



United States Power Squadrons®

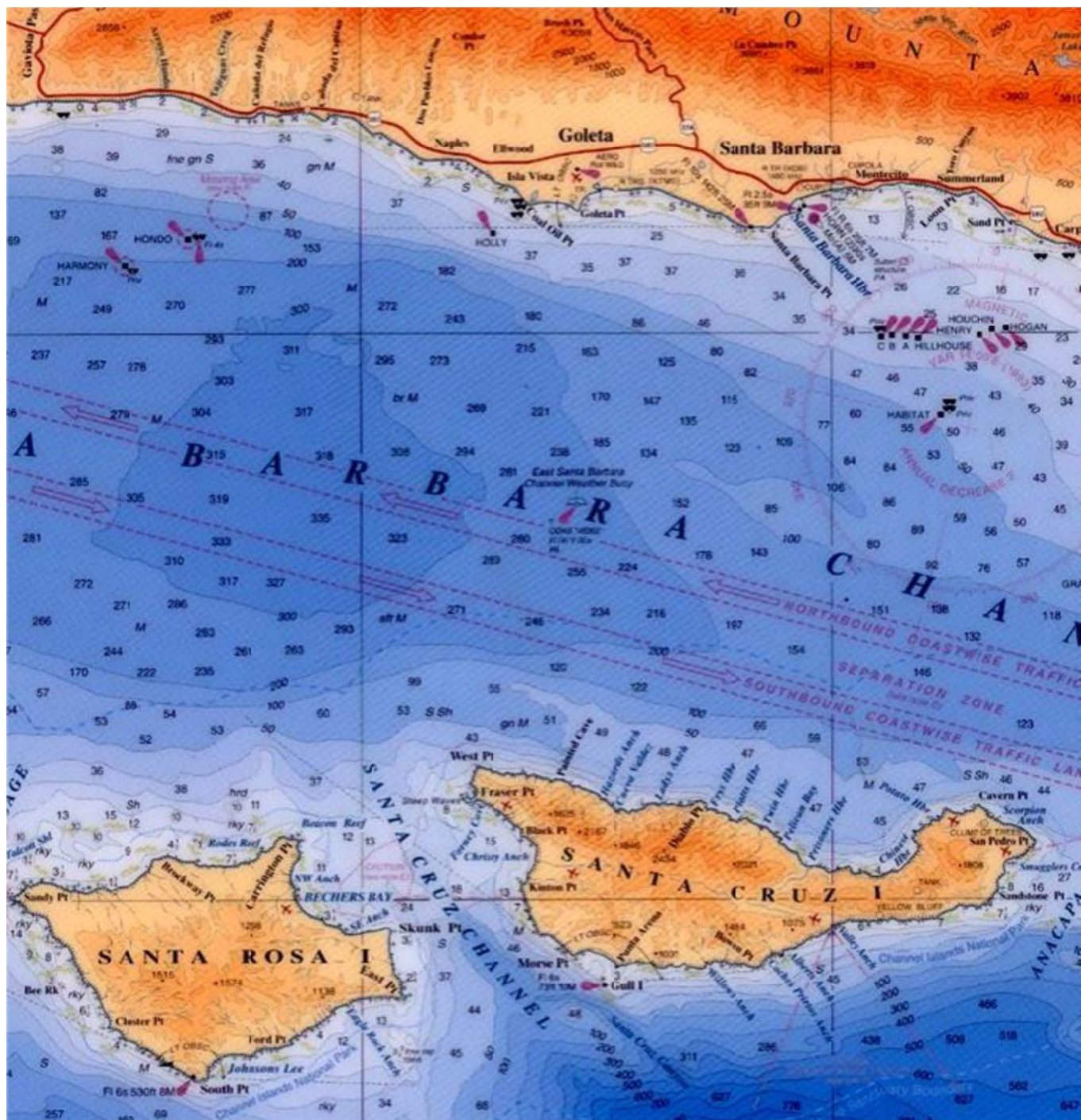


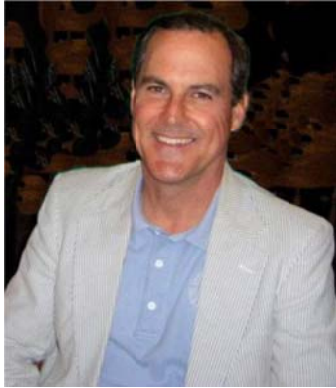
# Signal Hoist



## Santa Barbara Sail & Power Squadron

### Monthly Newsletter March 2018





## **COMMANDER'S MESSAGE**

**Cdr. Dennis Johns, AP**

Congratulations to Peggy Ciolino and Betty Koch for organizing and delivering a fabulous Change of Watch on February 17 at the Santa Barbara Yacht Club. The yacht club is a beautiful venue and the chef did a marvelous job on the dinner. In addition to the wonderful opportunity to socialize during the cocktail hour, the evening was full of entertainment with the imaginative raffle prizes and the touching and sometimes hilarious awards ceremony. Oh yes, and I was installed as your new Commander. As my bridge joined me on the dais, I was comforted by the fact that I will be supported by many of the most active and experienced members of the squadron.

I hope you will join me in welcoming some changes I plan to make and continue to enjoy the many traditional activities we will repeat this year. The first change is quite obvious and has to do with the Signal Hoist. The Signal Hoist will not be printed and mailed each month this year. Members will receive an email with a link that will take them to our very attractive and functional website where it can be read online or downloaded to be printed. Until we get this functioning we will continue to email you the newsletter as a PDF file.

Another change of which you will soon become aware is that the agenda of monthly meetings is being revised. We will have a business meeting only once a quarter and the other first Thursdays of the months will be special events. If you attend the Wednesday, March 7 meeting, you (and I) will have learned how this is working.

The Squadron Roster you recently received (thanks to Rich Ciolino) includes our squadron 2018/2019 Calendar of Events. The first activity at the district level is the District Conference coming up in March but the date and venue have not been determined.

## Upcoming Activities

March 7\*\* Wed 7:30pm SBSPS Meeting Upstairs classroom at the harbor

\*\* *note change of date for March meeting*

March 23 Fri 7:30pm Star Party Westmont Observatory

March 24 Sat 1:30pm Ships and Dips Harbor

April 5 Thu 7:30pm Business Meeting Upstairs classroom at the harbor

April 21 Sat 10:00am Spring Brunch Swallings' Home



## Ships and Dips

Saturday March 24 1:30-4:30

Are you ready to get out of hibernation and enjoy some fun, friendship and great food?  
