

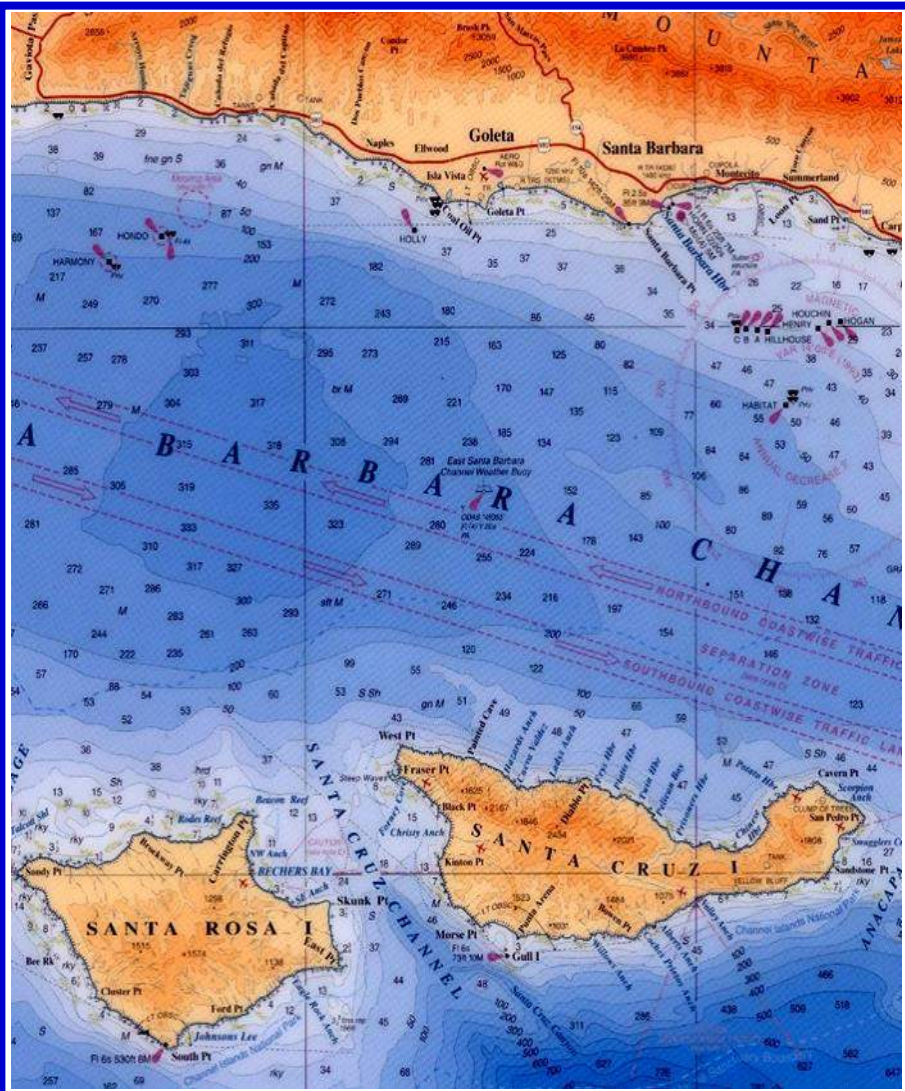
Santa Barbara Sail & Power Squadron



Signal Hoist



Monthly Newsletter, February 2017



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

DATED MATERIAL
PLEASE DO NOT DELAY!!!



FEDERAL
BOATING CLUB

UNITED STATES POWER SQUADRONS

THE SIGNAL HOIST



2017 Calendar of Events



FEBRUARY

18 COW At the Santa Barbara Yacht Club,



MARCH 2017

2 Bridge and Member Meeting, Waterfront Classroom

11 SHIPS AND DIPS at the Harbor

**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

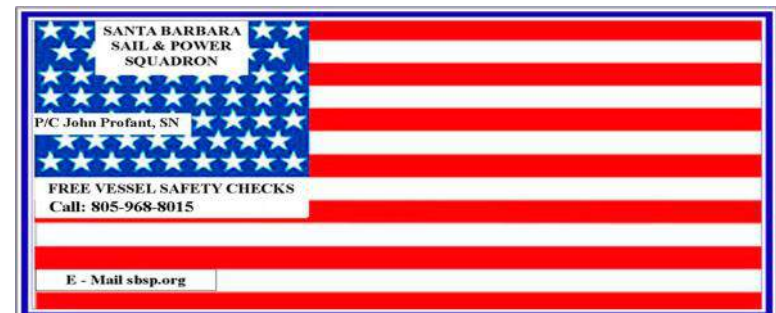


Cdr. Neil Ablitt, P.

