

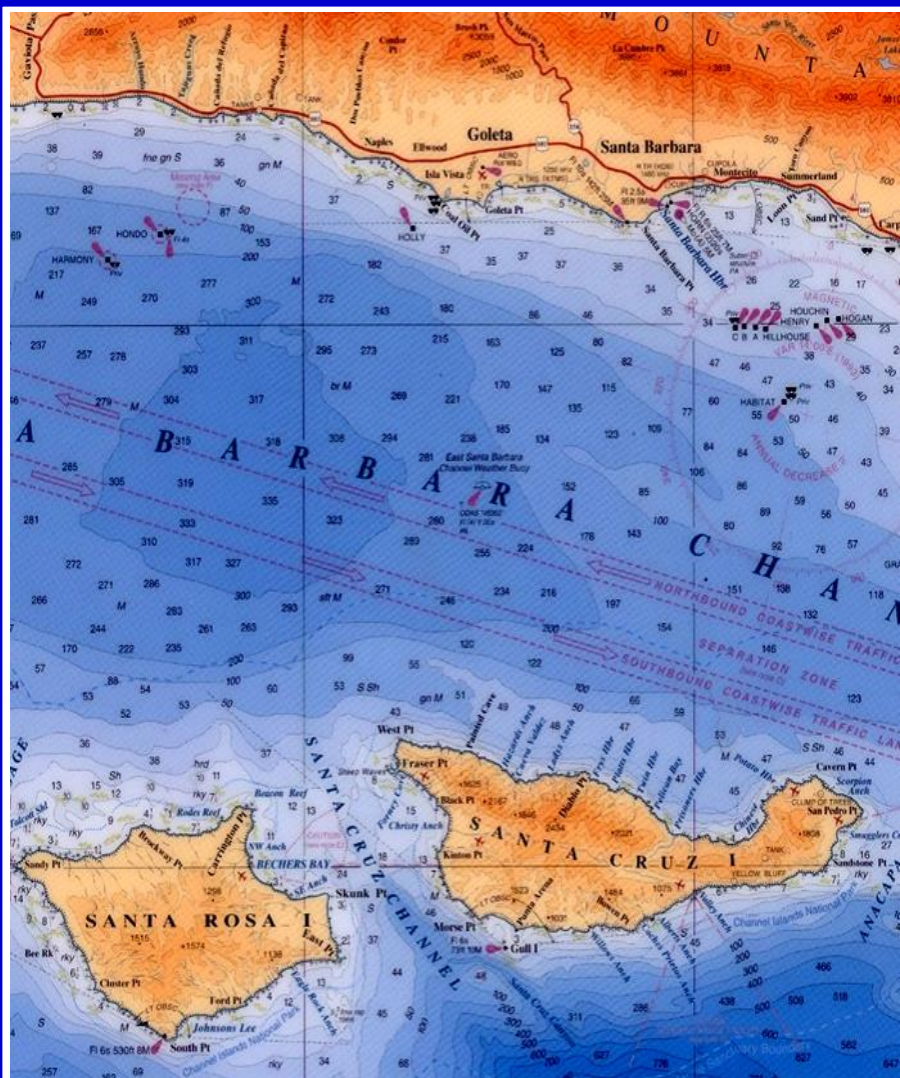
Santa Barbara Sail & Power Squadron



Signal Hoist



Monthly Newsletter June 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



2017 Calendar of Events

May

- 25 Summer Evening Cruise, 4-7pm
- 31 SoCal300 Racing Fleet/Walk-the-Docks, 3-6pm, Marina 1

June

- 1 Membership Meeting, Mike Pyzel, speaker, 7:30pm, Marine Center Classroom
- 10 Rally Just for Fun, Noon-5pm
- 16 Meet-and-Greet with Ventura Sail & Power Squadron, 6pm, Marina 1
- 29 Summer Evening Cruise, 4-7pm

July

- 6 Business Meeting, 7:30pm, Marine Center Classroom
- 7 Cruise to Channel Islands Harbor
- 8 PCYC Dinner
- 27 Summer Evening Cruise, 4-7pm

August

- 3 Membership Meeting, 7:30pm, Marine Center Classroom
- 7 Cruise to Catalina/Isthmus
- 31 Summer Evening Cruise, 4-7pm

**Cruise locations and dates are subject to weather conditions.
Alternate locations and dates will be considered if other 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 SAIL AND POWER SQUADRON JUNE COMMANDER'S MESSAGE, Cdr. Susan S. Hodges, P

Greetings,

Quick review and shout-outs for our May events—we were busy!

