed Koke's Australian-built m/v **Sea Wings** with me aboard, were both able to arrive safely at the designated Fry's anchorage navigating dead-reckoning alone, which was the plan for the day. It was my first trip aboard a sleek motor vessel so was a bit surprised that my first DR fix an hour after leaving the harbor would find us already anchoring at Fry's. And speaking of navigation I'm still a staunch supporter of paper charts and pencils, but am often over shadowed by the alleged advantages of electronics. Well, I'm told that after many years the United States Naval Academy is now going back to requiring competency in celestial navigation. Seems electronic navigation systems may be subject to more than just power failures in the future. But not to worry, John Profant is hopeful of offering a course to teach celestial navigation next year. If you're interested plan on coming to the WINE AND CHEESE PARTY AT THE MARITIME MUSEUM, WEDNESDAY 9 NOVEMBER. We'll have some neat SEXTANTS on display as well as a lot of other things to see. We're hopeful many of the students and new members who

attended one of our classes between during the year will join us for a mixer and good fun - and maybe even a chance to talk paper and pencils, or whatever. Hope to see you all there.



Page #2

www.SBSPS.net



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



The ABC class is moving right along under the guidance of Rich Ciolino. Ron Slocum and Dennis Johns covered the anchoring, emergencies and communications while in another session Tom Koch, Don Crowder and Peter Seago will be going over water safety, California specific rules as well as trailering and knot tying. The exam takes place October 27th and will require a number of people to help grade the exams and issue certificates.

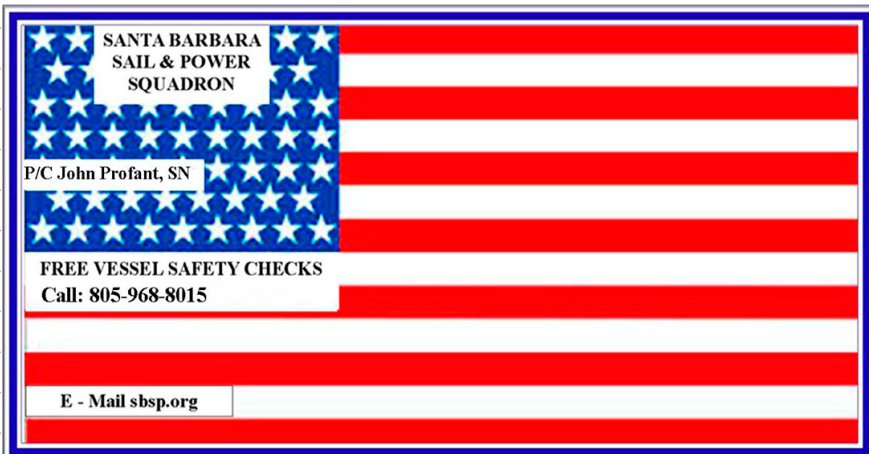
The Weather Class started Tuesday, October 18th with 17 registered students. I suspect to have another half a dozen more students to sign up. Mike Pyzel taught the first session covering the type of weather we get around our islands. Steve Hodges will be teaching the meteorological science of weather and how to predict it.

I did a couple of Vessel Safety Checks last month and have done one this month. 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.

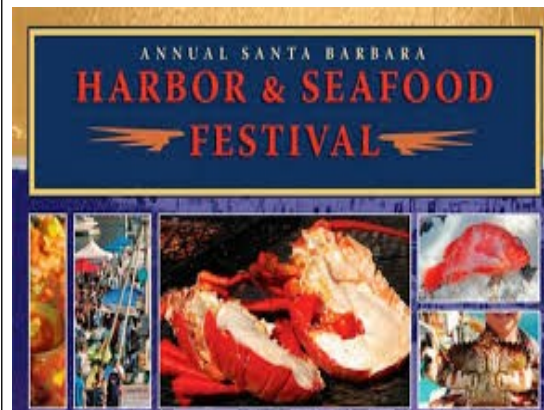
My contact information is johnprofant@cox.net, or (805) 455-9173.