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

Greetings,

This is my last report for the Signal Hoist as your commander and soon to be followed by my last official act in this capacity at the upcoming Change of Watch. To that end I would be honored with your presence at the event and know I speak for the entire SBSPS Bridge in extending an invitation to you all to attend the February 18 event. I look forward to it for the opportunity to thank and recognize the many members who have worked so hard to ease the burden and share the responsibilities. Plus I look forward to a fun evening and hopefully the start of a new tradition of holding more SBSPS events at the Santa Barbara Yacht Club. Sue and I joined almost 20 years ago when we were living on our boat in Marina One. We loved the convenient parking and the use of the facilities, but we also found the club unpretentious and casual. Unlike USPS which at one time had strict rules concerning uniforms the only thing close to a uniform we've observed at the YC is a blue blazer and tie at the annual meeting or the commodore's ball. Which raises the question of is there a uniform of the day for the COW? Well, if you are into tradition and wish to wear a uniform John Profant advises that it should be class A, long sleeves, tie and coat. He also adds that a blazer, long pants and a tie would be just fine as well. Others have suggested not wearing anything, but even I find that extreme – especially this time of year. However the yacht club does not have a dress code for Saturday nights. So unless you're in a bikini or some such you will not be turned away. I, on the other hand as the commander and being reminded this is a business affair, will plan to get my jacket and tie out of storage and dress accordingly. But what I'm really looking forward to is the comradery, good food, good drink and having a good time. Especially with the award presentations that recognize both the good and the not so good. **Hope to see you there.**





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



It has been an honor to represent our Squadron as your Education Officer for the past three years. At the Change of Watch, coming up February 18th at the Santa Barbara Yacht Club, P/C Rich Ciolino, JN will be installed P/C John Profant, SN.

as our new Squadron Education Officer. JN will installed as our new Squadron Education Officer. I am proud in that the last few years we have been able to build up our Educational curriculum, offering five courses a year with about 20 students per class.

I want to thank Steve Hodges for teaching the Weather Course. It was an excellent course and we had 23 students. Only nine of the students decided to take the exam but I am proud to say that every one of them passed, congratulations.

Rich will be teaching a Piloting course starting on Tuesday, January 31th in the Waterfront Classroom. 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.

The Piloting course is a 9 week course so I have decided to teach an Advance Piloting course starting April 4th, after the Piloting course finishes up. The AP course is a 10 week course with the final finishing up mid-June. The AP course goes into more depth on reading charts, knowing your position and how to identify and avoid dangerous areas. The course also teaches you how to navigate changing tides and currents in order to avoid trouble.

At this point I am waiting for the new Vessel Safety Sticker to come out. When they do I'll let you know and then we can start scheduling appointments.

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

www.usps.org (805) Page #3 455-9173.



On the water again!

submitted by, Virginia K. Johns, P

Dennis and I sure enjoyed getting involved in squadron and district activities when we were home for a long visit in 2016. But we are back on the water for the last leg of our circular adventure.

We went back to the boat in Grendada on Dec. 30 and spent about 10 days preparing the boat to launch. Some systems needed coaxing after being ignored for 10 months. We had some new equipment to install, such as a new windlass and new engine batteries. We launched back into the water on Jan 9 to test out more of the systems and install the sails.

We rented a car one day in Grenada just before we left to do some provisioning and other errands and a bit of touring as we had not seen much beyond the boatyard and the Budget Marine store. We enjoyed the drive through the Grand Etang National Rainforest. Dennis is getting to be an expert at driving on the left hand side of the road. We hiked to the Seven Sister Waterfalls – beautiful.

