

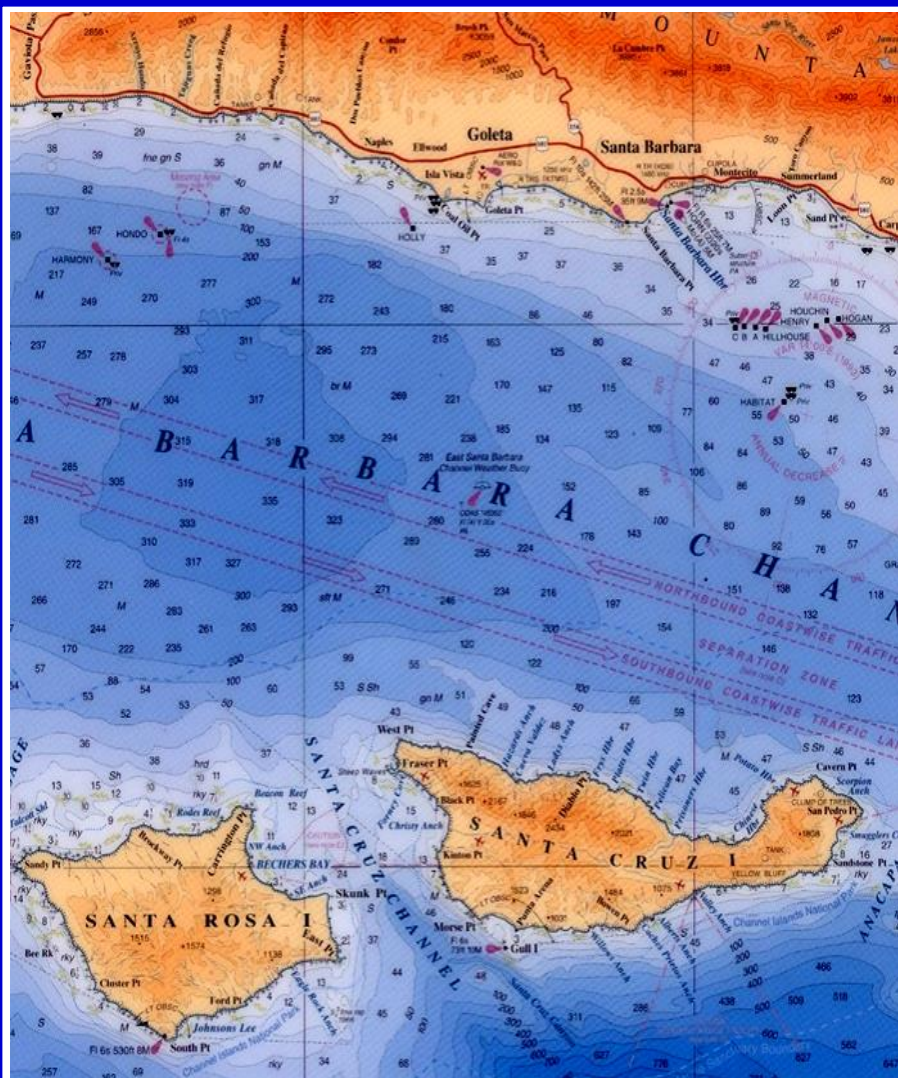
Santa Barbara Sail & Power Squadron



Signal Hoist



Monthly Newsletter October 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



September

- 9 Annual Membership Meeting at Swallings
tbd Pelican/Prisoners Cruise

October

- 5 Business Meeting, 7:30pm, Waterfront Classroom
14 Harbor & Seafood Festival
Tbd Goleta Beach Cruise

November

- 2 Membership Meeting, Speaker (s) tbd, 7:30pm,
Waterfront Classroom
15 Maritime Museum Mixer

December

- 6 Business Meeting, 7:30pm, Waterfront Classroom
10 Parade of Lights, Holiday Party

January 2018

- 4 Business Meeting, 7:30pm, Waterfront Classroom

**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



SBSPS OCTOBER COMMANDER'S MESSAGE Cdr. Susan S. Hodges, P

Greetings,

Thanks to Doris and Will Swalling for hosting and Peggy Ciolino for organizing the Annual Meeting earlier this month—the food was terrific, the sing-along was fun, and the White Elephant Sale a success. We raised \$200 for our social event kitty led by auctioneer Neil Ablitt, proving what a friend of his says, “Neil could sell ice cubes to an Eskimo.”