P/C John Profant, SN



Santa Barbara Harbor and Seafood Festival

By Dennis H. Johns, AP,
October 15, 2016



The festival has grown over the years to the point that the entire Harbor Parking lot is filled with exhibitors leaving only a single, narrow fire lane threading through the area. They even closed this vehicle access once all exhibitors had

arrived and unloaded their materials.

Rich Ciolino had been storing the squadron's shade structure for years and arrived early to deliver that and other materials. The organizers were concerned with traffic flow and the location of booths on the pier, so they delayed our setup until they had all the exhibitors there and could shuffle them around for the best result. So the map we had received from the harbor office did not reflect our final location but we were not dissatisfied with where we ended up.

We didn't have the opportunity to set up until 8:30am but with Rich's experience and the help of Virginia and Dennis, the booth was ready to go in about 30 minutes. Rich was also tasked with tearing down the display at the end of the festival so he was dismissed for the hours of operation.

In addition to Dennis and Virginia, four other couples had volunteered to man the booth during the event. Dennis and Virginia took the 10 – 11am shift; Ron and Vicki Slocum had the 11 -12 shift; Dick and Marcia Rowland were on from 12 – 1pm; Neil and Sue Ablitt covered from 1 – 2pm; Steve York and Llad Phillips handled things from 2 – 3pm. Dennis and Virginia came back on from 3 – 5pm knowing that the heaviest lunch time traffic would have passed by then.

While many of the festival-goers were tourists and non-boaters, we still managed to get a list of ten visitors to the booth that asked to be informed by email of future classes being offered. We had candy corn and coloring books for the kids and both were very popular.

About 4pm the wind picked up and soon all exhibitors were chasing literature blown from their displays. When the wind began to lift the tents off the pier, we all decided it was time to call it a day. The crowds had really died down and it only made sense to tear down an hour early. Rich showed up at 5pm and we were ready to load up and depart. Many thanks to those who made the event a success.



Santa Barbara Harbor and Seafood Festival By Dennis H. Johns, AP, October 15, 2016



The Doctor, the Engineer, and the Coach - Sailing, Shooting, and Sinking by P/C Rich Ciolino, JN

In a previous article in this newsletter the Doctor, the Engineer, and the Coach noticed an unusual turquoise color on parts of the ocean off the Santa Barbara coast during their Wednesday afternoon sail. Some post-sail research found the reason for this phenomenon to be an above normal amount of a “phytoplanktonic” organism called “coccolithophore” in the ocean – that’s quite a mouthful and has absolutely nothing to do with Sailing, Shooting, and Sinking other than they were out sailing on a recent Wednesday afternoon and noticed another odd phenomenon, loud noises that sounded like gun shots.

About two miles off shore with the Doctor at the wheel of *Ecco Bella* we were startled to hear a crackling sound coming from some distance off our starboard side. We immediately said “It sounds like gunshots”. No sooner said, the Doctor was quickly turning *Ecco Bella* to port to distance ourselves from the direction of the noise. All we could see on the water in the direction of the sounds was a large grey boat and maybe another smaller boat, perhaps a mile, give or take, from us. As we continued away from the noise, that continued at various rates from single shots to rapid fire machine gun like shots, we talked about what could possibly be going on. Drug runners in battle with the Coast Guard? Crazy guys shooting up sea life? Crazy people unloading their ammo into the ocean? Whatever it was we wanted no part of it and decided to call the Harbor-master to report what we were witnessing and hopefully find out what was going on. I used my cellphone to call as I didn’t want to use the VHF radio, which we were monitoring, in case the bad guys would hear and come after us. (Paranoid? Not so much in today’s environment.) I told the person that answered the phone what we were witnessing and was told “Oh yes, the Harbor Patrol and Police were having live fire drills on the ocean”. I said something like, “Oh that’s good but why wasn’t there an announcement over Channel 16 on the VHF radio that this was going to happen and to steer clear of this area?” In my cruising experience the military is very good about making such announcements here in southern California over the VHF radio. The response was “I don’t know, would you like to speak to an officer to ask that question?” I said no but please relay our question and concern to whoever is in charge there.