On Jan 13 we set sail and headed north. First day trip was from southern Grenada to Carriacou's Tyrell Bay. We motored that day. Next day we hopped up to Bequia, again motoring. But on our third day out from Bequia to St. Vincent we got to sail and at times were cruising at 7.5-8 knots for several hours when in the pass between those two islands. When we arrived at Wallilabou anchorage the boat boys helped us tie up to a mooring and then the locals approached us selling trinkets and fruit – Virginia bought some of both. The pineapple, mangos, and papayas were too beautiful to pass up and just had to try a Sugar Apple. We went for a refreshing swim, then headed to shore when customs opened at 5pm to check out of this country (St. Vincent and the Grenadines) as we will head for St. Lucia tomorrow to pick up Dennis' brother who will travel with us for two weeks. We will probably have dinner at the restaurant on the beach –hoping for some local fare.

We have more scheduled visitors this season than the whole previous 6 years of this adventure. Like us, they are all realizing that this is about to end. While we plan to thoroughly enjoy the Caribbean, we are looking forward to having Libertad back in Santa Barbara (thanks to our dear friends the Crowders!).

We have started to post on our blog site again....we do daily position reports when on the move and then a longer narrative from time to time to summarize our recent adventures. www.sailblogs.com/member/sb-johns



Updated Web Site – *sbsps.net*
By Steve York, Webmaster

Our newly updated web site is now live!! It has the same address - sbsps.net - but a totally new look as well as lots more information and links. We've cleaned up many of the pages and simplified the menus. Among the changes are upcoming events and classes are now highlighted on the right hand side of the screen for easy display and access. Local weather shows at the top of the home screen with detailed weather a click away.

We've also added an "Articles" section that includes stories about the Johns' 'round the world cruise as well as the Ciolino's cruise to Mexico. Future articles will be added here

Thanks goes to Eric Petersen, a recent member, who was responsible for all of the changes. Eric is an avid boater having lived aboard for a number of years. He's currently keeping his eye open for his next boat. In the meantime he's often ready to crew if you're going out.

Treasurer's Report
By Steve York, Treasurer

At the January Bridge Meeting, we presented the proposed 2017 budget for review. The budget includes keeping dues unchanged for 2017. There are also 5 Education classes planned for the year which has been very successful both in bringing in new members as well as helping the treasury.

Major expense items include educational materials for students, dues to National and the cost of mailing the paper Signal Hoist to all members.

Total expenses and income are projected to be equal - about \$13,800 each for the year. Our bank balance as of 12/31/2016 was just over \$20,000. The proposed budget was unanimously approved.



Santa Barbara Sail and Power Squadron
2016 - 2017 Awards
By Ron Slocum

It's that time of year when your Awards Committee asks for your input - we need to know who should be considered for our annual awards. It would be nice to have all nominations submitted by the end of January.

Please review the award descriptions below. Here's a summary:

- Al Lincoln Award (Contribution to education)
- Commander's Trophy
- Most Valuable Player (MVP)
- Dive Day Award
- Power Boat Award
- Sailing Award
- Santa Maria Award (Most active new member)
- Boner Award

Feel free to nominate yourself, or anyone else for that matter. Please provide a reason why the nominee qualifies for the award. Awards will be presented at the annual Change of Watch dinner on 18 February 2017. I hope you will all attend - it's lots of fun.

Please submit your nominations to rslocum@globalisle.com or (805) 685-2142.

AL LINCOLN AWARD

The Al Lincoln Award, initiated in 1972 during the watch of P/C Fred Boutwell, is the oldest award given by the Santa Barbara Sail and Power Squadron. It is dedicated to the memory of Al Lincoln who, by his enthusiasm for and dedication to learning, advanced through the grades in very rapid order. Unfortunately, his squadron successes were cut short by his accidental death in a laboratory at Vandenberg. So, in honor of Al Lincoln, this award is given each year to that member, who by reason of his/her dedication to furthering the spirit of the United States Power Squadrons by education, by contribution of time and effort in the development of teaching aids, inspiring leads in class instruction or sets a noteworthy example of instruction.

COMMANDER'S TROPHY

The Commander's Trophy, donated by P/C Hidlerbrand in 1978, is awarded each year in recognition of a member's unrelenting efforts – year after year – to the Santa Barbara Sail & Power Squadron.