We also announced memorial gifts for two revered past Commanders: in memory of Marcia Rowland, \$100 to the Education Fund, and in memory of Llad Phillips, \$100 to the Stanford University School of Medicine. In addition, the Dive Day Trophy will be dedicated to Marcia, and so named, the Marcia Rowland Memorial Trophy. Lobster season is coming up—break out the wetsuits and snorkels!

All are welcome to attend the next Business Meeting on Thursday, October 5, 7:30 in the Marine Center Classroom. We'll review plans for the Squadron's booth at the Harbor & Seafood Festival on Saturday, October 14 and for the Maritime Museum Mixer on Wednesday, November 15. Virginia Johns is planning a great evening at the MM—meeting new members and greeting old friends, snacks and wine in hand, enjoying the exhibits—and it's free!

And if you've ever wanted to use a sextant or wondered about navigation pre-GPS...join the seminar on Saturday, October 7-Squadron member Steve Hodges will present the basics of celestial navigation and you'll get a chance to shoot-the-sun. (A bit of Squadron history...our newer sextants were purchased through a generous gift by Gordon Specht, SN, who taught our JN and N classes for several years—the Seminar is a great chance to handle these beautiful instruments.)

For more information on the Seminar or any of our upcoming activities, visit our great website, sbps.net.

Cheers,

Susan H



United States Power Squadrons®

SEO OCTOBER MESSAGE Lt/C Richard Ciolino, JN



Lt/C Richard Ciolino, JN

Our summer teaching hiatus is nearing its end as we move into October with two classes:


October 7, A 4 – 5 hour Saturday seminar on celestial navigation by Steve Hodges, N, “A Primer on Celestial Navigation with a Focus on the Noon Sight”. A notice has been sent out to the squadron and there is a detailed description in this Signal Hoist.

October 24, The start of our five week “America’s Boating Course” class that focuses on boating basics and safety. This class qualifies for California’s Boating Card law that goes into effect on January 1, 2018. Check our website at sbsps.net for more information.

Our final class offering for 2017 is scheduled for December 5. This will be a three hour evening seminar on Weather Forecasting presented by Steve Hodges, N, and Mike Pyzel.

I had a question from one of our past students about getting a certificate or some other notice of completion from USPS for the Piloting and Advanced Piloting courses that were given this year. In the past USPS National office sent out a completion notice and a sticker to put on a Certificate of Completion master sheet. Since the student obviously hadn’t received anything I looked into it and learned that National no longer does that! They have gone electronic instead and provide a means on their website for students, and me, the SEO, to go on-line and download a certificate for each class completed. This actually applies to everyone in the squadron, not just recent students. To access the information here’s what you do:

Go to the National website (usps.org) and Log In.
Click on the “Site Index” banner at the top.
Select “Information Center”.

Click on the Menu Icon at the top of the page.  The menu opens to the left of the screen.

Select “My Squadron Information” under “My Information “ from the menu.

Scroll down to “Squadron Membership” and select “View Member List”.

Scroll to your name and click on your membership number.

Select “Show Training History” from the short list near the top.

Click on the highlighted course abbreviation (e.g. **AP**), to download a .pdf file of your certificate. You can then open the file and print your certificate.

In case this method doesn’t work for anyone you can contact me and I’ll help or get the file for you.

If you have any questions or suggestions feel free to contact me at rdciolino@cox.net or 805-682-4543. Sail safely!



How hard is it to check in and out of countries around the world?”

submitted by Dennis H. Johns, AP

We’ve often been asked, “How hard is it to check in and out of countries around the world?” Of course it varies with each country but in this article I’ll describe three unusual experiences checking in or out of countries we visited.

In general, the cruising guides we had on board helped immensely, giving us a heads-up when it was necessary to apply for a visa or make some other arrangement before arriving at a country. This was true for Tahiti (had to obtain a bond or a flexible airline ticket); Fiji (had to apply for the visa in Tonga); and Australia (had to apply for the visa months ahead of our arrival –we also knew that they would confiscate all of our food other than the canned goods when we arrived, which they did, so we ate ourselves down to nearly nothing).

