



United States Power Squadrons®

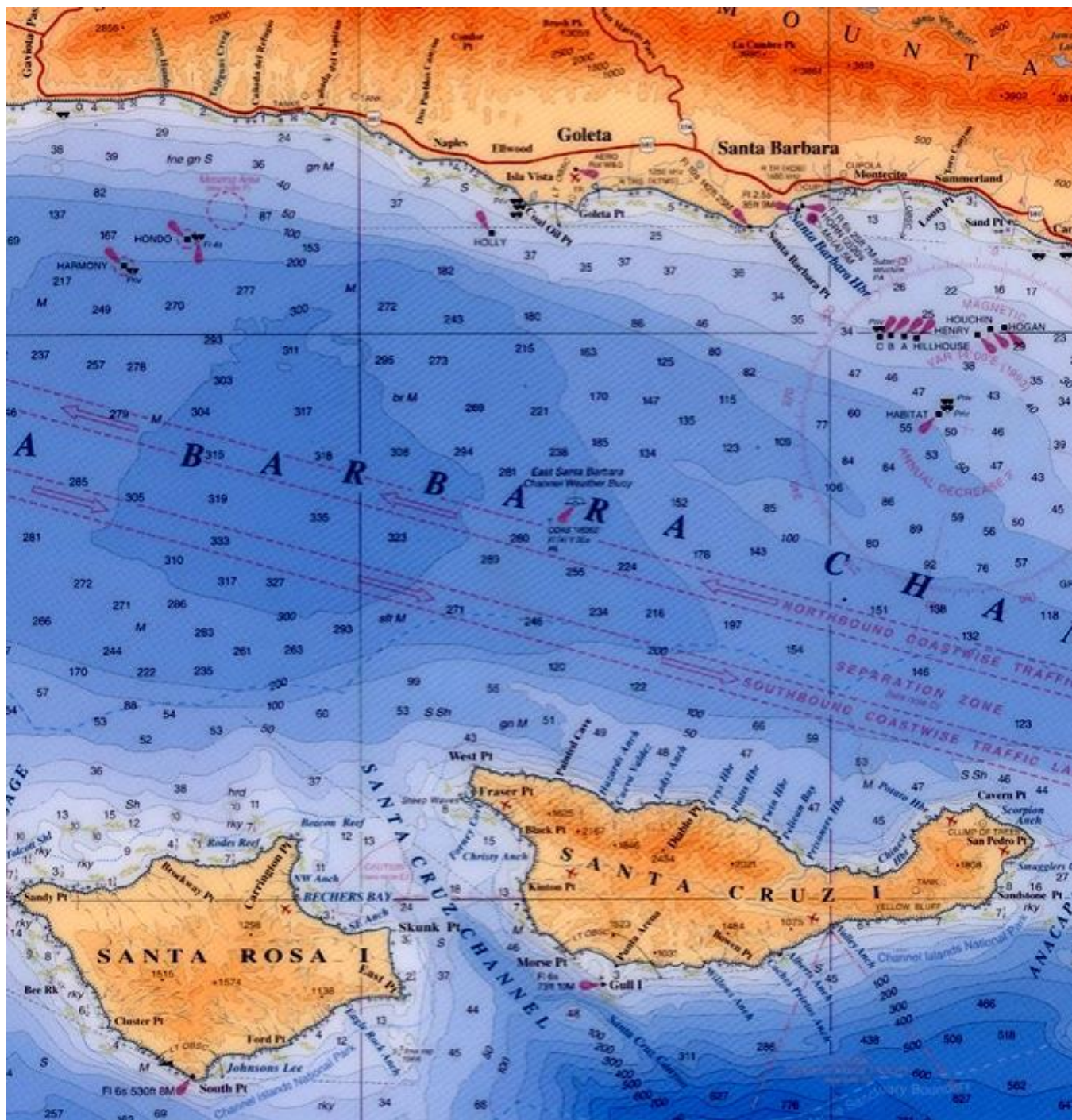


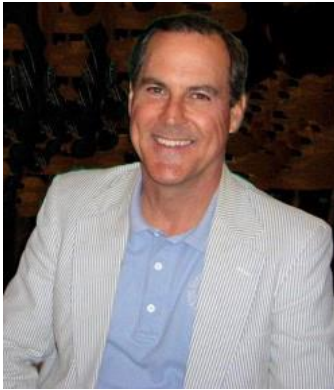
Signal Hoist



Santa Barbara Sail & Power Squadron

Monthly Newsletter June 2018





COMMANDER'S MESSAGE

Cdr. Dennis Johns, AP

I'm putting a call out to the entire squadron for a judge in the review of communications for the District 13 Duncan Gleason award. In the past, this position has been rather arduous as judges were tasked to review year-long communications from the various squadrons in District 13. However, this year it will be a one-time evaluation of something that a squadron wants to submit for judging. The duties of this judge will be just to read and evaluate the contest submissions in Feb, 2019. If you have questions about this position, you can contact me or Judie Dee at jabcucumb@aol.com.

Wow! What a busy May we are having. The squadron had so much going on that most of this message will be spent thanking all the members who stepped up to conduct or participate in an event.

If you missed our May 3 meeting, it was a very special night –ask anyone who attended, there were more than 30 attendees. Thanks to Jim Hirsch, Alyssa Lewis, and Patrick White for a very informative and entertaining evening. Many thanks to Janis Johnson for providing an amazing spread of appetizers.



Later that week the Harbormaster's office organized and implemented **Harbor Clean Sweep**. The squadron was represented by no less than ten members, so we were assigned a Marina 2 finger all our own. Working with 2 divers, we lugged two toilets, a marine stove, a bicycle, and some kind of large electronic device as well as many other miscellaneous items from the harbor seabed to the roll-off container.

Onto the next week, the squadron participated in the May 12 Nautical Swap meet that was organized by the Harbormaster's Office. It was well-attended and as it was a little chilly in the morning, we all wore our nifty squadron jackets and were getting envious glares from other vendors. We all had some free donuts and coffee while making about \$250 for the squadron, so not a bad morning.

