

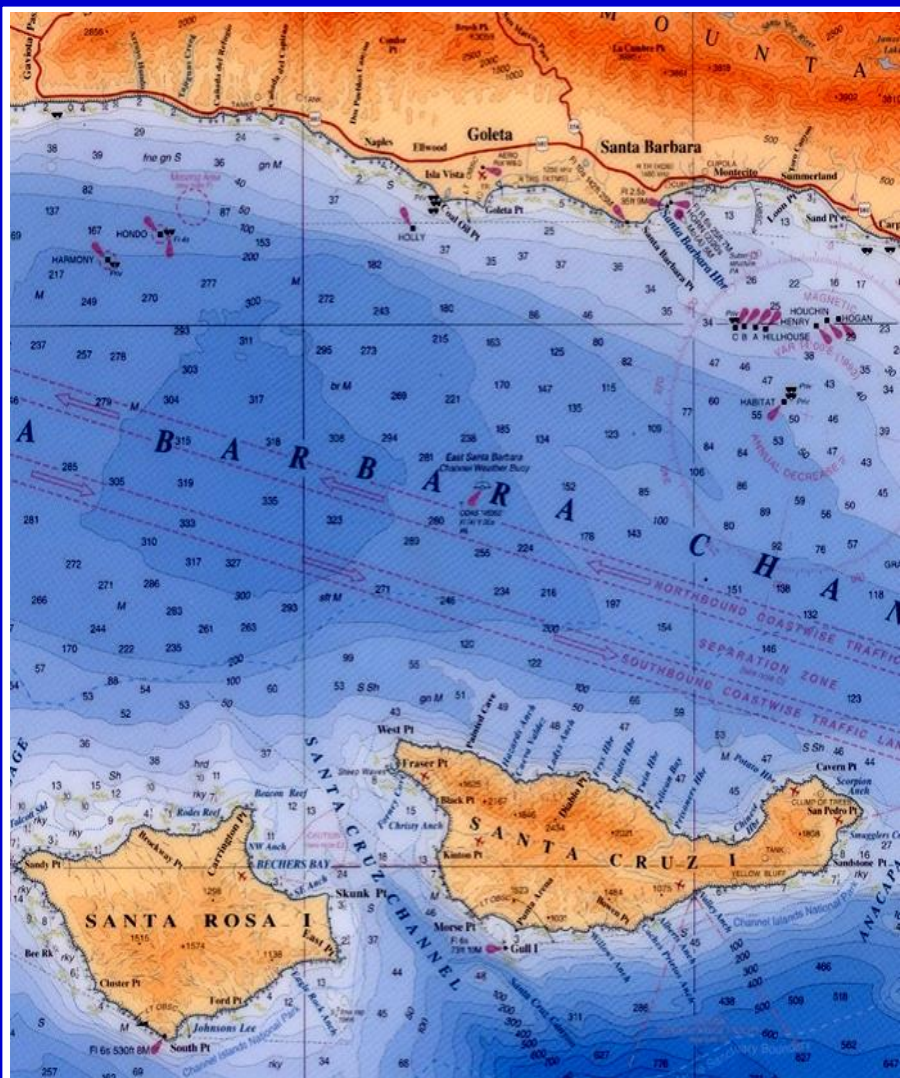
# Santa Barbara Sail & Power Squadron



## Signal Hoist



Monthly Newsletter April 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®



# 2017 Calendar of Events

**April**

**22** Spring Brunch/Meet-the-Members Meeting, Swallings.

**May**

**6** Operation Clean Sweep, Marina 3, 8am-11am, Marina 3  
Business Meeting, Noon, Waterfront Classroom \*\*\*  
**13** Nautical Swap-Meet, 7am-Noon, Harbor Parking Lot \*\*\*  
**20-26** North American Safe Boating Campaign\*\*\*  
**25** Summer Evening Cruise, 4-7pm \*\*\*  
**31** SoCal300 Racing Fleet/Walk-the-Docks, 3-6pm,  
**32** Marina 1\*\*\*