But the cruising guides weren’t always up to date. The guide for Turkey advised that we could obtain our visa upon arrival. We were flying to Turkey from SE Asia, so we thought no more about it (see our blog about why we decided to transport Libertad from Thailand to Turkey on a freighter). We had bought our airline tickets online and while at the airline counter to check our bags, the attendant asked to see our visas. Of course we did not have them and at that point we were notified that we had to have visas before entering Turkey. Reading the shock and dismay on our faces, the airline clerk said, “Not a problem, you can do it online and I will give you passes to our VIP lounge where you will have Internet access.”

We had a couple of hours before our plane was scheduled to depart, so we thanked the attendant profusely and headed for the VIP lounge. Once on the website for obtaining Turkish visas we discovered that not only was it a lengthy process but also that we couldn’t do both at the same time and once mine was done, then Virginia could apply for hers. We had received our visas by email attachment and then discovered that the VIP lounge had no way for us to print the visas. We didn’t have time to worry about that as we had less than 15 minutes to make our boarding gate –fortunately it wasn’t a large airport.

We are now in the line to clear customs and immigration in the airport in Istanbul and we are both holding our laptops, worrying that the agent is going to demand to see our printed visas and because we were unable to produce them, send us to a holding room for interrogation. But we both booted up our laptops just before we got to the head of the line and opened up our electronic files of the visas. When we walked up to the immigration agent with open laptops, we were immediately put at ease when the agent smiled and nodded us through, stamping our passports. We later learned that the requirement for online visa application was only a few months old and this was not the first time the agent had dealt with panicked tourists.

The second unusual experience was in the Dominican Republic. Most other Caribbean countries we’d visited had very simple check in procedures. Check in for the Dominican Republic was uneventful but quite time-consuming as we had to complete forms for three different agencies (customs, immigration and



port authority) –all requiring the exact same information. We had dealt with this often, so we were

familiar with the routine but we were a little surprised at finding such a thorough process here where we had to complete duplicate forms for each agency because they had no copier or even carbon paper. To further the annoying process, every time we'd go ashore (which was nearly daily) we'd have to stop in at the office to verify that our visa was valid (different folks in the office who wouldn't recognize us from the day before).

In the days following our arrival, the weather turned sour and a front rolled in resulting in severe downpours adding another level of frustration to our stay. Finally a favorable weather window presented itself and we decided to leave. We visited the customs and immigration agents and received the authorization we needed to depart the following day which was Saturday. The Port Captain's office was quite a distance from the office of the other two agencies and we hired a taxi to take us there. Upon arrival we were told we'd have to wait for the Port Captain as he was at a meeting out of town. Nearly two hours later we were told that he would not be back to the office that day. We were disappointed but we had been told we could check out any day of the week, so we decided we'd get up early the next morning and clear out with the Port Captain the next morning.

Upon arrival at the Port Captain's office, we were told that the Port Captain would be gone for the weekend. We thought surely there would be someone else who could process us out but there was not. Up until this point we had been vigilant in our documentation in and out of countries –a process acquired in Mexico, Central America, and the South Pacific where departure papers (aka Zarpe) were required upon entering a new port/country. But here in the Caribbean it seemed like no one cared where you came from -we would be asked what our last port was but never required to show departure documents. Struggling with her respect for policies and regulations, Virginia eventually agreed with Dennis (who is somewhat less respectful of such things) to "sneak" out of the Dominican Republic without the Port Captain's blessing and documentation. If you know Virginia, you'll understand how difficult a decision this was for her. We may never be welcome in the Dominican Republic again but I think we can live with that.

The third interesting experience for checking in/out of a country was Cuba. Our research had revealed that for quite some time, even with the trade embargo in place, US documented vessels had no trouble visiting Cuba as long as they had come from some port other than a US one. We were excited to visit this land that had been cut off from widespread US tourism for so many years.