The next week was designated as National Safe Boating Week and the squadron was actively participating in that with a "Partner in Command" seminar presented by Steve York on May 19 –thank you Steve. This same weekend was the first excursion to the islands led by Scott Burns. Apparently the rest of the squadron fleet is still having work done to be seaworthy as Scott went solo. Perhaps we'll have a fleet cruise in June. And then on Tuesday night later that week the squadron and the Harbormaster presented a "Harbor Watch" seminar discussing law enforcement statistics in the marinas and safe boating tips. Then we headed to the beach to shoot off expired flares. We had over 25 people attend this event, so it was a very fun, educational, and social evening.

Don't blink or another month will go by that is chock full of squadron activities. Don't miss our **June 7th meeting with Mike Pyzel** discussing heavy weather experiences and techniques for survival.

Speaking of meetings, you all should join a social media forum called Meetup. This is a Santa Barbara specific website that allows members to post events and the website emails announcements of upcoming events in which the member has indicated interest. I have established a Meetup Group called **America's Boating Club Presents Stories from Local Boaters**. Be sure to select that one to get timely announcements of the Fun and Entertainment meetings in the coming months.



ADMIN OFFICER'S MESSAGE

Lt/C Peggy Ciolino, S

Fourth of July in May?

I love the Fourth of July with all the fireworks, particularly viewing them from our boat at the Harbor, but there's nothing like setting off your own fireworks, which of course we're not allowed to do anymore in most parts of California. So the flare shoot, in which we set off our own "fireworks," is not only an extremely important safety event, but is exciting because it appeals to my love of being in charge of my own pyrotechnics, like when I was a kid.