The gunfire went on for a long time as we continued on our sail and after another hour or so we turned for the harbor. As we neared shore we noticed a small



white boat ahead of us that appeared to be a sailboat without a mast. On closer approach it seemed to be anchored and had some sort of structure in its cockpit. Soon after a Harbor Patrol boat appeared and went out to the white boat, pulled up its anchor and towed it into the harbor.



When we entered the harbor we saw that the structures in the cockpit were targets. We wondered why we didn't see a lot of holes in the hull and how could it have survived a barrage of bullets – must've been good shooters.



Well, mystery solved, and we continued on to our slip and no sooner had *Ecco Bella* been secured when we noticed some uniformed law officers on our dock with rifles drawn. When I yelled over to them as to what was going on one of them said there was no problem and they were just conducting a mock security exercise. They got their man to surrender.



Several days later I learned that the white target boat had sunk at the Harbormaster's dock in front of West Marine on the weekend – I'm guessing that the hull did suffer some damage from the gunfire after all.





FRY'S HARBOR: CRUISING AND ANCHORING NOTES

By Mike Pyzel (Part 1 of 3)

GETTING THERE:

A. Aim upwind of Fry's by about 15 degrees so you can head off the wind when it picks up in windy lane. This intentional upwind error ensures that you reach the island upwind or to the west of the harbor, and can appreciate an off-wind reach as you make your final approach.

B. Windy lane happens essentially every afternoon beginning at about 1-2, extending till sunset. It is a result of the east-west line up of the islands and the northwest flow of the prevailing wind. The wind hits the islands and is compressed into a heavier flow that can be felt 3-6 miles north of the islands, especially off Santa Cruz. Weather reports do not mention windy lane because it is a local condition, but it is quite real when we are sailing there, especially after 2PM. Plan to arrive at the island before 2PM to avoid windy lane and the general build up of afternoon winds in the channel. How strong? If you have 12 knots of wind in mid channel, you will begin to feel a gradual build up a few miles past the shipping lanes. It can reach 20-25 on 12-knot afternoon as you get closer to the island. Occasionally it is 30 at the islands, while racers at Santa Barbara are struggling in 10 knots.

C. The shipping lanes slice through the Channel on an east-west track (magnetic) and are in a well-established position. The "Lanes" consist of three tracks; two actual traffic lanes each a mile wide, and a two-mile wide separation zone between them. Our exposure time is just 10 minutes per mile at six knots, which is ten minutes to cross one traffic lane, 20 minutes to be in the relative safety of the separation lane, and ten more minutes to cross the second traffic lane. Ships do not wander willy-nilly about the channel; The Rules of the Road (Colregs) give ships absolute right of way when they are in the actual traffic lane, and this plays well for them legally. It is the job of tugs, fishing boats, sail boats, etc., to simply keep clear of ships in the lane. They do not steer clear of us because they are more concerned about other ships that perhaps we don't even see. Tugs, oil rig tender boats, fishing boats and other "small" commercial stuff may run parallel and close to the traffic lane while passing through the Channel.

FRY'S HARBOR.

Fry's Harbor is a favorite anchorage on Santa Cruz. From a distance it is located below the highest mountain peak on the island (2400 feet), and is formed by a canyon at the base of the peak. The anchorage is in the canyon with a rocky/sandy beach on the inside and flanked by a steep hill on the left side.



The right side drops straight down to the sandy bottom. The left (east) side of the bay is edged with large boulders. The canyon opens directly to the northeast and therefore is extremely well protected from prevailing north-west winds and seas. The harbor is known for late afternoon winds that gust down the canyon and *out* of the anchorage. We call it, "3-minutes of flat calm, 30 seconds of 30 knots, then calm again". Mornings are delightfully flat 'til about 2PM. Locals anchor bow toward the beach so their best anchor is into the canyon wind.

Heading in.