Thanks to those dozen or so Squadron members who volunteered for **Operation Clean Sweep** on Saturday, May 6. The stuff the divers pulled up in Marina 3 was...interesting—everything from an old battery to an old walker. After a couple hours playing with the muddy flotsam and jetsam—shout out to Ron Slocum for endless trips to the dumpster—we refreshed with tasty sandwiches provided by the Waterfront Department—thank you, Mick—and headed over to the Cutter Blackfin for an impromptu tour. Kudos to the USCG for a welcoming and informative look around their immaculate ship.

The following Saturday was the **Nautical Swap Meet**—not sure if anyone found that oh-so-appropriate Mother's Day gift, but we did manage to raise a few dollars for the Squadron and several members “unloaded” more than few items from their garages...maybe that's just what Mother wanted after all!

On May 20, we kicked off the Squadron's promotion of the **North American Safe Boating Campaign** (otherwise know as Safe Boating Week) with tabling at the harbor, promoting our Vessel Check Program, and the seminar and ABC class that SEO Rich has organized—thanks to the Slocums for tabling and to Rich for pulling together the classes—more about those in this issue of the *Hoist*. On Tuesday, May 23 (before the AP class!) we're participating in the **Harbor Patrol's Flare Shoot**—6:30pm on the beach near the Yacht Club. We collected expired flares at the Swap Meet and at the May 20 tabling, so we should have enough for an entertaining display. Thanks to the Yacht Club for help promoting this event. On Saturday, May 27, Rich has scheduled the “**Partner in Command**” Seminar, and on June 13, a five-week **ABC course** begins. All and all a good Squadron effort to promote safe boating!

And we finished the month by kicking off our **Summer Evening Cruise** series on May 25, and **Walking-the-Docks** (and gawking) at the SoCal300 racing fleet on May 31.

On to June....Please plan on attending the **Membership Meeting** on Thursday, June 1, 7:30pm in the Marine Center Classroom (aka, the



Waterfront Classroom). Featured speaker will be our very own Mike Pyzel, who'll present a primer on summer cruising in the channel. Mike has a long history of sailing accomplishments—competing in the very first Single Handed-TransPac, for starters—and is a highly regarded marine surveyor to boot. We'll start the evening with some sweet treats and coffee, and after Mike's talk, end with a brief Business Meeting—hope to see you there!

Later in June, more cruising events, and a **Meet-and-Greet with the Ventura Sail and Power Squadron**. They are cruising to Santa Barbara on Friday, June 16, and we'll be meeting them at 1800 in Marina 1 for dockside appetizers, showing off some of our local beers and wine—we shouldn't have any trouble with that!

For information on these or any of our classes or activities, please visit our website, **sbps.net**—and be sure to check out the new **Forum** page! Congratulations and thank you to Eric Peterson and Steve York for creating a secure place for us to meet online for event updates and discussion, and to share knowledge with fellow members.

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

Membership Meeting Summer Cruising Primer with Mike Pyzel

Thursday, June 1, 7:30pm,
Marine Center Classroom

*Meet-and-Greet the
Ventura Sail & Power Squadron
Join us for Beer, Wine & Appetizers
on the Dock
Friday, June 16, 6pm, Marina 1*

SEO JUNE MESSAGE Lt/C Richard Ciolino, JN

Santa Barbara California



Lt/C Richard Ciolino, JN

John Profant's Advanced Piloting class is well underway with a very enthusiastic class of 15 students. It runs until June 4. I popped in there two weeks ago and passed out the graded Piloting Take Home Exams to several of the AP students who took the preceding Piloting class as seen in the accompanying photo.



As summer approaches we will be offering two classes before taking a classroom hiatus until Fall when we'll be resuming our educational offerings. On Saturday May 27, in support of National Safe Boating Week, we will be presenting a 3-hour seminar from 0900 to 1200

hours titled "Partner in Command". This seminar focuses on teaching non-skippers and crew how to handle key skipper duties should the need arise, and to give crew members a better understanding of boat operation.

Beginning right after the AP class on June 13 we will be presenting our introductory boating class, "America's Boating Course" or ABC. The class runs five weeks and starts on Tuesday June 13. This class qualifies as an approved class for California's new Boater Card Law that goes into effect on January 1, 2018. A notice with flyers for these classes has been sent out to the squadron. As many of us in the SBSPS recognize, boater education is a good thing as most boaters have never taken a class. It is because of this lack of understanding or concern over boater safety, as defined by rules and common sense, that uninformed boaters are more likely to be involved in accidents than boaters that actually operate their vessels in accordance with those rules. From horse drawn carriages to automobiles and trucks, the need for operational law and order on our roads through enforced education (DMV written and driving tests etc.) and licensing was recognized and implemented – it's now time for California and other states to address boating on our waterways in order to improve safety through enforced education.