Come to Ships & Dips!

The squadron is hosting the Annual Ships & Dips on Saturday, March 24th from 1:30 pm to 4:30 pm at the harbor. Come and mingle, snack on appetizers, see members' boats, and enjoy libations and boating stories. This is a fun event that brings us together with minimal investment.

We are looking for a couple boats to participate and members to bring appetizers for this event.

RSVP to Karen Osgood @ [kgosgood@cox.net](mailto:kgosgood@cox.net).

Thanks for your participation!



***Star Party***

***March 23***

***7-9pm***

**Squadron Star Party**

**Westmont College Observatory**

955 La Paz Road, Santa Barbara, Ca 93108

Friday, March 23, 7-9pm

We'll see Venus in the west, a first quarter Moon, and stars for our own private Star Party.

Westmont physics faculty Tom Whittemore and members of the Santa Barbara Astronomical Unit will open the observatory and bring telescopes to share. Bring the Family!

**Directions and Parking**

From Cold Springs Road, take the first stone gate entrance to the college. Follow the winding road and the signs to the Observatory. Cross the creek and find parking spots on the right, across from the athletic field. The dome is visible up the roadway. Members may be dropped off at the observatory.

We'll provide some folding chairs and warm refreshment. Dress warm!!

In case of inclement weather, we'll cancel and send an email.

**Thank you to Tom Whittemore and the AU!**

*For more information about the SBAU, see [sbau.org](http://sbau.org)*



## **ADMIN OFFICER'S MESSAGE**

**Lt/C Peggy Ciolino, S**

The annual kickoff party and Change of Watch ceremony was held on February 17, at the Santa Barbara Yacht Club. It was a fun event.

Ron and Vicki Slocum with their usual wit that kept everyone laughing, presented our annual Awards (see full list of awards in the next article).

Neil Ablitt entertained us all with his presentation of the Sailing Award to Don and Inge Crowder — especially Inge and her role all these years as being a sailor and a sailing “enabler” for Don, particularly when she allowed him to build a boat in their backyard. They also received a gift certificate to the Waterfront Grill.

Rich Ciolino presented Ron and Glenice Mathews with a gift certificate to the Waterfront Grill in thanks for their many years of assistance in producing the roster each year. Doris and Will Swalling also received a gift certificate to the Waterfront Grill for their seventeen years of publishing the Signal Hoist.