Initially we were going to sail straight to Cienfuegos on the southwest coast of Cuba where we could check into the country upon arrival. But in the Cayman Islands we had a happy reunion with cruisers Tony and Shannon who we'd first met in El Salvador and hadn't seen in six years but had kept in touch via the Internet. They were headed to Cuba as well and had decided that they would be investigating what was reported to be excellent diving/snorkeling in the Jardines de La Reina (Gardens of the Queen) Archipelago which was about 60 miles east of Cienfuegos. Sounded like fun, so we buddy-boated with them to that area of

Cuba for a few days before heading to Cienfuegos.



Knowing we had spent several days in Cuban waters (eating Cuban lobsters) before checking into the country, we were a little worried how the officials would react to that. So Virginia and I briefly discussed how we would respond to the questions of what port we had come from and when we departed. We did have departure papers from the Cayman Islands and we expected they would not want to see them, keeping with our experience elsewhere in the Caribbean. When interviewed by the customs agent, we tried to be vague about our departure date from the Caymans ("a few days ago"). To our anxiety, they did want to see our documentation from the Caymans. With visions of our boat being impounded and us landing in a cell somewhere, we surrendered our departure document for their review. Amazingly, they did not question why it had taken SEVEN days to travel 150 miles from the Caymans to Cienfuegos. Perhaps we were lucky that we had come from an English-speaking country and their English was not good enough to process all the information on the Cayman Islands documentation. Whatever the reason, we were welcomed to Cuba. But we were not done.

We had a lot of previous experience with customs agents searching our boat for firearms, drugs, or other contraband –that is their job after all, so when they asked if they could proceed with their investigation of our vessel we were eager to comply, since we had nothing to hide –we thought. In the last six years, we had never been subjected to such a thorough search. Every cabinet, cubby, bunk, hold, lazarette, and bag they could find and open was inspected. Virginia had to explain why we had no less than four cell phones and three laptops, and she also had to describe the functions of our wifi hot spot and our wifi signal-amplifying hardware. We're not sure they understood what she was saying but perhaps her calm demeanor during the explanations spoke louder than her words.

When they were just about done and finally searching the master berth, they found a stack of *Independent* magazines in one of the cabinets which I had brought from home to catch up on the happenings in SB. The word 'independent' caught the agent's eye and he quizzed me about the content. I tried to explain that it was just local news, arts, and entertainment from our home port but something was lost in translation and he confiscated them thinking they were imperialist capitalist propaganda. I had finished reading them and was keeping them for clean up after oil changes, so I had no problem with him taking them.

After several days in Cuba we felt that the populace was definitely ready to move on from a communist regime. They do enjoy the free health care system, unemployment and crime is very low but individuals did occasionally complain to us about not being able to "get ahead" to enjoy travel and other leisure pursuits. The government is still very heavy-handed and controls the media and key industries. The country does not have much in the way of natural resources and the people continue to suffer from the collapse of the Soviet Union and the loss of significant tourism. Cubans are very warm and hospitable and are making the best they can of their constrained economy.



SAFETY TIP FOR OCTOBER 2017

By. P/C Richard Ciolino, JN

Safety Tip for October 2017

Lt/C Richard Ciolino, JN



Batten Down the Hatches – It's a Microburst!

What should one do out on the water when it's possible a microburst could happen? Who even heard of a microburst before September 3rd when the harbor and downtown areas were hit with one? Those of us that took our Weather class were introduced to microbursts but I don't think we expect stuff like that in our local waters. Apart from the high winds and big seas we can get here in the Santa Barbara Channel, our weather is not usually impacted by severe weather events like thunder storms, water spouts, and microbursts. On that fateful day sail boats were knocked down, masts were broken, biminis were torn, sails were ripped, people were knocked off their kayaks and paddle boards, and probably more.