We expect this need for qualified boater education will have an impact on our squadron's educational offerings. To this end we will be giving two ABC classes in June and October of this year. We'll see what the impact of the Card Law is and plan accordingly for the future. For more about the California Boater Card Law see the Boating Safety Tip section of this Signal Hoist. If you have any questions or suggestions feel free to contact me at rdcio-lino@cox.net or 805-682-4543. Sail safely!



This is a request from a longtime friend of the Santa Barbara Sail and Power Squadron and a contributor of the

FISHING CORNER syndicated Columnist
Capt. David Bacon

Hi all,

I'm doing a reply-all because this is for the entire squadron. If squadron members are missing from this address list please inform them.

There is event (fundraiser) that I'm asking the squadron to help promote and support. It is for the SB/VT chapter of Coastal Conservation Association (CCA). I sit on the California State board of directors of CCA.

The event is Sunday, July 30th, noon until 3:00 at the Channel Islands Yacht Club (CIYC). Frank Sullivan there is on our local chapter board and helped us get that venue. The event is called 805 Live Surf & Turf. There will be food, the bar is open (but your own drinks), live music, video, auction, etc. By the way, CIYC is where the live grow-out pens are holding baby white Sea bass.

It is \$45 per person (which includes membership in CCA), or perhaps the squadron can join together to buy a table which I believe is \$450.

I'd like to see these two organizations collaborate and cooperate since we all love the sea and her critters. To learn more about the California chapter of CCA, the website is www.ccacalifornia.org

Please decide if the squadron will buy a table or perhaps go individually. I would like to see a very strong squadron presence.

For tickets, swing by my tackle shop (Hook, Line & Sinker at 4010 Calle Real, SB (on Calle Real between upper State Street and Hwy 154). Tiffany is usually there and she can sell the tickets.

Question... are therebither squadrons within the SB/VT area that we can work with on this?

Thank you,
Sent from my iThing
Capt. David Bacon



SAFETY TIP FOR JUNE 2017

By. Lt/C Richard Ciolino, JN

Getting a California Boating Card through qualified boater education will make boating safer for all of us! That's the tip.



An introduction to the **California Boater Card Law** was given in my SEO Report in this Signal Hoist and I'd like to expand on it here. First of all, further information can be found on the California Department of Boating and Waterways (CDBW) website <http://www.dbw.ca.gov/> under Safety and Education. I've tried to boil it down to several key points, so here they are:

The California Boating Card Law applies to all **operators of motorized vessels**, including sailboats and dinghies with motors. It pertains to **boating education** and not vessel operation. Operation laws have been on the books for years and will continue to be enforced. The Card simply shows that one has taken and passed a written test for a qualified boater education class.

The Card is required to operate a motorized vessel in **California waters** which includes lakes, rivers, bays, harbors, and waters three miles off-shore including islands such as the Channel Islands.

The law is going into effect on January 1, 2018 after which all motorized vessel operators 20 years old and younger must get their card by December 31, 2018. Other groups by age will be added each year until 2025 when all operators, regardless of age, will need the Card. Once you get the Card it's good for life. One doesn't have to wait for their age group year to get the Card. See the CDBW website for the phase-in schedule.

There are some exemptions from needing a California Boater Card such as operating a rental vessel, residents of other states that have a similar law, operating a vessel in an organized regatta or race, or having a current commercial fishing license. See the CDBW website for details.

Here is a summary of the current **motorized vessel operator** law. Motorized vessel operators are constrained by primarily two parameters: Age of 16 yrs., and Engine Size of 15 hp as follows:



(SAFETY TIP CONTINUED)

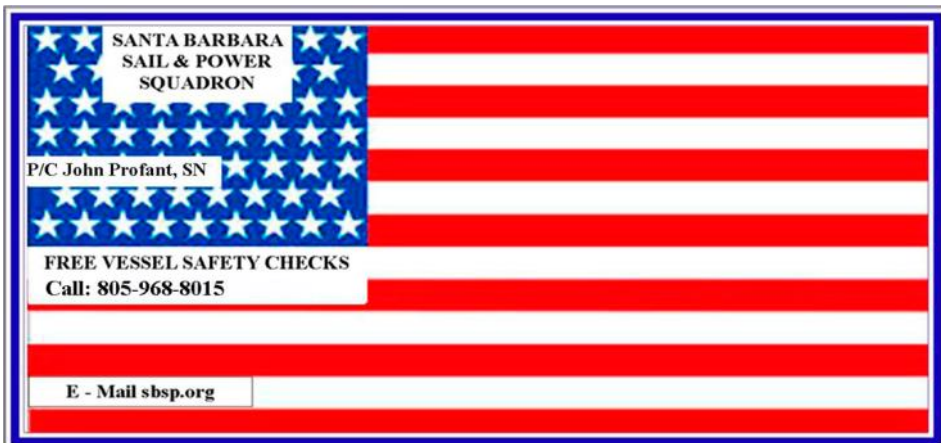
For persons 16 years and older there are no restrictions for operators of motorized vessels including Personal Water Craft (PWC) and sailboats.

