

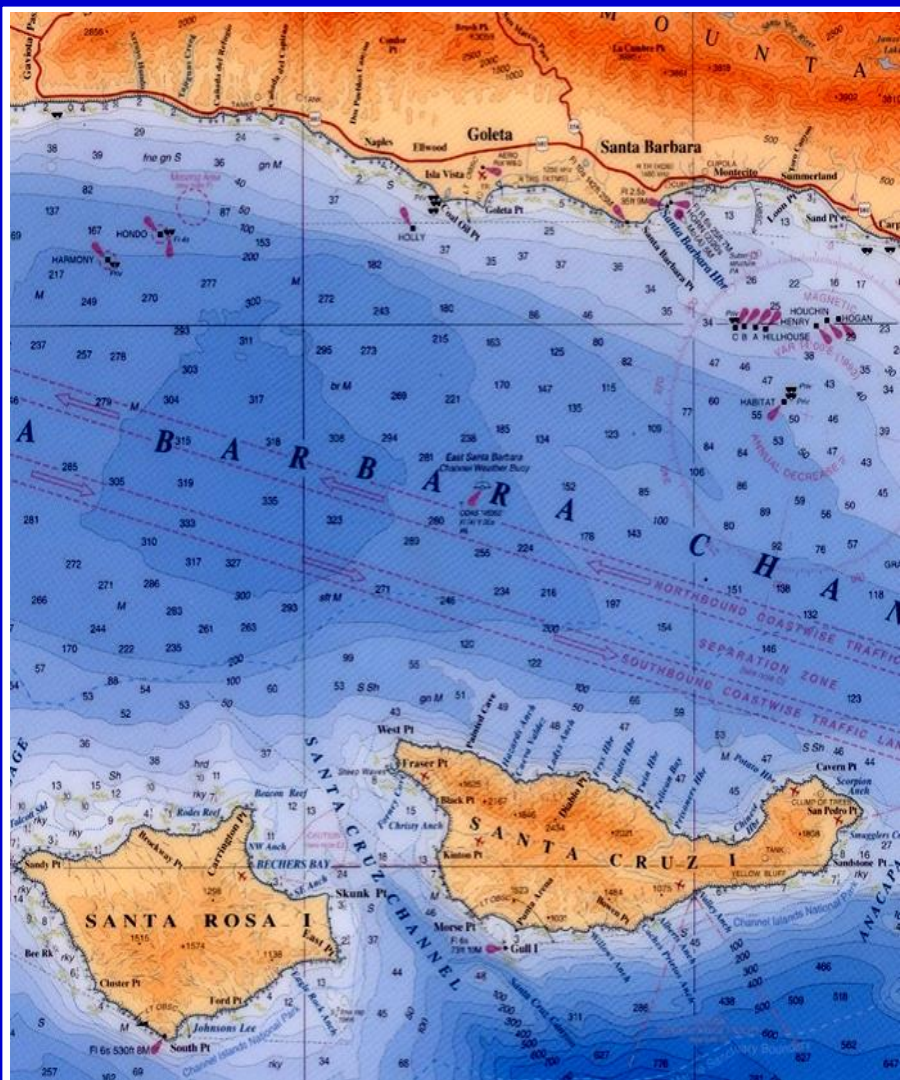
# Santa Barbara Sail & Power Squadron



## Signal Hoist



Monthly Newsletter December 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



## November

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

## December

- 5 Weather Seminar, 6-9pm, Marine Center Classroom
- 7 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 DECEMBER COMMANDER'S MESSAGE** **Cdr. Susan S. Hodges, P**

Greetings,

A huge thank you to Virginia Johns for organizing the Meet-the-Members event at the Maritime Museum. Some 60 or so folks enjoyed wine and snacks, stories, and visiting with friends new and old. Shout outs to those who supported the event, including Neil Ablitt, Scott Burns and Andrea Bowdle, and to those who volunteered at the event—a great time was had by all!

Coming up, our **Holiday Party**, which this year coincides with the **Parade of Lights** on Sunday, December 10—we'll be warm and toasty viewing from Moby Dick's as decorated boats stream by the wharf. Peggy Ciolino and Betty Koch have arranged a wonderful evening. Find more details and reservation info in this issue of the *Signal Hoist*. We hope to see you there—space is limited so make your plans to join us now!

On Tuesday, December 5, don't miss the **Weather Seminar**—a review of marine meteorology with emphasis on our Santa Barbara channel. The seminar starts at 6pm and will be held in the usual spot, the Harbor's Marine Center Classroom. Again, you'll find more information in this issue of the *SH*.