Steer toward the center of the beach and cruise around the harbor to pick your spot. You can pass close to the cliffs on the right, but keep clear of the rocky edge on the left side of the bay. The afternoon winds tend to push boats toward that side. Water depths within the anchorage area are from 15-20 feet to 50-60 feet at the outer limit just beyond the black point on the west or right side of the entrance. The bottom is sandy throughout most of the anchorage.

Where to anchor.

Best protection is along the dark cliff on the west or right side of the bay. The left side of the bay is more exposed to the canyon winds. The seas are usually calm throughout. If there are big swells rolling in (winter), anchor out beyond the black point of the bay. This will keep you out of the breaker zone.

Anchoring suggestions.

Use bow and stern anchors laid out parallel to the cliffs on the west side. Locals anchor *bow toward the beach* to keep the boat in line with the canyon wind which is much stronger than anything coming in from outside. If you want to use a single hook or to stay clear of other boats or wintertime breakers, anchor out in the middle of the harbor but beyond the black point so you have enough swinging room. Also, there is less canyon wind just beyond the black point. The prevailing westerly winds will blow past the harbor just outside, at 90 to 120 degrees to the down-canyon winds.

Cautions.

There is an isolated underwater rock about 30 feet off the right (west) side inside the anchorage. Your anchor line can chafe on this ledge. Keep anchor lines tight to lift it clear of the ledge. To check that your rode is not in contact with ledge, hold your hand on the line beyond the edge of the boat for a few minutes. You will feel tighten and then go a little slack as the boat surges with the swell. But if you feel vibrations on the line as the load changes, then it is rubbing against the rock. Try tightening the lines, or move that anchor further away from the ledge. If you arrive in late afternoon, the canyon gusts can push your boat around making anchoring difficult. If it is too windy or crowded, head east.



PLEASE JOIN US ~

Santa Barbara Sail & Power Squadron Members
Celebrate Students Squadron Classes!

You Are Invited to SBSPS's

5:00 to 7:00 p.m.
Wednesday, November 9, 2016
at
Santa Barbara Maritime Museum
113 Harbor Way, SB

Complimentary Wine, Soda and
Appetizers will be served.

"We will have the Museum to ourselves
And Friendships"

Please R.S.V.P to:
Virginia Johns 805-770-0611
sbmesafirstmate@gmail.com



Speaking of a nice email...!

When we first started sailing in 1990 we fell in love with San Miguel Island. We were fortunate to meet the ranger and hike with him the three sanctioned trails.

It's been many years and now we received this warm email. Not sure we're going again, but if you do please extend our best regards to Park Ranger Ian Williams..

Neil and Sue

----- Forwarded message -----

From: Williams, Ian <ian_williams@nps.gov>

Date: Mon, Sep 26, 2016 at 8:53 PM

Subject: Message for Neil and Sue Ablitt--please forward

To: sales@ablitts.com



Dear Neil and Sue,

I met your granddaughter on the beach here at Cuyler Harbor today when she landed with the Santa Barbara Middle School group on the VISION. She passed along your greetings, and I was absolutely floored when she introduced herself. I guess I've been here for quite a while if I'm now hiking with the grandchildren of the people I used to hike with.

I've thought of you many times over the years and have often wondered if I'd see you up here again. I've sometimes heard you on the radio on MAUDE, but it always sounded like you were down the channel or across along the coast somewhere.

When I think back on all the visitors I have met out here, there are some like you who stand out in particular for your passion and enthusiasm for San Miguel. I'm delighted to see you've passed that enthusiasm along to another generation.

The Fishing Corner

Santa Barbara California



There is a Science to Chum and Bait Cutting

By: Capt. David Bacon

Visit www.hooklineandshooter.com

Cut your chum and baits with purpose. Making a science of it can improve your catch because the size, shape and type of a piece of cut chum or bait determines its presentation characteristics and its appeal. Try these tips and you'll catch more fish.

The first trick is to select what baits to cut. Next, there is chumming to think about, then cutting techniques based upon conditions, hook bait tips, and presentation. Once a fish is hooked, you can take it from there.