**\*\*\* Commander's Updates**

**June**

**1** Membership Meeting, Speaker(s) tbd, 7:30pm,  
Waterfront Classroom  
**10** Rally Just for Fun, ~Noon  
**16-17** Ventura Squadron Cruise to SB, Welcome/Meet-and-  
Greet host Ventura Squadron  
Summer Evening Cruise, ~4pm

**July**

**6** Business Meeting, 7:30pm, Waterfront Classroom  
**6** Rally Just for Fun, ~Noon  
**7** Cruise to Channel Islands Harbor  
**8** PCYC Dinner  
**27** Summer Evening Cruise, ~4pm  
*\*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. Susan Hodges, 805 845-4149**



Cdr. Susan S. Hodges, P

Santa Barbara California



## APRIL COMMANDER'S MESSAGE, Cdr. Susan S. Hodges, P

Greetings,

Thanks to all who came out on a chilly Sunday night for the **Star Party** at the Westmont Observatory. And special thanks to Westmont faculty Tom Whittemore for opening up the Observatory scope, and for organizing members of the Santa Barbara Astronomical Unit, who brought their own telescopes and shared their knowledge and enthusiasm with us—what an impressive group of volunteers! For more information about the AU, visit their website, sbau.org. They hold monthly public outreach events at Westmont, and at the Museum of Natural History, among other community venues.

Coming up, the annual brunch at the home of Doris and Will Swalling. Don't miss the **Spring Brunch**, this year on Saturday, April 22, 10am-1:30pm. For more information, see the announcement in this month's *Signal Hoist*. Also see inside the *SH* for the announcement of John Profant's **Advanced Piloting** class starting Tuesday, April 4—John has taught this course for many years—if you haven't taken it, now's your chance!

April may be relatively quiet, but we'll make up for it in May! Please consider volunteering for **Operation Clean Sweep**, Saturday, May 6, 8-11am. The Squadron will join other community volunteers to help clean the seafloor of Marina 3. Now in its 11<sup>th</sup> year, OCS has removed nearly 18 tons of “stuff” from our harbor. The Waterfront Department will provide donuts & coffee at 8am, and lunch at 11am—what's not to like? Join us—and wear your SBSPS hat or polo proudly! (No swag? Contact Pete Seagoe—he's got the goods: jpseagoe@cox.net) After lunch, we'll hold a **Business Meeting** (optional for everyone but the Bridge) in the Waterfront Classroom.

The following weekend is the **Nautical Swap Meet**, Saturday, May 13, 7am-Noon, in the Harbor parking lot. SBSPS will again host a booth—bring your nautical items to sell, or shop for that oh-so-necessary widget.

Also in May, we'll kick off our **Summer Evening Cruise** series on Thursday, May 25, and **Walk-the-Docks** (and gawk) at the SoCal300 racing fleet on Wednesday, May 31. And we're planning activities to help promote boating safety and education during the **North American Safe Boating Campaign**, May 20-26. More on these activities closer to the date.

**For information on these or any of our classes or activities, please visit our website, [sbps.net](http://sbps.net).**

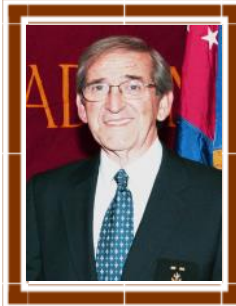
**Hope to see you at one of our events—Cheers!**

Susan H



United States Power Squadrons®

## SEO APRIL MESSAGE Lt/C Richard Ciolino, JN



The Piloting class that began with 23 students suffered some attrition and picked up one more student during the eight-week course. In the end nine students picked up their open-book take-home exam during the final class