The Squadron's next **Business Meeting** is Thursday, December 7, 7:30pm in the Marine Center Classroom. On the agenda, end-of-year round-up and plans for the coming year. Your ideas, comments, and suggestions are always welcome—help us make SBSPS grow and prosper. For information on these or any of our classes or activities, please visit our website, **sbsps.net**.

Wishing you and yours a warm holiday season and a wonderful new year—cheers!

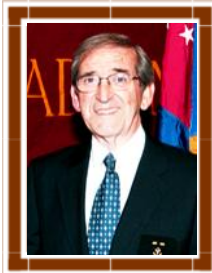
Susan H





United States Power Squadrons®

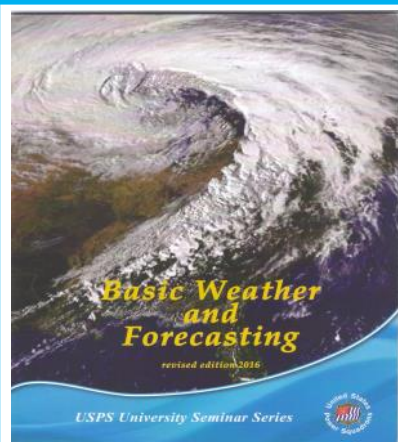
## SEO DECEMBER MESSAGE Lt/C Richard Ciolino, JN



Lt/C Richard Ciolino, JN

It's been a busy education year and it is fast coming to an end. Thanks to our teachers we provided our members and the boating community with a fine selection of offerings during 2017. The following classes were put on this year: Piloting, Advanced Piloting, Partner in Command seminar, America's Boating Course (ABC), Celestial Navigation seminar, and another America's Boating Course. We'll finish the year with a Weather Forecasting seminar in December. This will be a three-hour evening seminar presented by Steve Hodges, N, and Mike Pyzel.

Our current ABC class is about over and the final exam is coming up on November 21. The class began with 29 signups but due to various reasons settled down to 21 students. (Among the reasons was the Dodgers playing in the World Series on two consecutive Tuesday nights – some things just can't be predicted.) Even some more attrition crept in and I expect about 17 students will take the final exam. Some of those that started and had to drop out plan to take the next class next year. This class qualifies for California's Boating Card law that goes into effect on January 1, 2018. Check our website at [sbsps.net](http://sbsps.net).



### Announcing!!!

Basic Weather and Forecasting Seminar  
Tuesday, December 5,  
2017  
6-9 PM (1800-2100)  
Santa Barbara Harbor Marine Center Classroom  
Instructors:  
Steve Hodges (Basics)  
Mike Pyzel (Local)  
Contact: see below

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



## DISTRICT 13 SPRING CONFERENCE CRUISE

**Sat, 17 March – Thurs, 22 March 2018**

5 days roundtrip from Los Angeles to Cabo San Lucas on the beautiful Ruby Princess

**CYBER SALE PROMOTION – VALID 17 – 29 NOVEMBER**

**Inside stateroom from \$489pp**

**Outside stateroom from \$559pp**

**Balcony from \$639pp**

**Suites from \$789pp**

Price does not include \$90 pp taxes & port fees.

Travel protection & transfers are additional.

Low deposit of \$100pp is NONREFUNDABLE

**Different venue for the Spring Conference and a great way to raise funds for D13\*!**

(\*minimum of 16 berths).

**VERY IMPORTANT!!! In order for D13 members (and friends) to be included in the group, everyone MUST book with Dawn Eckhart in order to receive the group benefits and participate in group events.**

Please email Dawn Eckhart at [dawnstraveldeals@gmail.com](mailto:dawnstraveldeals@gmail.com) or call