We were so honored to have in attendance, all the way from Riverside, the District Commander Ronnie Mann, accompanied by her husband Mike, to officiate at the Change of Watch Ceremony.

Betty and I shared the calendar of events for the coming year and we do hope that you will be able to attend many of our on water and on land activities this year!!

Many thanks to Neil and Sue Ablitt for enabling us to hold this event again at the Yacht Club, where the location is perfect with lovely views of the harbor and ocean from the dining room and the food is excellent.



- 1) Tom Koch with inspiration
- 2-6) awaiting dinner
- 7-8) new squadron Ambassador jackets
- 9-10) Past Commander Susan Hodges, with D/C Ronnie Mann
- 11-12) Commander Dennis Johns , with D/C Ronnie Mann
- 13) Steve York an award for Meritorious Service
- 14) 2017-2018 Bridge





**SANTA BARBARA SAIL &  
POWER SQUADRON  
2017 – 2018 AWARDS**



**COMMANDER'S TROPHY**

Given to a member in recognition of extraordinary efforts,  
year after year, to the Squadron.

Doris Swalling

Wilfred Swalling, S



**AL LINCOLN AWARD**

Given to a member who inspiringly  
contributes to our education program.

Richard Ciolino, JN



**MOST VALUABLE PLAYER**

Awarded to a member who has provided a valuable  
service that wouldn't have been done if they didn't do it.

Betty Koch, P

Peggy Ciolino, P



### **MARCIA ROWLAND AWARD**

Previously the Dive Day Award, this award was initiated in 1993 by Dick & Marcia Rowland to commemorate a member's exploits during the annual Dive Day cruise.

It is now given to members who have significantly participated in watersports during the past year.

Dennis Johns, AP

Virginia Johns, P



### **POWER BOAT AWARD**

Made significant use of his/her power boat

Mark Cooper, P

Ellie Cooper



### **SAILING AWARD**

Made significant use of his/her sailboat

Don Crowder, SN

Inge Crowder



### **SANTA MARIA AWARD**

Recipient deemed to be the most active NEW member – meaning a member for no more than two years.

W. Scott Burns





## **BONER AWARD**

This is when we memorialize the biggest blunder of the year.

Actually something to be proud of - it shows you've been boating.

We all make mistakes - the award nominees are just those who have had theirs witnessed.

Duane Felender, S

"Safety First!!"



### **Secretary's Message**

**Lt/C Ron Slocum, AP**

#### **The Bridge for 2018-2019**

<b>Commander</b>	Cdr Dennis Johns, AP
<b>Executive Officer</b>	Position Open
<b>Educational Officer</b>	Lt/C Richard Ciolino, JN
<b>Assistant SEO</b>	1 <sup>st</sup> Lt John Profant, SN
<b>Administrative Officer</b>	Lt/C Peggy Ciolino, P
<b>Secretary</b>	Lt/C Ronald Slocum, AP
<b>Treasurer</b>	Lt/C Steven York, P
<b>Assistant Treasurer</b>	1 <sup>st</sup> Lt Peter Segoe, P



## **Treasurer's Message**

### **Lt/C Steve York, P**

The SBSPS Audit Committee - Bill Goodale, Tom Koch and Pernilla Halstrom - completed their audit of our financial records for 2017 during January. They found that the journal and bank statements were in order thus approving our records for the year. I appreciate their careful review and several helpful suggestions we will be implementing for 2018.

Since the beginning of 2018 we have made an investment for the Ship's Store. We have had our digital logo updated and we have purchased a small inventory of items with the new logo that will be available for sale to members. We have also placed a deposit at Moby Dick for our Holiday Party in December.

Our checking account has been replenished by deposits for all of the Change of Watch dinners as well as deposits for ABC class registrations.

Steve Hodges has been able to sell two of our inventory of sextants on eBay. This has also brought in an additional \$550 to our coffers. Thanks Steve!! He has a couple of more to sell as we move through the year.

With all of this activity we are tracking nicely to our approved budget for the year.



## **Vessel Safety Examiner Report**

**1<sup>st</sup> Lt/C John Profant, SN**  
**Assistant SEO**



Vessel Safety Stickers have arrived. I have eight stickers so if you want to get one let me know. It is a good thing to do. We make sure your flares are up-to-date, your safety equipment is in good working order, and your boat is sea-worthy. It is free and takes about an hour. Those who do pass the examination will get a sticker placed on the left side of the boat that lets the Coast Guard know that it is not necessary to board and perform a Vessel Safety Check.