## *Calling All Squadron Members..*

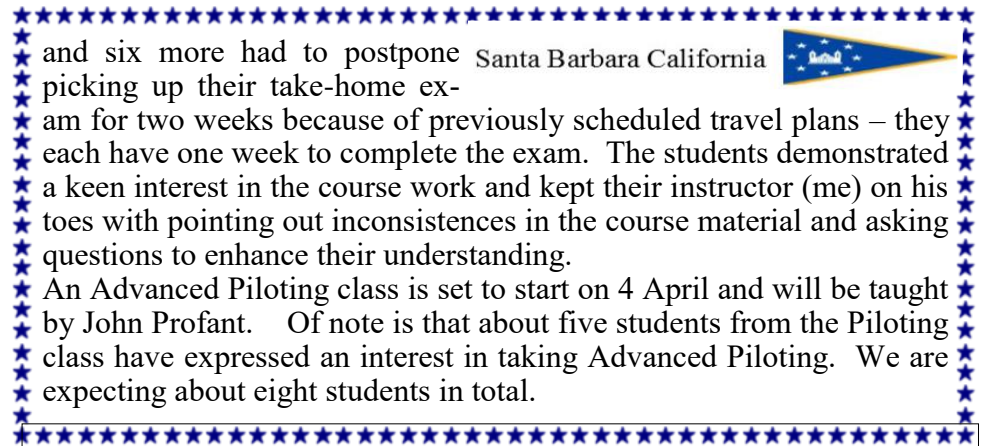
**Operation Clean Sweep Saturday,  
May 6, 8am-11am Marina 3**

0800. coffee & donuts, and 1100, lunch, provided by the Waterfront Department: and in between, help sort flotsam and jetsam that divers fish out of Marina 3.

SBSPS is joining other community volunteers to help with the Harbor's annual clean-up effort. All ages are welcome, and supplies are provided. Join us, and to make sure there are enough donuts, please RSVP, [hodgmojo@cox.net](mailto:hodgmojo@cox.net)

**Save -the -Date  
Nautical Swap Meet  
Saturday, May 13, 9am-Noon  
Squadron's Booth/Harbor Parking Lot**

**[SBSPS.NET](http://SBSPS.NET)**



and six more had to postpone Santa Barbara California picking up their take-home exam for two weeks because of previously scheduled travel plans – they each have one week to complete the exam. The students demonstrated a keen interest in the course work and kept their instructor (me) on his toes with pointing out inconsistencies in the course material and asking questions to enhance their understanding. An Advanced Piloting class is set to start on 4 April and will be taught by John Profant. Of note is that about five students from the Piloting class have expressed an interest in taking Advanced Piloting. We are expecting about eight students in total.

## **Eight College Buddies Cruising the BVIs By Virginal Johns K. P**

It was with a bit of trepidation that we agreed to have three of Virginia's college roommates and their husbands join us in the Caribbean aboard Libertad. We love these folks. The women have been friends for over 40 years and the husbands all came shortly thereafter. In fact, Virginia and Dennis met in college and there were many occasions where Dennis tagged along with the roommates to dinner or a concert. So we both knew these folks for a long time.



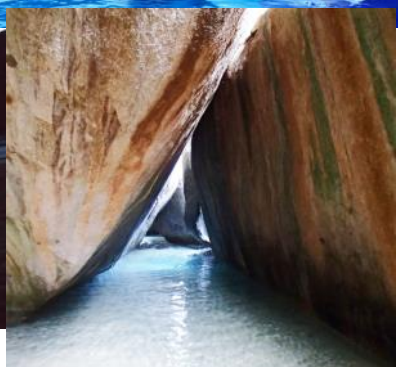
But we knew that 8 of us for 2 weeks would stress some of the systems. Firstly, we would be sleeping on the deck with the other three couples in the Vberth, Aftberth and Salon bedding areas. Secondly we worried about them understanding about water and power conservation and in general that it would be like camping.

But we need not have worried. The trip went wonderfully. Ron and Vicki Slocum helped make that happen by meeting with us in advance to provide charts and cruising guides and to suggest a route that would be doable during the time available and with the understanding we had non-sailors aboard. Ron and Vicki even gave us some CDs they cut for us of island music to get us in the mood. Next we met with two of the couples that live in California when we were home, one just about an hour south in Agoura and another about 2 hours north in Atascadero. We gave them the "it's like camping" lecture but that didn't deter them and by the time they left that night they had booked their reservations to St. Thomas with a ferry ride to Tortola, where we would meet them. We had the sleeping arrangements and food plans drafted when we got word that a third couple, who live in Virginia, wanted to join us too! No problem, add a bit more food to the meal plans and buy a couple blow up mattresses so Dennis and Virginia can be comfortable on deck.