MOST VALUABLE PLAYER AWARD

This award was initiated by P/R/C Budd Gonder in 1989-90 as a way of recognizing those who have provided a valuable service to the SBSPS. It is awarded to that person who, during the year, has gone out of their way – outside their normal responsibilities/duties – to make a significant contribution to the Squadron. A significant contributor is one who has devoted time, energy and talent and provided services which have been of great benefit to the Squadron. It exemplifies the kind of work that would not have gotten done unless someone had taken upon themselves to do it.

DIVE DAY AWARD

This award was initiated in 1993 by Dick and Marcia Rowland as a way to commemorate a member’s adventures, exploits or deeds – good or otherwise – during the annual dive day cruise which they also initiated. A unique stipulation of the grant is that the previous year’s winner names the succeeding year’s recipient, and is further given the privilege of stipulating the criteria under which the year’s award is made.

POWER BOAT AWARD

This trophy, originally initiated by 1976 by P/C Carlton Pettersen as the “Predicted Log Award”, recognized the winner of the years predicted log races which is the power boater’s equivalent of sail racing. Then in 1988, because the Squadron had stopped sponsoring predicted log contests, the designation of this award was changed to the “**Power Boat Award**” to recognize that member who, for the year, made significant use of his/her power boat.

SAILING AWARD

This trophy, also donated by Carl Pettersen in his watch year, 1976, is awarded each year to that member or members who venture out of the harbor on great adventures to experience the greatness of the sea aboard his, her or their sailing vessel.

THE SANTA MARIA AWARD

This trophy is awarded annually to one who has been a member for no more than two years and who is judged to be the most active new member considering courses taken, Squadron work performed and participation in Squadron functions.

THE BONER AWARD

This award was donated in 1980 by P/C Don Crowder. Its stipulation reads simply “**FOR THOSE WHO PULLED A BONER**”.



BLACK
Submitted by, P/C Will Swalling, S

Today, the magic words are carbon fiber. You're going to see them banded around by builders and dealers (and a few snake-oil salesmen) as the material hastening a new revolution. But is it really one? Well, the absolute definitive answer is yes - and no. Carbon fiber has some wonderful properties, but it also brings higher costs and with downsides. We got to experience it firsthand aboard the Paragon Super Sport 28 from Carbon Marine. Here's what we found.

THE CARBON UPSIDES We all know that fiberglass is a composite made from strands of glass that are woven into fabrics and reinforced with resin to create hulls and decks. Carbon fiber simply replaces those glass strands with filaments of carbon. On the chemical side, carbon crystals are shaped like honeycombs, and they align naturally into long, flat ribbons, which are then woven into a matrix much like a coarse fiberglass cloth is. In the case of the Paragon Super Sport 28, the carbon-fiber matrix is bonded with high-quality vinylester resin, which is essentially what aircraft (Boeing) and car (Lamborghini) manufacturers are using in their high-performance products, as do high-end boat-builders such as Viking Yachts.

Why carbon fiber? This is a three-word answer: lighter, stronger, stiffer. These are the qualities that have endeared carbon fiber to the aerospace, automotive and military industries. Here's a breakdown of those attributes.

LIGHTER: In simple terms, if you can build an object in carbon fiber — whether a boat, car or airplane — that is lighter than a similar object in fiberglass, you'll get more speed and better fuel efficiency. Carbon fiber has a strength-to-weight ratio about twice that of the S-glass used in most boats. That translates into the same strength at half the weight of fiberglass, or twice the strength at the same weight.

STRONGER: Carbon fiber is stronger than fiberglass, so it adds extra strength to the equation, which is why the driver of the first McLaren carbon-fiber Formula One race car walked away from a major crash when the car's surrounding "tub" saved him. A material that is stronger also allows builders to use less of it to achieve the original strength, and once again, lighter is faster and more efficient. If you build a boat that is lighter with equal strength, you'll spend less time at the gas dock and more time fishing or doing whatever it is you like to do while boating. Running the Super Sport 28, we saw 2 mpg at 51 mph, so Paragon owners shouldn't count on Christmas cards from their fuel suppliers.



STIFFER: Stiffness is the last trait of carbon fiber, which has a modulus of stiffness about six times that of E-glass, an upgraded fiber glass used in boatbuilding. In real-world boating use, that stiffness translates into a hull that doesn't "oil can" (flex at high speeds) or warp when it sits on a trailer.