What is a microburst? Simply, and I'm not trying to get into any detail about something I know very little about, according to the USPS Weather textbook and NOAA information it is "a localized column of sinking air (downdraft) within a **thunderstorm** (in particular severe thunderstorms) and is usually less than or equal to 2.5 miles in diameter. Other sources say that when the air hits the ground (or sea) it fans out in all directions and in severe cases can reach 120 miles per hour. They typically last 2 – 5 minutes." It was reported that 80 mph was seen on Stearns Wharf. A key part of this definition is that they can occur during a **severe thunderstorm!** One way to avoid one at sea is to not venture out if thunderstorms are forecast in your cruising area. No thunder storm, no microburst. Of course if you are at sea and cannot get into a safe harbor when the forecast is made you have no choice but to prepare as best as you can and hope for the best. So, what should you do if you're anticipating something severe, like a microburst, a thunder storm, or say a squall? Here's what our America's Boating Course textbook says:

- Have all hands put on their life jackets. If you've got jack-lines installed and harnesses, latch on.
- Batten down your boat. Close all hatches and ports, reduce sail area or furl your sails completely.
- If not on already start your motor so you can maneuver against the sea or try to run.
- Be ready to steer your boat to meet waves at the most advantageous speed and angle for the conditions.
- Always know where you are and closest safe harbor.
- If at anchor make sure you have a good set, avoid a lee shore,



and put out plenty of scope, 7:1 if you can.

While I've never been out on the water during a thunder storm (I have seen lighting off in the distance though) I encountered squalls in the British Virgin Islands while chartering a sailboat. In those instances we could see them out there several miles away or more so one can prepare, and we did by following the first 5 steps. It worked.

Annual Meeting and Barbecue Submitted by Peggy Ciolino, Lt/C.

On September 9th, we continued the wonderful tradition of having our annual membership meeting and barbecue at the Swalling's beautiful home overlooking Santa Barbara. Will Swalling (even with an injured hand) barbecued chicken and tri-tip to perfection, Neil and Sue Ablitt made their yummy beans and garlic bread, and many members provided delicious accompaniments and desserts. Our tummies were full, the sun was warm...and no we didn't take a nap, but we all joined in a fun sing-along with our Squadron talent of Pete Seagoe, Mark and Ellie Cooper, and Garrett Osgood.



P/C Will Swalling, S
Host and Chef.

A short meeting followed in which our commander, Sue Hodges, noted that we have recently lost two revered members of the Squadron — Marcia Rowland and Llad Phillips. It is proposed that the Squadron donate \$100 to the Education Fund in Marcia's name and rename the Dive Day Trophy in her honor. It is also proposed that \$100 be donated to the Stanford Medical Center in Llad's name.

The afternoon concluded with a lively auction of a variety of white elephant gifts — some of value and others not, which we may see again next year — led by Neil who kept us all laughing while we pulled out our wallets. The money raised will go to help offset some of the costs of our future social events.

So, many thanks to the Swallings — their daughter and son-in-law too — the Ablitts and all of you who brought food to share and supported this annual social event.



Santa Barbara Sail & Power Squadron Annual Meeting & Auction 9 September, 2017



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Long Live the Sterndrive

SIX REASONS WHY THERE WILL BE AN INBOARD/OUTBOARD REVIVAL

Everything you hear these days in terms of Marine propulsion seems to be about outboards, with jet drives following close behind. What about stern-drives? Not much has been said because the technological advances of the others, as well as diesel, have outpaced them in recent years. But that's changing. "Sterndrives are benefiting from a technology infusion from the new lightweight high-tech engine blocks that have reshaped the automotive industry and are now coming into the marine market," said Ron Huber's, president of Volvo Penta of the Americas. "If you've read any reports from the 2013 auto shows on the new V-6 and V-8 engines, you have some good insight into what you can expect from Volvo Penta gasoline stern-drives."

Volvo Penta and Mer Cruiser have both announced big reinvestments in their sterndrive applications, with MerCruiser planning to build its own blocks and Volvo marinizing newer automotive blocks to advance the ball. Here, with help from Volvo Penta, are six reasons to be excited for the sterndrive.

Eco-Boost

Despite all the advancements of outboards, sterndrives — four-stroke for decades — still produce significantly fewer emissions than their vertical counterparts. Particularly since all new inboard gasoline engines are required to have catalytic converters.

Heavy Juice

The inboard blocks that couple with sterndrives utilize bigger alternators that have better electrical output at idle and low speeds. That's no small thing when using your boat for entertainment, which often involves run-ning a refrigerator, stereo, navigation system and more on a leisurely cruise. For instance, Volvo's V6-225 has a 75-amp alternator, compared with a Yamaha F225 outboard with a 45-amp alternator or a Suzuki DF225 with a 54-amp alternator.