My contact information is [johnprofant@cox.net](mailto:johnprofant@cox.net), or (805) 455-9173.



## **SEO's Message**

### **Lt/C Rich Ciolino, JN**

We started our latest "America's Boating Course" class (ABC) on February 20 with 18 students. This class focuses on boating basics and safety and runs for five weeks, meeting once per week for two hours, culminating in a final exam. The class is being taught by our experienced team of teachers: Ron Slocum, Neil Ablitt, Dennis Johns, Tom Koch, Pete Seagoe, and myself. These experienced sailor/teachers provide additional enrichment, including personal relevant stories, for the students that they could only get in a classroom environment such as this.

This class qualifies for California's Boating Card law that went into effect on January 1, 2018. Check our website at [sbps.net](http://sbps.net) for more information. One student from last year informed me that he followed up with the California Department of Boating and Waterways on-line process to obtain his Boating Card, and the system worked as advertised.

More classes will be announced soon.

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!

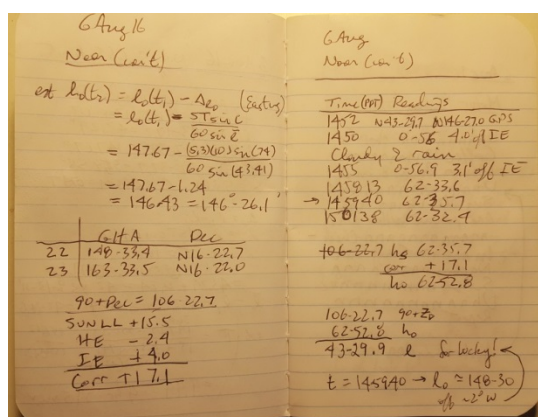


## Nineteen Days by Steven Hodges, N (written 21 Sept 2016)

Many people consider nineteen days at sea to be a lot. And it can be, or not, depending on the voyage and how it is remembered. I've been fortunate that most of my Pacific crossings have been, as I recall, overall, fun. Of course, as I was once told by someone, it helps a lot to have a really poor memory. In fact, that trait seems to be a pre-requisite for recalling extended sailing trips as 'fun.' At least I sort of remember thinking that while underway....

My most recent trip was on a well-appointed 47 ft long solent-rigged sailboat (Garcia Passoa) owned and operated by Michael Jefferson and based in San Francisco bay. I met Michael in 2012 during the single-handed transpac, my first, his 4th. This year, Michael completed his 5th SHTP, his 2nd time on Mouton Noir. MN, with an aluminum hull and swing centerboard, was designed and built to sail the high latitudes. And Michael has improved and maintained her systems, and in 2012, sailed her to Sitka and then back to San Francisco. After another sailing opportunity I had looked forward to evaporated, Michael invited me to double-hand back with him, and I accepted.

We departed Hanalei Bay, Kauai on 26 July and headed north, enjoying lovely trade-wind sailing in 15 to 20 kt easterlies. We sailed thus for almost two weeks as we chased an elongated Pacific High north. There wasn't a whole lot to do during my watches so, after reading a few books, I borrowed the ships' sextant and did sun sights. I hadn't planned that activity so had no forms. Fortunately there was a 2016 Nautical Almanac and scratch paper aboard. Sun sights are relatively easy, especially noon shots which yield latitude and longitude. The trick with a noon sight is to remember to be on deck with the sextant at the right time, and for the sky to be clear enough to see the sun. A wrist watch alarm facilitates the former, luck is needed for the latter. Here're my notes for a typical noon sight:



Aug 2016

Almanac Data

UTC	GHA	Dec
22	148-33.4	N16-22.7
23	163-33.5	N16-22.0

Data

Time (PDT)	Readings
14-50	GPS: N43-29.7, W146-27.0 (for comparison)
14-52	horizon 0-56, 4' off Index error Cloudy and rain
14-58-13	Hs = 62-33.6 Sun LL
14-59-40	Hs = 62-35.7 Sun LL <- use this
15-01-38	Hs = 62-32.4 Sun LL