Strength is obviously desirable, especially when it comes with the bonuses of lightness and stiffness. All these features are valuable assets when building a boat and make carbon fiber the new buzzword. You already see it in accessories.

Taco Marine launched a new line of carbon-fiber sport-fishing outriggers, which promptly won an Innovation Award at the 2016 Miami International Boat Show. Product development manager Jose Chao notes there was a learning process to take advantage of the material, but he adds: "Carbon fiber outriggers are an easy choice - they're lighter, stiffer and stronger. We don't need to use spreaders to support them, and with the growth of electric reels and big teasers, fishermen put a bigger load than ever on the riggers, and they handle it easily." Taco makes 16-and 20-foot outriggers but, due to the spiral wrapping design, Chao adds, "We have to educate our clients as to what proper carbon fiber looks like."

THE DOWNSIDES

Every silver lining has a dark cloud, and carbon fiber has a few, the first being higher cost. One manufacturer estimated the price of commercial-grade carbon-fiber composites to range from \$5 to \$20 per pound, depending on the variables, while fiberglass ran from \$1.50 to \$3. Some of that cost differential is mitigated by the fact that you use less carbon fiber (by weight) than fiberglass to build a boat, but the hard reality is that carbon fiber is a considerably more expensive material.

Do you need that extra cost? For a Formula One car, speed is measured in ounces saved, so it clearly makes sense — for a boat to take your family on an afternoon outing, perhaps not so much. However, you can't disregard the "cool" factor. Those thousand-dollar rims on your SUV don't make one into a difference in speed - used by Yellowfin Yachts on its carbon-fiber models), you need to look places, such as under the gunwale, or in the bilge or engine bay, to see the black-fiber pattern.

Carbon fiber is also fairly inflexible, which makes it unsuitable for products that need to flex such as skis and helicopter blades. Baseball bats and boat bottoms are another thing, however, and you want these to be rigid. That inflexibility leads to one issue: Fiberglass will often warn of an impending failure by fracturing, whereas carbon fiber has a reputation for what engineers call "catastrophic failure." That means that everything is fine right up to the instant when it breaks. That, of course, is not as much of an issue in a well-designed boat, but it's still something to consider.



Another surprising downside to carbon fiber in boats is that it conducts electricity. Hook a battery to the stern of a carbon-fiber boat, wire up a lightbulb at the bow, and the bulb will light without wires. That makes construction more complex for builders because they need to insulate everything from the carbon-fiber structure.

It's an issue also faced with steel yachts, so it's easily manageable, and the American Boat and Yacht Council addresses carbon fiber in a technical bulletin (E-n) that essentially says to insulate anything that has power coming or going. Insulation should be used with everything, from electronics to something as simple as a switch panel, to prevent electricity from reaching the carbon fiber. That includes special care around through-hull fittings in salt water because salt water becomes an electrolyte that can lead to damaging corrosion and electrolysis.

Communication is another thing. While fiberglass is transparent to wireless signals, carbon fiber (like steel and aluminum) can reduce a Wi-Fi signal by up to 95 percent, according to Raymarine, which suggests taking care to separate electronics from carbon fiber by at least 4 inches to eliminate any ground effect that would inhibit the signals. It also recommends testing each area before drilling holes (which is good advice to heed anytime).

Carbon fiber also requires more skill in craftsmanship simply because of its color. Carbon fiber is black, so when a-crew lays up carbon fiber, they have to be alert to spot any bubbles as the resin wets out, which can easily be seen in white fiberglass materials.

So there you have a look at carbon fiber. With it, you'll get a boat that is faster, more economical, stiffer and lighter, plus has a better cruising range. And, if Carbon Marine is the new standard, an all-carbon-fiber boat also gives you an edge in having the newest and coolest boat.

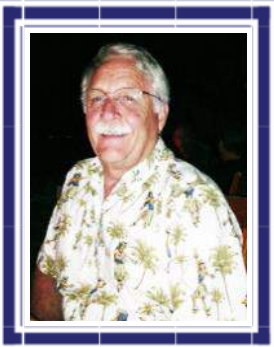
MAGNETIC COMPASS (200bc)

One device that requires power or connection to work and yet provides vital information is the compass. First invented by the Chinese during the Han Dynasty around 2300 BC, early compasses were made from lodestone and pointed south, rather than north.