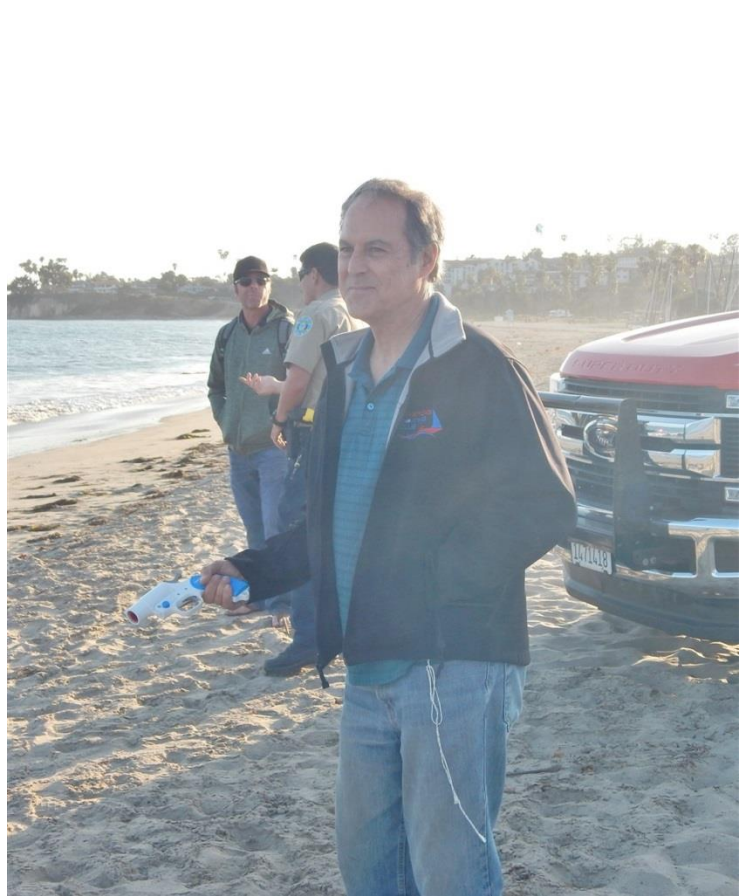
The flare shoot held Tuesday evening, May 22, began in a Harbor Master's Office classroom, where several of the officers showed us three different types of flares. The officers explained the attributes of each kind and showed us how to use them, so that we were ready to try them out, once we got down to the beach next to the Yacht Club parking lot. Everyone brought their expired flares to use in this exercise and I don't think there were too many duds, but the officer stressed that we should always replace expired flares and not expect them to last longer than the expiration date. This was a well-organized event, where everyone had an opportunity to try out the different types, from hand-held flares, flares shot from a gun and a kind of rocket-launched type. I learned that though they may go high and they may be loud when launched, none lasts terribly long and for that reason need to be used wisely — hopefully when there's a chance that someone else might see it.

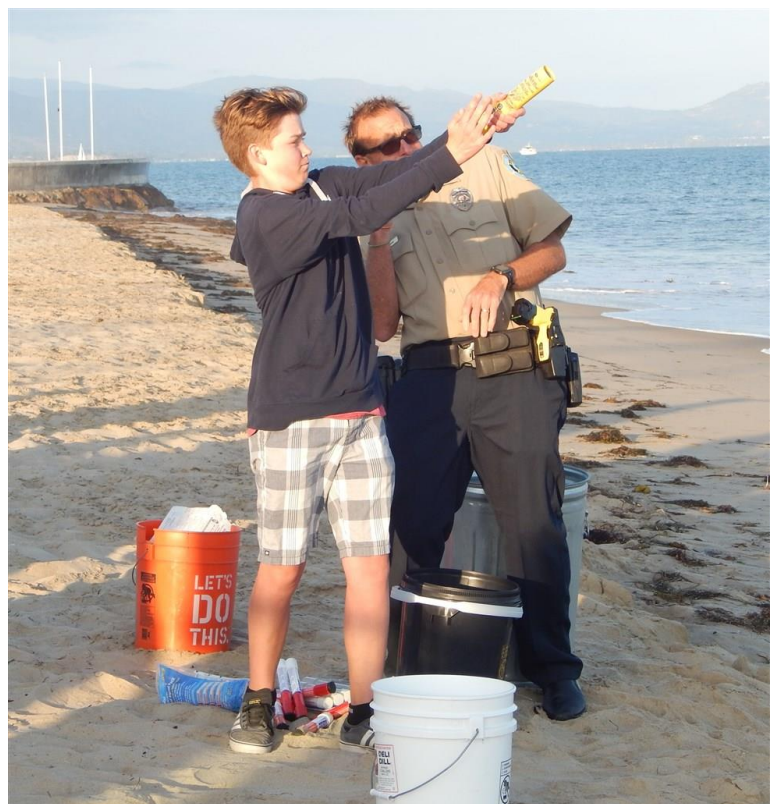
This event really epitomizes what the Squadron is all about — education — and in this case a hands-on, well-managed, yet very exciting hands-on experience, which is the best way to learn. Thanks Virginia Johns for setting this up with the Harbor Patrol and thanks to the Harbor Patrol for a great presentation and guidance.