You can read our blog to see more details of our adventures with our college buddies – but in

short we snorkeled a lot, drank a lot of rum, had a lot of laughs, and decided that Nanny Cay Beach Bar had the best Painkillers in the BVI (and we tasted quite a few!). We were given a bottle of rum as a gift from the Martinique Tourist Bureau when we finished our Atlantic crossing. **We are trying our best to save it for future painkillers made by Ron in Santa Barbara for all of us to enjoy!**



## A Starry, Starry Night....

By Lt/C Peggy Ciolino and Lt/C Betty Koch

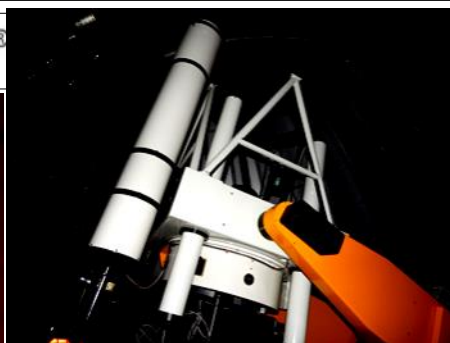
Photos by, Lt/C Peggy Ciolino, Lt/C Betty Koch and Lt/C Ronald C. Slocum.

On Sunday evening, March 5, 2017, the Santa Barbara Sail and Power Squadron was treated to an incredible evening of star gazing at the Westmont College Observatory. Thanks go out to Commander Susan Hodges for arranging this event with Westmont physics faculty member Tom Whittemore, who gave us access to the Westmont Observatory, and to members of the Santa Barbara Astronomical Unit who set up several high powered telescopes outdoors.

The day began with some concern as wind and rain continued most of the day. Undaunted by the day's weather, 14 SBSPS members ventured out on a cool night and were greeted by perfectly clear skies which enabled them to see the moon, Venus, constellations, and beautiful close-ups of the moon and various nebulae through the outdoor telescopes and the observatory's 8 inch refracting and 24 inch reflecting telescopes. Because it was also very cold that evening, the hot chocolate and cookies helped soothe the shivers. Feast your eyes on the following photos capturing the evening show.

One image was of great interest, especially to those of us that remember the Apollo Program. In the beautiful close-up view of the moon through one of the Astronomical Unit telescopes one can see the Sea of Tranquility where the Apollo 11 spacecraft landed on July 20, 1969. The landing site is located just below the center in this image. One way to locate the site was explained by a member of the Astronomical Unit as follows: If one studies the view you can imagine a large dark area that resembles a fish with its tail to the left and its head to the right, with a large ball above its mouth. The landing site is in the fish near and below its mouth.







## Save the Wave

Submitted by, P/C Will Swalling, S

### PUT YOUR HANDS IN THE AIR LIKE YOU JUST DON'T CARE.

I USED TO WAVE AT EVERYONE.  
BUT SINCE NO ONE'S waving back, everyone's snubbing me like I was a pork chop at a kosher deli, that's it for you guys — I'm keeping my hands on the wheel.



Back when I first got into boating — when we built boats from whatever was lying around, which was mostly trees — there weren't many of us, so we waved at each other. If you had a little Lyman outboard, you waved at the guy in the big Owens sedan and he waved back. It was a support system, signaling that it was OK to be out here when others had enough sense to stay on dry land. Everybody had their own style of waving too, and over the years I've found that there are four general categories:

**The Fuhrer Flip** No arm-out/palm-down *sieg* *Neil* for Adolph. He raised only his forearm and brought up his hand in a dainty little flip. It said power. It said, "I'm a megalomaniac." You rarely see someone in a skiff doing this; you need at least a Hatteras.

**The John Wayne** The Duke never waved; he saluted. Not a full salute — that was for studio owners. Everyone else got a two-finger touch to the eyebrow. On the water, this is only for heroes in fast boats heading far offshore.

**The Hollywood** Your hand is flicked gunlike, with a click and a wink. Very "who-loves-ya-baby," agent-to-the-stars style, requiring a Euro-cruiser and some serious bling to pull it off.

**The Come In, Rangoon** You bring your arm up, grab the imaginary tuner of an old-fashioned shortwave radio and give it few short, snappy twists.

There are plenty of variations. Yet, most of us are now keeping our hands well below the gunwales. So how do you know who is wave-worthy? Apparently, the process is now highly complex and exceedingly selective.