Your SBSPS Store is OPEN FOR BUSINESS



Greetings fellow Squadron members, I am our assistant to the Treasurer in charge of ships stores and I want to share some information with you about our logo wear. We purchase most of our articles of clothing from Chaz sportswear in Santa Barbara. We can purchase anything from their catalog and have our squadron logo along with your name or your boat name embroidered on the item. Please peruse their whole inventory www.companycasuals.com/chazsportswear then contact me at jipsegoe@cox.net and I will order your items for you. It usually takes approximately 3 weeks for delivery.

We have a few hats in inventory (see picture) as we have to order them a dozen at a time. All other orders can be single items. That being said, we get a better price when we have a larger order. The lettering SBSPS on the T shirt runs about \$10.00 a item and is done by another vendor. The pictured bur-gee represents our 50 years in existence and we have a few left in inventory.



So, if you are a member in good standing and wish to purchase any of our logo wear please contact me .



The Fishing Corner

Winter Sandbass

By: Capt. David Bacon

Visit www.hooklineandshooter.com



I'm attaching a photo for the article on page 13. The caption can be, "Capt. Tiffany Vague, manager of Hook, Line & Sinker fishing center in Santa Barbara shows both a calico bass (in her right hand) and a barred sand bass (in her left hand), to help you distinguish between them. Both species may be caught and kept during the winter (14-inch minimum size limit).

Capt. David

SAFETY TIP FOR FEBRUARY 2017

By, P/C Richard Ciolino, JN

Know the Navigation Rules

(Nautical Rules of the Road)



Knowing the nautical rules of the road is important for all boaters. Knowing what to do when meeting, crossing or over taking another boat can prevent costly damage to your boat, personal injury or even loss of life. (We teach this in ABC Boating class.) Whenever you believe there is a threat of collision you should slow down, stop or steer away from the situation in question. Maintaining a proper lookout and a safe speed are all a part of good seamanship and should be an important part of boat operation.



The Fishing Corner

Winter Sandbass
By: Capt. David Bacon

Winter Sandbass
By: Capt. David Bacon
Visit www.hooklineandshooter.com

Sand bass are thought of as a summer fish, but they are here and can be caught during the winter, too. They forage throughout inshore reefs, clam beds, and sandy flats for their favorite foods

Like their cousins the calico bass, sand bass tend to be more lethargic during the cold-water regime of winter, however they will readily eat a surprising array of foods including; baitfish, squid, worms, clams, shrimp, pelagic red crabs, and krill. They will lie motionless in close proximity to camouflaging cover, but move aggressively up in the open water column to take advantage of an available food source such as a passing baitball.

Start the day fishing shallow. Harbors throughout SoCal offer year-round sand bass fishing opportunities along the edges of dredged channels adjacent to breakwaters and rock groins and they also forage near live bait receivers. Live baits, artificial baits (such as Berkley Gulp baits) and cut baits will all entice “sandies” or “grumps” when they are foraging in shallow water. A Krocodile lure with a squid strip attached to the hook is deadly when pumped slowly near structure spots. Use light tackle and very light line (6 to 12-lb line) inside harbors.

Now move outside the harbor and fish nearshore waters at depths from 40 to 80 feet. Patrol the shallow sand/mud areas while intently studying a good fish finder, looking for swarms of sand bass suspending in formation, from the bottom well up into the water column. Stop and make a few casts whenever large baitballs of anchovies or sardines are encountered because that’s precisely where a hungry sand bass belongs – attacking baitballs from below.

At times sand bass will be spread throughout a wide area in singles or small groups. Drifting live baits on a reverse dropper loop rig (hook on the end of the line, with a weight attached to a loop a few feet up the line from the hook), is a simple and productive way to cover a wide area and pick at the fish. Several fun hours of this technique will usually produce a number of sand bass with maybe a couple of kelp (calico) bass mixed in.

Another productive method is to tie on a plastic single or double-tail grub on a leadhead, drop the combo to the bottom and then slowly motor about fifty yards while paying line off of the reel. Then shut the engine down and slowly walk the lure along the bottom with a pump and reel technique, until the line is retrieved or a fish is hooked.



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	
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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