Chum/Bait selection: You can get species-specific by choosing appropriate chum and bait. For examples: When sheephead season is on, mussels make great chum and bait, and shrimp or crawdads make great baits. No, that wasn't a typo... crawdads are prime baits for sheephead! For bass – calico, sand bass, and also white seabass - squid and baitfish (anchovies, sardines, mackerel) are the best choices. For ocean whitefish, squid makes the best chum and bait. For rockfish, squid works great, but strips or chunks of mackerel are also devoured immediately.

Chum preparation: Velocity of a prevailing current dictates the best way to prepare chum. In a strong current, force chum to sink through the water column quickly, in order to get down to where fish are holding. Cut simple round pieces baitfish or squid, about an inch thick, to achieve maximum possible sink-out speed.

When fishing where a current is weak, chunks of chum should be precisely cut to add to their attraction. Rather than cutting straight down through a baitfish to make a plug cut, or even cutting at a repeatable angle, try cutting at opposing angles. Visualize cutting the baitfish with a series of cuts like the letter "W". That way, each chunk is shaped something like a wedge which causes the chunk to wobble and spin in little circles as it sinks out. That slight action cranks up the appeal factor and drives fish nuts.

Here's another trick. Mussels make great chum and bait for sheephead, and also for rockfish. Preparing mussels for chum is fun, because we get to hack, crack, smash, and meter the mess over the side as chum. People tend to laugh a lot while preparing mussels for chum and I like to hear people laugh.

Cutting hook baits: Once foraging fish have grown accustomed to a given size, shape, and kind of chum material, it makes perfect sense to give them more of what they are eating, but with a surprise... the hook!



The Fishing Corner

Cut a hook bait in general- the same way as chum chunks because it will look like more of what they have been eating. Another hot tip is to anglecut a baitfish, so that the piece slowly spins as it moves through the water. Fish like tender morsels that move in an erratic fashion. Don't we all?!

Cut bait presentation: Current moves chum well away from the boat and as it sinks out, fish are likely to gather in the chumline and follow it towards the boat. Now if a heavy weight is used, and hook baits are dropped straight down, they will not be where the fish are. In this scenario, try much lighter weights, like maybe just a 1/4oz or 3/8oz sliding sinker and a size 1 live bait hook, so that the hook bait trails into the current along with the chum material to where hungry fish are feeding on chum.

When several people are fishing together, have one or two people use a very light weight – 1/8oz, almost like flylining - while another person uses a half-ounce weight and yet another person uses a two or three ounce weight. When one rig proves to be productive, quickly switch others over to that same rig.

Other cut baits: Don't feel like you're limited to baits you can buy in tackle shops or pull off of pilings and rocks. There are LOTS of other options. Part of the fun of fishing is experimenting, so go forth and have fun with cut chum and baits.

SAFETY TIP FOR OCTOBER 2016

By. Lt/C Duane Felender, S,

Medical Moment



While at sea, if you trip or stumble on your boat and injure your ankle, follow the instructions below to cope with your injury! The main thing with a sprained ankle is that you have to give it REST.

Keep the weight off the ankle as much as possible.

Apply ice: fill a baggie half with ice and add water and seal. (Ice with water is actually colder than ice alone) Make sure that there is a barrier (towel or fabric) to keep the ice from contacting the skin directly. You can use plastic wrap if available to hold it in place.

WARNING: Do not leave the ice on injured ankle for more than 20 minutes at a time. If possible, do this 2 to 3 times per day until swelling goes down.

If swelling persists, you can use an ace bandage or something equal to help reduce the swelling.

Elevate ankle as high as possible to help reduce the swelling.

If available, take an over-the-counter pain medication (Tylenol or Ibuprofen, Aleve, etc.)

Note: If pain and/or swelling persist after you return from the cruise, seek immediate medical attention.



Santa Barbara Sail & Power Squadron 2016 - 2017 Executive Committee

Commander	Cdr. Neil Ablitt, P	698-3298
Executive Officer	P/Lt/C Steve Young, JN	884-9490
Educational Officer	P/C John Profant, SN	968-8015
Asst. SEO.	Mike Pyzel	
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	Sue Ablitt, S	2 Years
	Janis Johnson, S	3 Years

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

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