Corrections

Sun LL	+15.5
HE	-2.4
IE	+4.0
Total	+17.1

Calculations

Hs	62-35.7
Corr	+00-17.1
Ho	62-52.8

LAN ~ 2200 UTC,  $90 + \text{Dec} = 106-22.7$

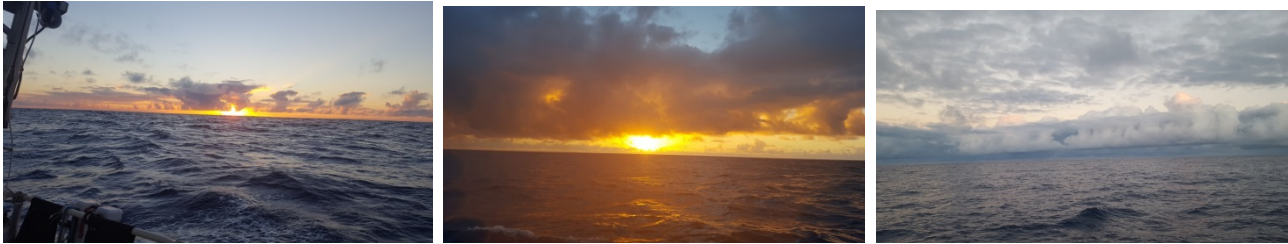
106-22.7  
-62-52.8  
43-29.9 Latitude

Interpolating from LAN @ 14-59-40 yields 148-30 Longitude

The result is pretty close to the GPS reading! Thus, the satellites must be working correctly. To my squadron Navigation instructors, Nils Lindman and Gordon Specht: Thank you! (I also acknowledge Frank Worsley, Shackleton's ship captain and navigator, as my celestial navigation hero.)

And so the sailing went. Books, music and messing about with the sextant and sight reductions. During my long watch from 0300 to 0700, I even wrote a few poems. Looking at them now, I see they all (mostly) revolve around the fact that the ocean and sky are incomprehensively enormous.

*If I were one with the sea  
I'd be water salt and debris  
Better to sail on her surface  
Enjoying the vast expanse  
Without being too nervace*



And we also ate. It turned out that we ate dinner together every day, and I was the cook. Michael did the dishes. We were rather lax in preparing our menus. In fact, our provisioning method was to walk the aisles in a Hanalei grocery store and fill a cart as we went. I'm not used to having refrigeration so didn't buy some things that I would've, but we didn't starve. The trick to cooking, while bounding along heeled over, is to only prepare meals that require one hand for most of the preparation. Here's a list of the meals I prepared:

- Buttermilk pancakes from mix with melted butter and maple syrup (or honey)
- Stir fry with onions, cabbage, peanuts in olive oil
- Glop of sautéed onions and rice with canned corn and canned chicken with a splash of olive oil and butter
- Egg buttered scramble with left over Glop and more onions
- Egg poached in Bush beans with onions and hard cheddar (option: serve on tortillas)
- Steamed onions, cabbage and potatoes in pressure cooker served on sautéed rice (and onions)
- Nachos: Corn Chips baked on a cookie sheet with onions, Stag chili, and grated hard cheddar cheese
- Mac and cheese with onions and canned tuna
- Cabbage salad with onions, olive oil, pepper and canned tuna (option: add peanuts)
- Tuna salad sandwiches with onions (option: add melted cheese)
- Rigatoni with red wine Ragu sauce, onions, and canned chicken with parmesan cheese (option: replace chicken with chopped hard salami)



Except for buttermilk pancakes and steamed veggies, they all start with 'chop a ~1/4" thick slice or two of onion and sauté in olive oil and butter using the skillet or sauce pan you will be using for the rest of the meal. Most of these meals require one pot; a pan or skillet as well as a large spoon and knife. When alone I eat out of the pan I cooked in. Note that none of these require ingredients that need refrigeration (at least for three weeks or so). The only beer I've found that remains palatable without cooling is canned Guinness, and I drank one per day with my dinner.



Finally at 44N we turned right and sailed for CA in diminishing winds. We sailed as much as we could because we didn't have enough fuel to motor all the way home. As the winds eased we ran through the headsail inventory going to larger and lighter sails. And finally the iron genoa for a couple of days. Fortunately, before our fuel was spent, we picked up the NW winds a few hundred miles off the CA coast and so sailed again. What a relief from that the endless whirring vibration!

Even at 44N, 150W it was tee shirt weather. But as we headed east, it got cold, which is normal, and so the sun showers stop and the layers go on. And, as is often the case, gales blow off the northern CA coast and we sailed into one. Fortunately the wind was on our beam and then went aft, and MN is well prepared and, by adjusting her dagger board and centerboard, easily managed. In 35 kts we surfed at 10-15 kts broad reaching with a 95% staysail and two reefs in the main. It was roaring on deck but surprisingly serene inside.