Trim and Fit

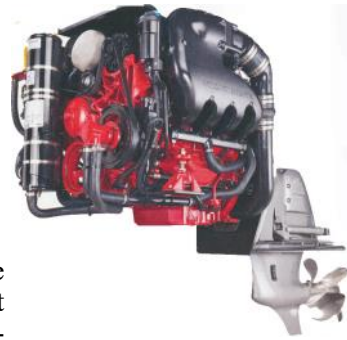
Outboards have long been known to have superior power-to-weight

ratios, but new advancements in automotive engines have helped stern-drives close the gap. One example: The

Volvo Penta V8-430 weighs 1,076 pounds with a Duo prop drive, giving it a power-to-weight ratio of 0.4. By comparison, Yamaha's V-8 350 hp four-stroke Yamaha F350 Offshore outboard weighs 763 pounds, with a power-to-weight ratio of 0.45.

Gas Mileage

Sterndrives can equal or even best outboards for fuel efficiency at cruising speeds. We recently tested a Volvo V-8 300 DP in a 25-foot runabout that weighs 4,600 pounds and got 3.36 mpg at 27 mph. On a 25-footer that weighed 3,300 pounds with a 300 hp Verrado outboard, we recorded 2.42 mpg at 26 mph. New sterndrives, such as Volvo's V8-430, also employ variable valve timing



(VVT), automotive technology that boosts low-end torque to improve acceleration on the hole shot and throughout the midrange rpm band. VVT also improves efficiency and emissions.

Geared Up

One overlooked benefit of a sterndrive is the fact that the setup has an upper and lower gear box, the former set at 90 degrees to the drive shaft and the latter set at 90 degrees to the prop shaft. On the one hand, that's more complicated moving parts compared with an outboard; on the other hand, it allows for the ability to adjust gear ratios for maximum performance for its desired use. While outboards have a one-size-fits-all gear ratio, sterndrives can be optimized for high speed or for cruising requirements.

Bigger Props

Because they typically have more displacement and torque, sterndrives can handle larger props and also dual-propeller systems, like Volvo Penta's Duo prop. Transferring power to twin counter-rotating propellers reduces slip and cavitation in turns and in close-quarters maneuvers around the dock. — Pete McDonald

CETANE RATED

A sterndrive doesn't have to mean gasoline. The evolution of smaller, lighter engine blocks, combined with beefier outdrives, has led builders to offer small-block diesel sterndrives as an option. We've run boats with Yanmars, Mercury's TDI diesels and Volvo's D6 engines. We recently tested a pair of 330 hp D6 engines on an Absolute 40 that recorded a fantastic 3.54 mpg at 33.3 mph. — P.M.

A MESSAGE FROM YOUR COMMUNICATIONS COMMITTEE CHAIR

R/C Kathleen Lambert, AP

This month I am emailing to let you know that there has been a change in the United States Power Squadrons public site URL from usps.org to beyondboating.org. Please let your members know in an upcoming edition of your newsletter. This is an exciting new site with great graphics, videos, and easy to access information. If you have received this email and you are no longer the editor of your squadron/district newsletter, please forward to the correct person and send me the updated contact information.

Regards,

R/C Kathleen Lambert, AP

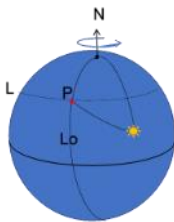
Chair, Communications Committee



Ever wondered how navigation was done before GPS?

Submitted by P/C Richard Ciolino, JN
Then you won't want to miss Steve Hodges' seminar "Celestial Navigation – A Brief Primer with a Focus on Noon Sights"

This seminar will show you how it was done by giving you an introduction to the art of celestial navigation, with a focus on noon sights. After a brief description of the notions involved in celestial navigation, including geometry, position plotting and an introduction to the nautical almanac, the specifics of how to obtain latitude and longitude from a noon sextant sight of the sun will be presented. There will also be an opportunity to handle and operate sextants. And then, sky permitting, we will "shoot the sun," and calculate our position.