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per stateroom\*

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\*Fares apply to minimum stay in categories on a space-available basis at time of booking. Fares for other categories may vary. Fares are per guest, non-air, cruise- or motorboat only based on double occupancy and apply to the first two guests in a stateroom. These fares do not apply to singles or third/fourth berth guests. Reduced Fares for 3rd & 4th Guests are based on a discount off applicable 1st & 2nd Guest Launch Fares. This offer has limited space availability and may not be combinable with other public, group or past guest offers, including Air discounts. Offer is available to residents of the 50 United States, Canada, Puerto Rico, Mexico, Bermuda and the District of Columbia who are 21 years of age or older and receive this offer. Fares quoted in U.S. dollars. Please refer to pryncrises.com/sale for terms, conditions and definitions that apply to all bookings. SAIL SOON: Save up to \$1,000 off per stateroom (up to \$500 per guest) is based on a discount off applicable Launch Fares on a space-available basis at time of booking on select sailings. Launch Fares are offering fares and may not have been in effect for the past 90 days or resulted in actual sales in all categories. Intermediate discounts may have been taken and fares may remain at discounted levels after this promotion. Low deposit of \$100 USD per guest made under 60% is non-refundable. Reference promotion code: DS. SAIL LATER: FREE Stateroom Location Upgrade applies to booking the stateroom location you wish to sail in for the price of the lowest category within that stateroom type during this promotion only. Offer is based on availability in like-to-like stateroom types (Interior to Interior, Oceanview to Oceanview, Balcony to Balcony). Upgrade offer excludes select categories, including but not limited to premium categories and suites. Offer does not apply to land portion of a cruise. FREE Gratuities are based on the pre-payment, by Princess Cruises, on behalf of the guest for the suggested gratuities of the U.S. dollar amounts of \$13.50 per guest per day for Interior Oceanview, and Balcony staterooms, \$14.50 per guest per day for Mini-suite and Club Class staterooms, and \$15.50 per guest per day for Suites. This amount is paid on behalf of all guests (up to 4) in a stateroom only. Free gratuities do not include gratuities added to bar charges, dining room wine accounts or Cabot Sea services. Gratuities are not transferable. Non-refundable. Fares are cash value and may not be combinable with other select offers or other onboard credit. \*\*FREE Onboard Spending Money of up to \$500 per stateroom is based on voyage length. Offer is applicable to all guests (up to 4) in a stateroom. Guests with single occupancy will receive double the per guest credit amount. Spending money may be used on a single voyage only. It is non-refundable for cash, cannot be used in the casino and expires at the end of that voyage. Offer is not transferable and may not be combinable with other select offers or other onboard credit. Onboard spending money is based on the ship's onboard currency. Low deposit of \$100 USD per guest made under 60% is non-refundable. Reference promotion code: NS. Note: For assistance reserving a wheelchair accessible stateroom, please call 1-800-234-6237. Offer valid: November 17, 2016 to 2017. Princess Cruise Lines, Ltd. Ships of Bermuda and British registry.

Santa Barbara California



## Holiday Party and Parade of Lights

Sunday, December 10 — Light up your Santa Barbara Holiday



Season with us at Moby Dick Restaurant as we celebrate the holidays together and watch the annual "Parade of Lights." Remember, we need your responses by December 3. For more information, please see the November *Signal Hoist*, or contact Peggy Ciolino — 682-4543 or [peggiolino@cox.net](mailto:peggiolino@cox.net).



## CAN YOU HEAR ME NOW



If you've bought a VHF radio in the last few years, chances are it has a red distress button on the front. Lift the flap, press and hold the button for five seconds, and details of your vessel, your position, and the fact that you require urgent and immediate assistance

are broadcast to the U.S. Coast Guard and anyone else with a DSC-equipped radio within range. The beauty of the system is that it should summon assistance even if you're unable to speak.





When you consider that a DSC-equipped VHF can be had for about \$150 and is arguably the single most important piece of safety equipment that you can have aboard, it sounds like a bargain. However, according to recently published Coast Guard figures, almost 90 percent of DSC-capable radios aren't programmed, making that little red distress button completely useless. Here's what you need to do.

### **Techno Two-Step**

Two things need to happen for a DSC-VHF radio to work properly. First, it has to be connected to a GPS; second, the radio needs to be programmed with an MMSI number. MMSI stands for Maritime Mobile Service Identity and refers to the unique number assigned to a particular boat.

Connecting your VHF to your chartplotter provides your coordinates to the radio so they can be transmitted in an emergency. With no GPS hooked up, the position of the boat must be triangulated from the transmission by multiple shore stations, reducing accuracy. Connecting the VHF to a GPS - such as a chartplotter - isn't difficult, but you must follow the instructions that came with your VHF and GPS to ensure compatibility. This is where many boaters become frustrated. In reality, it's often a matter of just connecting a couple of small wires. However, if you're shopping for a new VHF, manufacturers now offer VHF sets with GPS built in, eliminating the need to connect a GPS. Once the connections have been made, the next step is to program the MMSI number into the VHF.