By the time we reached the Farallones, some 25 nm outside the golden gate, there was little wind, and we motored again. This was my 12th time sailing under the gate and still, every time, I am moved and want to snap pictures and take in the sights just as I did my first time. The Golden Gate really is a portal from one world to another, and what a great feeling to cross over! The next thing, after admiring that beautiful entrance, is generally to strip down as it is much warmer inside than out, and all the layers needed off shore aren't necessary most days on the bay.

Finally, after securing the boat in her Alameda slip, the next to last ritual: staggering along the walk way and to a nearby restaurant for food and beer. It takes a few days for my legs to forget the sea, and for my organs to regain their traction with land life. The final step is for that less-than perfect memory to kick in and discard the bad, while polishing the good, leaving me to look forward to another ocean sail.



by Lt/C, Rich Ciolino, JN

Always check local weather conditions before departure. If you notice darkening clouds, volatile and rough changing winds or sudden drops in temperature, play it safe by getting off the water. TV and radio forecasts can be a good source of information but there are other good sources for local weather forecasts. For one you can go to our website home page ([sbsps.net](http://sbsps.net)), click on Marine Weather, and you'll be sent to NOAA's local weather site for a local Coastal Waters Forecast. This is the same forecast you'll hear on your VHF radio by pressing the WX button – NOAA has seven VHF channels devoted to weather forecasts and they lead in with what area each is covering, and they repeat and repeat and..... Weather forecasting Apps are becoming more and more available for access from your computer or mobile smart phone and two that I like to use are **[predictwind.com](http://predictwind.com)** and **[windy.com](http://windy.com)**.



## ***Land Yacht Attracted to the Sea***

By Janis Johnson, S

In their 11,111.1 mile "Trailer Odyssey" late last year, SBSPS members Duane Felender and Janis Johnson continued to find themselves attracted to water activities and views in coastal towns, on rivers and more! They travelled from California to Maine, south to Naples, Florida – returning home to Carpinteria via the southern route. Pictured here are a few of their favorite spots!





## Winter Santa Barbara Area Fishing

by Capt. David Bacon

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



Even without live bait in the bait receiver there were quite a few calico and sand bass caught off of Santa Barbara at shallow structure spots. Surf fishers found good perching from Hope Ranch down to the Rincon and groundfish from shore between Goleta and Gaviota.

"If we had live bait aboard this catch would probably be a legal calico," Said Capt. Tiffany Vague aboard the 6-pack charterboat *WaveWalker* while fishing shallow structure spots near Santa Barbara harbor during morning weather windows between afternoon stiff wind events. Live anchovies around the 4-inch mark had been available in Santa Barbara through much of January and part of February, adding significant size to the average calico bass caught by boaters.

Without the live bait, the average calico seems to have shrunk by a couple of inches. Sand bass however averaged out a bit better and there were some sandies caught that didn't even need to be measured to know they were good. Most bass of both species came on squid strips or on swimbaits or twin-tail plastics tipped with squid strips.

Sandy beaches at Hope Ranch, East Beach, Padaro Beach and the Rincon gave up some good counts of barred surf perch for people casting small plastic grubs or Gulp! Sandworms. There were no reported halibut caught, but folks casting Lucky Craft lures for halibut did manage to connect with the biggest of the perch units measuring up to 15 inches. Mark Diaz got the big 15-inch dinner plate size unit.

Up the coast from Goleta and Ellwood, people caught cabezon and rockfish from shore using Carolina Rigs tipped with squid. Near the campgrounds of El Capitan and Refugio, cabezon were on a tear and a few of the fish measured over 20 inches including a 22 incher caught by Gabe Garcia and a 21 incher taken by Frank Tutelio.

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 via email to the Editor by the 20<sup>th</sup> of the month in order to be included in the next issue. We solicit the submission of your articles on safety, boating, cruising, racing, and squadron activities. Accompanying relevant photos are appreciated. We encourage articles by our members. Send us your true or tall tales. Articles, opinions, and advertisements published herein do not necessarily reflect squadron policy nor endorsement unless so designated.

**Editor:**

**Virginia Johns, P**

**Proofreader:**

**Lt/C Richard Ciolino, JN**

**Squadron Photographer:**

**Lt/C Peggy Ciolino, P**

**SBSPS Website Manager:**

**Lt/C Steve York, P; Eric Peterson, AP**

**Website address:**

**[www.sbsps.net](http://www.sbsps.net)**