Come join us on Saturday, October 7 from 10:00 to 15:00 hrs, at the Santa Barbara Harbor Marine Center Classroom, above the Post Office.

There is a fee of \$25/person – Price includes USPS reference material and online directory to other resources including seminar and the nautical almanac.

Couple may share the material for an additional cost of \$10 for the second person.

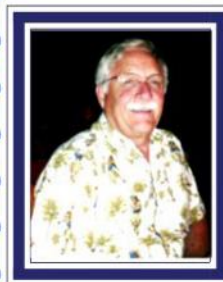
Please register soon. To register or get more information contact Rich Ciolino

(805) 682-4543 or rdciolino@cox.net or visit our [website at: sbsps.net](http://www.sbsps.net)

Of note is that Celestial Navigation is making a comeback of sorts as illustrated by the US Naval Academy bringing it back into their curriculum after some years of absence. Apparently they have recognized that GPS, and other forms of electronic navigation aids, could fail or be disabled for one reason or another while the sun, moon, and the stars will always be there to navigate their ships by. Although celestial navigation might not be that practical for the coastal cruising most of us do, our curiosity as navigators could be enlightened by learning a practical application method such as the "noon sight" fix.



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



The Fishing Corner

The Yellowtail (or two) That Got Away

By: Capt. David Bacon

Visit www.hooklineandshooter.com

The Yellowtail (or two) That Got Away

By: Capt. David Bacon

Let me tell you about the one (well, several actually) that got away. Here in Santa Barbara we get a fantastic fishing opportunity in late summer, but not every year. It is only in warm-water summers that yellowtail cruise across the Santa Barbara Channel from the eastern end of the Channel island chain and hang out for a few weeks at our oil rigs about 5 miles off the coast.

Yellowtail (YT) are a hard-fighting speedster related to other members of the jack family such as amberjack and jack cravalle. YT have afterburners and can go from still to warp 5 speed in a tenth of a micron. That usually happens when they feel a hook in their mouth and in that moment the angler had better be prepared for a mano-a-mano battle of epic proportions. If successful, the angler's dinner table is going to be laid out with some very tasty meals for the family.

First we jigged up some mackerel to use for live bait. Jigging mackerel with Sabiki rigs is an absolute blast and full-grown people turn into hooting & hollering kids while bringing up multiple mackerel at once. When the bait tank has enough, we troll on out to the rig, hoping to pick up a bonito or barracuda along the way.

Once at the oil rig, I position my charterboat, *WaveWalker* within casting distance of the legs of the rigs. My crew member, Capt. Tiffany Vague usually casts for everyone but sometimes when we have skilled and experienced casters aboard, we let them cast their own baits.

The rods and reels we use are mid-size... big enough to hold a sufficient quantity of 30 to 40-pound line (preferably braided line with fluorocarbon topshot) but small enough to be comfortable in the hand to make many, many casts. The rod is typically a 7 to 8-foot rod in the 20 to 50-pound class. The only thing on the end of the line is a large hook tied on with a San Diego Jam knot. Pin on a live mackerel and cast to the legs of the oil rig.

I told them and told them and told them... when a yellowtail takes the bait, you are going to have at most 4 seconds to pull hard enough to turn that tough fish before it makes it to the legs of the rigs and saws off your line on the sharp barnacles and mussels. I warned them that they didn't have 5 seconds, only 4 at the most.

Then each time someone hooked up with a yellowtail, they pulled and assumed that classic fish-fighting stance that we all enjoy and forgot to reel down and pull with all their might. So I counted... 4.. 3.. 2.. 1.. PING! The fish won the tug o' war contest and the line was cut on the legs of the rig.

My passengers took their beating (by the yellowtails) well and we went and caught them some rockfish and lingcod so they could go home with some healthy, tasty fish. But those YT? They are out there eating and growing and waiting for me to return with another group of passengers who want a challenge.



Santa Barbara Sail & Power Squadron 2017 - 2018 Executive Committee

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Executive Officer	Lt/C Peggy Ciolino, P	805 682 4543
Educational Officer	Lt/C Richard Ciolino, JN	805 682 4543
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Secretary	Lt/C Ronald C. Slocum, AP	805 685 2142
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, P	3 Years

SBSPS.net

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