Upcoming Activities

June 7	Thu 7:30pm	Members' Meeting – Mike Pyzel	SB Harbor classroom
June 9	Sat 4:00pm	Progressive dinner	SB Harbor Marina
		(Eleanor and Steve York point person)	
June 15	Fri 5:30pm	Ventura Squadron happy hour	SB Harbor aboard Mariposa
June 15-17	Fri-Sun	Cruise to Cueva Valdez	Santa Cruz Island
		(Scott Burns point person)	
June 28	Thu 4:00pm	Evening Sail	SB Harbor
		(Steve Young point person)	
July 14	Sat 9:00am	Pacific Corinthian Yacht Club	Ventura Harbor
		(Tom Koch point person)	



Happy Hour Invite

The Ventura Squadron is visiting Santa Barbara Harbor **Friday June 15** and has invited us to join them for a get together aboard Mariposa at 1730 hours. Please bring your favorite beverages and they will supply all the eats. For those venturing out on the cruise to Cueva Valdez that weekend, we will raise a glass to fair winds and calm anchorages for you!

PROGRESSIVE DINNER ON THE DOCKS by Lt/C Steve York, P



Saturday June 9, 2018
SANTA BARBARA HARBOR

Join us for a fun evening!

5 PM Appetizers and Salads

Sea Goer Marina TWO C-25

Hosted by Suzette and Pete Seagoe

6:00 pm Salads and Main Course-Slocum's Trip Tip and Ablitt's Famous Baked Beans

Maude/Bobcat Marina ONE H-3 & H-5

Hosted by Ron and Vicki Slocum and Neil and Sue Ablitt

7:00 pm Dessert and Coffee

Ecco Bella Marina FOUR B-57

Hosted by Peggy and Rich Ciolino

We look forward to seeing you there
Bring an appetizer, salad or dessert to share and
your own plate/silverware and drinks.

RSVP to Steve York shyork@yahoo.com or (310) 408-7204

Cruise to Cueva Valdez June 15-17



Cueva Valdez

Scott Burns took Benchmark out to Frys Harbor May 18-20. They were the only boat there on Friday, another boat from Santa Barbara joined them on Saturday, but no other squadron boats were able to go. He reported: "It was interesting weather. Saturday night at Frys, about 2 am it blew from the canyon more than I'd ever felt, but about 4 am, it calmed down. I actually reefed the main after I got out of the anchorage Sunday morning, but a few hours later, no wind at all and had the main down and cover on ½ hour before getting to harbor."

Here's another chance!

Scott is planning a cruise out to Santa Cruz Island June 15-17. He invites all squadron boats to join in on the adventure and will serve as the point person for this event.

Departure will be Friday at 8am so that if the wind picks up, we are at the anchorage close to 1pm.

Cueva Valdez is the destination, with Lady's as a backup if conditions not calm enough at Cueva.

Boats should stay tuned to Channel 16 for hailing each other before moving to a working channel for discussions (e.g., change in anchorage due to conditions or crowds).

Bring your favorite beverages and nibbles for a happy hour gathering on the beach Saturday.

RSVP to Scott so he can keep interested parties notified of weather forecast and his go/no-go decision. w.scott.burns@cox.net cell: 805 448 8110

Read more about Cueva here: <https://sailchannelislands.com/santa-cruz-cueva-valdez/>

Pacific Corinthian Yacht Club Cruise & Dinner by P/C Tom Koch, SN



Hear Ye! Hear Ye!

SBSPS has once again made plans to hold a cruise to, and have dinner at, the Pacific Corinthian Yacht Club in Channel Islands Harbor, Oxnard, CA. The gathering of SBSPS members and guests will convene for a Potluck of appetizers and drinks in the afternoon of **14 July 2018**, with PCYC providing a, historically delicious, dinner at 1900 hours. Members and guests are encouraged to make this a weekend cruise. PCYC will allow boats to be tied-up and/or rafted to the PCYC dock from 12 PM Friday (13 July 2018) until early morning Sunday, (11 AM, 15 July 2018). Anyone that wishes, can drive to PCYC for Saturday's activities. The cost for each meal has been set at only \$40, including tax and gratuity. All members are encouraged to make plans to boat or drive to PCYC and join in on this annual Get-Away!