I've been told that in the go-fast world, Cigarette owners never wave at anyone — especially Donzis, which they consider to be Don Aronow's stepchild from a brief sordid affair. Surprisingly, not many folks wave at Fountains except other Fountains. It has to do with the



Cult of Reggie, a little too extreme for most nonbelievers. Yet almost everyone says they'd wave to Velocitys and Bajas for keeping it real with no steps.

Then I asked a guy with a Sea Ray 330 Sundancer. "I used to wave only to Sea Rays," he told me, "but there are too many. They're everywhere. Now I wave only at other 330s."

Rybovichs are at the other end of the scale. I'm told that these owners are very enthusiastic wavers — but only to each other. If I could afford \$7 million for a 78-foot sport-fisher, I'd be enthusiastic too. However, since the company has built only 126 boats since 1947, these guys usually don't have much reason.

So, can you blame me for not taking my hands off the wheel? I'd like to. But why should I risk the embarrassment of not getting a hail back? Of course, as always, I'll see you outside the inlet. Just don't expect me to wave.

## SIXTY YEARS OF WD-40

Submitted by, P/C Will Swalling, S

**IF YOU HAD TO MAKE** a guess at two products that nearly every boat with a cabin has in it, you'd probably nail it if you said duct tape and WD-40. Duct tape is pretty simple. You use it to tape stuff together, with varying amounts of success. But WD-40 is not quite so humble. For 60 years, people have been using it for everything from eliminating squeaking door hinges and freeing rusted bolts, to removing pythons from bus chassis and naked burglars from air-conditioning vents (yes, really). This ubiquitous product, which the manufacturer says was the 40th attempt to make a water displacement (WD - get it?) product for preventing corrosion in nuclear missiles, has many applications for boaters, but it shouldn't be used everywhere.

While the formulation for WD-40 is a secret, it's basically a solvent, mixed with light oil, a thinning agent, and a propellant. It's a great product when you need to get some oil into a place only a spray can get to, and its solvent properties make it handy for cleaning most metals and some plastics. And yes, it does displace water. It's a fair bet that most boaters have a can (or two or three)



WD-40 for freeing rusted bolts? Yes. For lubricating rollers? Not so much.



United States Power Squadrons® aboard, and it's handy as an occasional squeak killer and rusted-bolt remover. But WD-40 is not a long-term lubricant and tends to get sticky over time. The thinning agent makes it easy to spray the product, but caution should be used because it quickly evaporates and leaves a heavier residue that can become gooey and attract dirt. No need to abandon your faithful WD-40. Just make sure you're using it right. — **CHARLES FORT**



## ***Calling All Squadron Members..\_***

**Operation Clean Sweep Saturday,**

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0800. coffee & donuts, and 1100, lunch, provided by the Waterfront Department: and in between, help sort flotsam and jetsam that divers fish out of Marina 3.

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## **SAFETY TIP FOR APTIL 2017**

By. Lt/C Richard Ciolino, JN



### **Routine Maintenance of Inflatable Life Jackets**



This safety alert reminds all inflatable life jacket users of the importance of performing periodic maintenance on their equipment. Instances of fatal accidents where inflatable life jackets failed to properly inflate have been documented.

**When a life jacket fails to inflate properly, the results can be life-threatening.** Unknown bladder leaks may exist, fabric degradation or an improperly installed CO2 cylinder is all it takes to render an inflatable life jacket ineffective by preventing its inflation or ability to stay inflated.

Various manufacturers of inflatable equipment will likely have different maintenance instructions for their products and directions for the user to service and inspect the devices. Knowing and following the manufacturer's maintenance instructions are critical. Proper maintenance service and inspection will ensure all parts of the life jacket including the **bladder, inflation mechanism, and CO2 cylinder are checked and in good working order.** The Coast Guard highly recommends routine maintenance, service, and inspection in accordance with the manufacturer's instructions.