An MMSI is a nine-digit number unique to the vessel, not to the radio. If there's more than one radio aboard, they must all be programmed with the same MMSI number. Obtaining an MMSI number is easy and can be done online. BoatU.S members can get a number for domestic use free of charge by going to [www.BoatUS.com/MMSI](http://www.BoatUS.com/MMSI) and answering a few simple questions. If your plans include travels to foreign ports (including Mexico, the Bahamas, and, yes, Canada), you'll need to get a Ship Station license and MMSI from the FCC, for around \$200

(<https://transition.fcc.gov/Forms/Form605/605.html>). Entering the number into the VHF is fairly straightforward, although the specifics of how this is accomplished vary by make. Follow the instructions that came with the VHF to the letter. In many cases, if a number is entered incorrectly, it can't be changed without returning the VHF to the manufacturer. Check and double check that the number you entered on the VHF display is identical to your assigned MMSI before pressing the confirm button. That's it - job done! Your VHF has just become a powerful tool to summon help in an emergency.



## **BOATERS ALERTS!**

### **WHAT TO DO ABOUT HALON**

Submitted by P/C Will Swalling, S



A lot of older boats still have halon fire extinguishers on board, and there's a lot of confusion surrounding these systems. Halon, short for halogenated hydrocarbon, is a liquefied compressed gas that is a very effective fire suppressant. It will put out almost any kind of fire and does so without damaging electronics.

It's a common misconception that halon is illegal. It's still legal to have a halon fire-suppression system on your boat, but because of Environmental Protection Agency regulations due to the damaging effect of halon on Earth's ozone layer, these systems haven't been produced in the United States since 1994.

By now, these legacy systems are getting pretty old, so what do you do if your boat still has a halon extinguisher on board? These systems, which are usually automatic engine-room extinguishers, should be inspected every year by a qualified fire-extinguisher technician. If you choose to do it yourself, look for hardware damage that could render the system unusable, and have your canister weighed. That's the only way to tell if it's still serviceable. Halon canisters are labeled to show their weight when full and the weight at which they must be replaced.

Even though it's not possible to buy new halon, there are companies that legally sell recycled halon and can refill yours, though it's expensive. These same companies will buy halon and usually sell newer-style halon-system replacements, such as Alorton. Search "halon" online to find companies that can do this.





## Mixing and Mingling at the Maritime Museum By Virginia Johns, P



On Wednesday, November 15, the Squadron hosted a Mixer at the Maritime Museum to celebrate the success of the students in our 2017 classes. Sixty students and members attended. It was obvious from the buzz in the room that we were having a grand time!

We are so lucky to have this great museum in our harbor

playground and are very grateful to the director Greg Gorga for allowing us to host our event there. We sipped on Windrun Pinot Noir provided by squadron member Scott Burns and savored delicious appetizers provided by Kay Bowman's Distinctive Catering. Mike Pyzel entertained us with a boating story about being boarded by the Coast Guard for a safety check which highlighted the need for all boaters to take a course like our ABC Basic Boating class. This spurred on several others to add their tales. Dennis Johns recounted how he and Virginia failed to post a position report causing the family at home to contact the US Coast Guard who contacted the Australian Coast Guard, demonstrating the cooperation that exists among the various maritime agencies to ensure boaters' safety. Tom Koch and Art Aldritt addressed the attractiveness of the Santa Barbara slips with comical stories of the creative lengths boaters will go to modify their boats to meet the length requirements and the not so comical rise in slip values. Andrea and Clark Bowdle talked about their cruising dream and how it is getting on track with the recent purchase of their beautiful Tayana. The event truly lived up to its name as long-time members mixed with newer members and soon-to-be members mixed with everyone they could corner to grill with boating questions. It was difficult to determine which was more stimulating, the exhibits or the energetic conversations among our fellow boaters. It was a very enjoyable evening.







## SAFETY TIP FOR DECEMBER 2017

By. P/C Richard Ciolino, JN



### To Wear or not to Wear a Life Jacket?

#### It might not be a question anymore!

As Tom Koch, SN, reported last month on discussions at the recent US Power Squadrons national meeting, the United States Coast Guard (USCG) reported that in 2016, 80% of all boating deaths were due to drowning without the use of a life jacket. Similar statistics have been seen for many years causing the USCG and the state of California to "recommend that all boaters wear life jackets". The USCG is now proposing a regulation making it **mandatory** for all boaters to wear a life jacket while underway. As of now it only requires that children wear them.