Right Now... Print and fill-out the PCYC flyer.

<http://www.sbsps.net/wp-content/uploads/2018/05/2018-SBSPS-PCYC-Cruise-Dinner-Flyer.pdf>

Then send it, along with your check made out to SBSPS, to Past Commander Tom Koch at your earliest convenience.

PLEASE NOTE:

All boat reservations are required by 29 June 2018.

All dinner reservations are required by 6 July 2018.

Thank you,

Tom tbkoch01@gmail.com (805) 729-3385



Asst. Treasurer Message

1st Lt/C Pete Segoe, P

Greetings fellow squadron members, I do hope spring is being good to you. As your assistant to the treasurer, in charge of ships stores, I want to let you know we have a few of the "ambassador jackets" (see pictures) to sell. The Commander has asked me to sell them to members at half of the original cost, so they are a steal at \$ 43.00. I have a limited selection of sizes so please contact me ASAP if you are interested.

If, as you get your boats ready for the "season" you're in need of a new SBSPS burgee I have a few left at \$ 35.00.

I want to thank new squadron member Glen Fidler for the roll of fire hose he donated. I have cut it up into 12" lengths to be used as chafe gear for dock or anchor lines. They are free for the asking so please contact me if you want any.

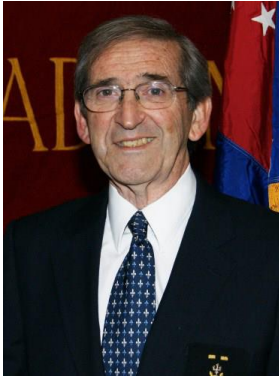
I anticipate getting up an order for hats in the near future so if you have color preferences please let me know.

If you want any other logo items please peruse the catalogs at www.arosha.com for ideas and we can get prices for you.

Happy (and safe) boating,

jpseagoe@gmail.com (805-967-4468).





SEO's Message

Lt/C Rich Ciolino, JN

Steve Young began teaching our Marine Electrical Systems course on Tuesday April 24 – it will run through June 19. A high level of interest was evident as 27 students signed up for the class! This class covers the gamut from basic electricity to troubleshooting and repair and provides the understanding one needs to help with the installation and maintenance of systems such as AC and DC power systems, wiring, circuit protection, charging, and corrosion protection.

Steve York taught the Partner in Command seminar on Saturday May 19 to a small but enthusiastic class of four students. More on this in my Safety Tip report elsewhere in this newsletter.

We have scheduled a Piloting class to begin right after the Marine Electrical Systems class ends to run from June 26 to August 21. John Profant will teach this class. Following this we will be offering an Engine Maintenance course from September 11 to November 20 taught by Pete Seagoe. And finally, we will be scheduling another ABC class for the fall time period.

All in all our education staff is keeping pretty busy - If you have any questions or suggestions feel free to contact me at rdciolino@cox.net or 805-682-4543. Sail safely!



Vessel Safety Examiner Report

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



For those interested in having their vessel inspected contact me for an appointment. We make sure your flares are up to date, your safety equipment is in good working order and that your boat is sea worthy. It is free and takes about an hour. Those who do pass the examination will get a sticker to place 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, or (805) 455-9173.



by Lt/C, Rich Ciolino, JN

National Safe Boating Week began on May 19 and we supported it with two events. One was a flare shoot that is discussed elsewhere in this newsletter, and the other was the United States Power Squadrons' Partner in Command seminar that we offered to the boating community. The Partner in Command seminar addresses the notion that it's a good idea to have one or more of your crew know how to do some basic boat operations in case you, the captain, can't perform what's necessary to safely address the situation. It's also fun for some crew to learn to do things on the boat. The aim of the seminar is to introduce boaters to some of the key operational functions required to safely operate a boat.