Persons under 16 years cannot operate motorized vessels with greater than 15 hp motors, including PWCs, **unless** the motorized vessel is a sailboat less than 30 feet or a motorized dinghy tender used to go from a mooring to shore or to another moored boat.

Persons 12 - 15 years can operate motorized vessels with greater than 15 hp, motors including PWCs, and motorized sailboats greater than 30 feet, if they are supervised on-board by an adult at least 18 years old.

The CDBW is providing a “grace period” for those that have taken a qualified course recently. Even though the first enforcement year of the Card law applies to the 20 years or younger age group, anyone having taken our ABC class, which is qualified by the state, regardless of age, between January 1, 2015 and the end of 2017, who has passed the test, can apply for the Card by the end of 2018 the first enforcement year, this is the grace period. You must provide proof of passing our ABC test to qualify. (The CDBW might begin selling the Cards in the Fall of 2017.) Obviously, those 20 or younger **MUST** get their Card by the end of 2018 or be subject to a fine.

Qualified classes are listed on the CDBW website. The state has a free class on-line. All others cost something, and most are on-line. The actual Card from the DCBW is expected to cost about **\$10** – **that’s in addition to any class cost.**



OPERATION CLEAN SWEEP PHOTOS

As referred to in the Cdr Message.

By Lt/C Richard Ciolino, JN, Lt/C Ronald C. Slocum, AP & P/Lt Janis Johnson S





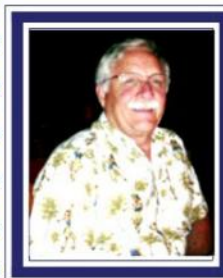


NEW YORK BOAT SHOW

In 1905, the first boat show, the National Motor Boat Show, was held at New York's Grand Central Palace. Boats were "trailed" in behind teams of horses. In January 2017, the National Marine Manufacturers Association will produce the 112th show.



Your SBSPS Nautical Store is open



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.contpanycamals.chazsportswear.com then contact me at ipseagoe@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.

**At your service,
Lt. J Peter Seagoe, P**





Swim-by Slashing

By: Capt. David Bacon

The Fishing Corner

Baitfish skittered frantically across top water while long sleek barracudas jumped clear out of the water in hot pursuit. Yup, the bad boys of the fish kingdom were at it again...

working in unison to ball-up a school of baitfish and driving the baitball to the surface. Then the barracuda displayed their mastery of the swim-by slashing, their favorite feeding technique.

They have rows of razor-sharp cutting teeth along the sides of their long narrow mouths. They slash baitfish during a high-speed maneuver, then turn back and capture the wounded prey with long needle-like teeth in the front of their mouths. Baitfish die and barracuda live another day. The food chain rattles loudly when one species goes on an all-out killing and eating spree.

This scenario will play out repeatedly in the weeks and months ahead because barracuda tend to visit our water from late-spring through mid-autumn. The action may be near the oil rigs or in shallower water inshore. Barracuda swim fast so the action can move many miles from one day to the next.

Birds are the key to finding big schools of actively feeding barracuda. As the predator fish chase baitfish to the surface, birds dive on the bait from above. From the perspective of a baitfish, there just isn't any safe direction to head. There is death from below and death from above. Seagulls, pelicans and cormorants chase the action to stay directly over the roving feeding opportunities. Follow those birds!

When the bite turns on like this, take your choice of techniques. It is fun to tie on a small jig, or a barracuda/bonito feather and troll through the action at 4 to 7 knots from a power boat, sailboat or kayak. It typically doesn't take long to get bit.

Casting lures, like a Krocodile spoon, is another productive technique, practiced from a drifting or anchored boat. The trick is to make a long cast and retrieve the lure at medium speed through the water – just fast enough to get the designed action from the lure.

A third common technique is to lifeline an anchovy or sardine. Tie a hook onto the end of our line, pin on a baitfish from the boat's bait tank, cast it out and hope for the best. The best can be wild... I have had every passenger on my boat all hooked up at once. When fisherfolk bring the fish in near the boat and I work with the net, it can be an all-out fire-drill. It seems like I am netting fish non-stop. **That's just the way I like it!**



Swim-by Slashing

By: Capt. David Bacon

Visit www.hooklineandshooter.com



Santa Barbara Sail & Power Squadron

2017 - 2018 Executive Committee

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Treasurer	Lt/C Steve York	805 569 5040
Asst. Treasurer	1st Lt. Peter Seagoe, P	805 967 4468

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

Auditing Committee	P/C Pernilla Hallstrom, SN	1 Year
	P/C Tom Koch, SN	2 Years
	Bill Goodale, 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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