We'll have to wait and see what the USCG comes up with. One might ask: What makes the Coast Guard think that people would actually follow such a regulation? I think one reason for the push now is that the boating public will be more willing to comply with such a regulation because the current generation of **inflatable life jackets** are far superior in terms of size, weight, comfort, and style, than the solid foam filled life jackets that have been around for many decades.

As an example of the difference between inflatable and non-inflatable life jackets consider Type I life jackets designed for Off-Shore use. Type I life jackets are designed to turn an unconscious wearer to a face-up position the water. In the pictures below, the life jacket on the right is the traditional foam filled version and the two photos on the left show an inflatable in its uninflated and inflated modes. For wearing comfort and convenience the inflatable is far superior making it hard to come up with a good reason why not to wear it.

To see an inflatable life jacket in action have a look at the video posted on SBSP's website, [sbps.net](http://sbps.net). Look under News and Articles, Blog, Recent Posts.



## Your SBSPS Nautical Store is open



Greetings fellow Squadron members, your assistant treasurer in charge of ships stores here. I want to let you all know we have a few burgees left for sale if your in need of a new one (a great Christmas gift for the captain on your list). I

am planning on ordering more logo hats so if anybody has a color preference please let me know at, [jpseagoe@gmail.com](mailto:jpseagoe@gmail.com).

We are using a new vender so if you want to peruse their catalog you will find it at [www.arosha.com](http://www.arosha.com). They have an extensive supply list. We can have our logo and your name or boat name put on just about anything. Let me know and we can get an order in.



That is all, over and out.

**Lt. J Peter Seagoe, P.**



# The Fishing Corner

By: Capt. David Bacon

Visit: [www.hooklineandshooter.com](http://www.hooklineandshooter.com)

## Piers Are Great Places to Relax or Fish

by: Capt. David Bacon

Need a little recreation? Got a little time to spare? Want some tasty dinner? A great way to take advantage of a couple of spare hours, or more, in your busy schedule is to soothe your soul and wet a line at your local pier. These are precious recreational resources built solely for our enjoyment. Most folks who enjoy the coast find themselves out on a pier from time to time, smiling and enjoying the moment.

Our gorgeous coast features recreational piers where we can frolic, fish, and fritter some time away. We are lucky to have some great ones nearby: Stearns Wharf, Goleta pier, and Gaviota pier which may actually be repaired sometime soon. These are some great places to play all throughout the year, and especially at this time of year when we have such long periods of nice weather.

There is quite a variety of fish to try for around the pilings of a pier, however perch and mackerel seem to be the most commonly caught species. Barred surfperch make for some pretty good eating, and the smaller shiner perch make for good live baits. Other fish which may be feeding near the surface include jacksmelt and mackerel. These are good eating when cleaned quickly, kept cold, and cooked that evening. They also make good live baits for even bigger fish.

Perch often forage along the pilings of our piers. To catch these, work a store bought bait gangion or home tied multi-hook rig, up and down actively, from the surface to the bottom, right next to the pilings. Favorite baits seem to vary from one angler to the next, but mussels, worms, and small pieces of fish or squid are common.

Savvy and experienced pier fisherfolk will fish for larger predator fish while out on the pier, by parlaying small fish into large ones. Here's the trick that works well for me. Save a few of the smaller perch in a bucket of water for use as live bait. Pre-tie some 18-inch leaders with a live bait hook at one end and a snap swivel at the other end. Tie a 4-oz weight to the end of a 20lb class outfit, make a medium cast, and take up the slack. Then pin a small lively perch, mackerel, or jacksmelt on one of the leaders, close the snap swivel over the main line of the rig just cast out, and send the live bait down the line. As it swims downward it will work the entire water column. Send another live bait leader down that same line periodically until it pays off with a halibut, bass, shark or other glory fish.



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

<b>Commander</b>	Cdr. Susan Hodges, P	805 845 4149
<b>Executive Officer</b>	Lt/C Peggy Ciolino, P	805 682 4543
<b>Educational Officer</b>	Lt/C Richard Ciolino, JN	805 682 4543
<b>Asst. SEO.</b>	1 <sup>st</sup> Lt. John Profant, SN	805 968 8015
<b>Administrative Officer</b>	Lt/C Betty Koch, P	805 968 5568
<b>Secretary</b>	Lt/C Ronald C. Slocum, AP	805 685 2142
<b>Treasurer</b>	Lt/C Steve York	805 569 5040
<b>Asst. Treasurer</b>	1 <sup>st</sup> Lt. Peter Seagoe, P	805 967 4468

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

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