**This safety alert appeared on the USPS Safety committee web page for its National Safe Boating Campaign – Wear It!**



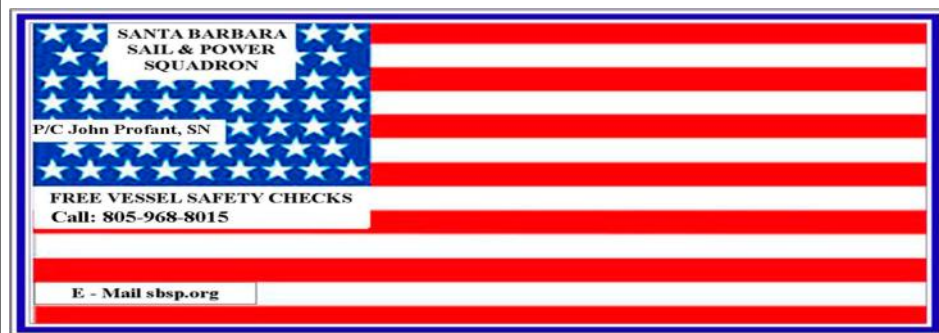
# The Fishing Corner

This may be a strange fishing season that keeps us thinking and guessing. In March we've seen yellowtail on the back side of Santa Rosa and Santa Cruz islands and we've seen 3 to 6-pound bonito up the coast between platform Holly and Tajiguas. That my friends is a very strange March unless we're deep into an El Nino. From what I'm hearing the ocean modeling community is a mite puzzled about what is happening. Me... I just go out and ask the fish. They know what they are doing.

The safe and secure fishing option is rockfish and lingcod. On recent trips many anglers are finding that it is a little tough to catch a limit of lingcod and that is because the rockfish are so hungry that they are swarming baits and lures before the lingcod below have a chance. For the past full season, rockfish have been gorging on pelagic red crab and now that the red critters are mostly a bit south of us, the rockfish are hungrily looking for food sources. We have an incredibly good population of rockfish and of lingcod, so catching some for the table and for the freezer isn't usually difficult.

A simple and effective rig is a double-dropper loop... a weight on the bottom and two hooks above, each in its own loop about 18 inches apart. The size of the weight depends up depth, current and wind. The safe bet is to go fairly heavy with 8 to 12 ounce torpedo sinkers. Hook sizes depend upon the type of bait used. If you have live mackerel or large sardines then a 7/0 hook size is good. But for smaller baits and squid strips, a size 3/0 hook is usually about right. Those rockfish and lingcod have large mouths.

**Season is here, so get out there and catch some fresh fish for dinner!**



## Santa Barbara Sail & Power Squadron 2017 - 2018 Executive Committee

<b>Commander</b>	<b>Cdr. Susan Hodges, P</b>	<b>805 698-3298</b>
<b>Executive Officer</b>	<b>Lt/C Peggy Ciolino, P</b>	<b>805 682 4543</b>
<b>Educational Officer</b>	<b>Lt/C Richard Ciolino, JN</b>	<b>805 682 4543</b>
<b>Asst. SEO.</b>	<b>1<sup>st</sup> Lt. John Profant, SN</b>	<b>805 968 8015</b>
<b>Administrative Officer</b>	<b>Lt/C Betty Koch, P</b>	<b>805 968 5568</b>
<b>Secretary</b>	<b>Lt/C Ronald C. Slocum, AP</b>	<b>805 685 2142</b>
<b>Treasurer</b>	<b>Lt/C Steve York</b>	<b>805 569 5040</b>
<b>Asst. Treasurer</b>	<b>1<sup>st</sup> Lt. Peter Seagoe, P</b>	<b>805 967 4468</b>

<b>Members at Large</b>	<b>Sue Ablitt, P</b>	<b>1 Year</b>
	<b>P/Lt Janis Johnson, S</b>	<b>2 Years</b>
	<b>Jim Hirsch</b>	<b>3 Years</b>

<b>Auditing Committee</b>	<b>P/C Pernilla Hallstrom, SN</b>	<b>1 Year</b>
	<b>P/C Tom Koch, SN</b>	<b>2 Years</b>

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 [doris@dorisswalling.com](mailto:doris@dorisswalling.com)  
Editor: Doris A. Swalling E-Mail [doris@dorisswalling.com](mailto:doris@dorisswalling.com)

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

**Printed by: Bills Copy Shop**  
**1536 State St.**  
**Santa Barbara, CA 93101**