What would be useful for crew to know? Here's some key items that are addressed in the seminar: calling for help with a marine radio to make an emergency call to the Coast Guard, the Harbor Patrol, or another nearby boat; slowing or driving the boat or turning the engine on or off; handle a fire extinguisher; keep the boat off the rocks or other obstacle by anchoring; guide the boat to a safe location; making visual distress signals including hand held and/or launched flares; or just knowing the rules of the road. One doesn't have to be expert or very experienced to handle these situations adequately enough to help in an emergency – any knowledge helps.

People actually got to use hand held and launched flares during the flare shoot and Steve York taught the Partner in Command seminar that covered the topics mentioned earlier. Steve provided the following paragraphs about the seminar:

"To kick off Safe Boating week the Squadron presented a seminar entitled Partner in Command on Saturday May 19th. This seminar is intended for people who go boating as a passenger but may not be familiar with boating and want to become more comfortable on the water. It is also an excellent refresher for skippers about basic knowledge that would be important for their passengers.

The three-hour seminar was presented by Steve York with lots of support from Rich Ciolino. Topics included everything from safety to boat operation to emergencies. Attendees had lots of interest and questions which prompted Rich and Steve to provide many personal experiences and anecdotes to supplement the seminar material.

In three hours it's not possible to cover all the details of the many seminar topics e.g. anchoring, how to use a marine radio, etc. so we emphasized the recommendation to follow the seminar with on the water practice. The seminar materials will be a useful checklist and guide. We encouraged attendees to pick a couple of topics for each trip and practice them.

Participants told us it was a success and hit the right expectations. We'll plan to do it again!"

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

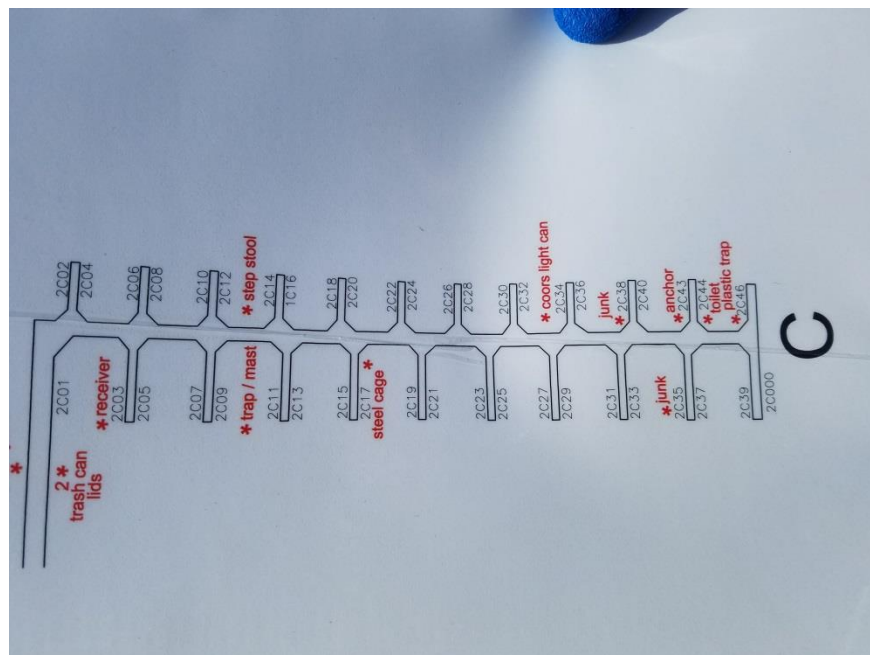
Harbor Clean Sweep

by Cdr. Dennis Johns, AP

The squadron has participated in this event in the past so we were on the Harbormaster's list to contact for volunteering this year. The call went out and the squadron responded wonderfully. As we gathered for the event orientation at the Coast Guard Pier for coffee and donuts, we easily formed the largest group of volunteers from a single organization. The picture of us on the pier doesn't include all of us but it shows how we dominated the crowd.



Because of our numbers, we were all assigned to one finger of Marina 2. We had two divers assigned to our finger and they went to work shortly after our arrival at Marina 2. Divers had surveyed the marina in the days prior to the clean up to identify key items to be removed. When the silt on the harbor bottom is disturbed, visibility is significantly impaired, so they wanted to get those key items up first.

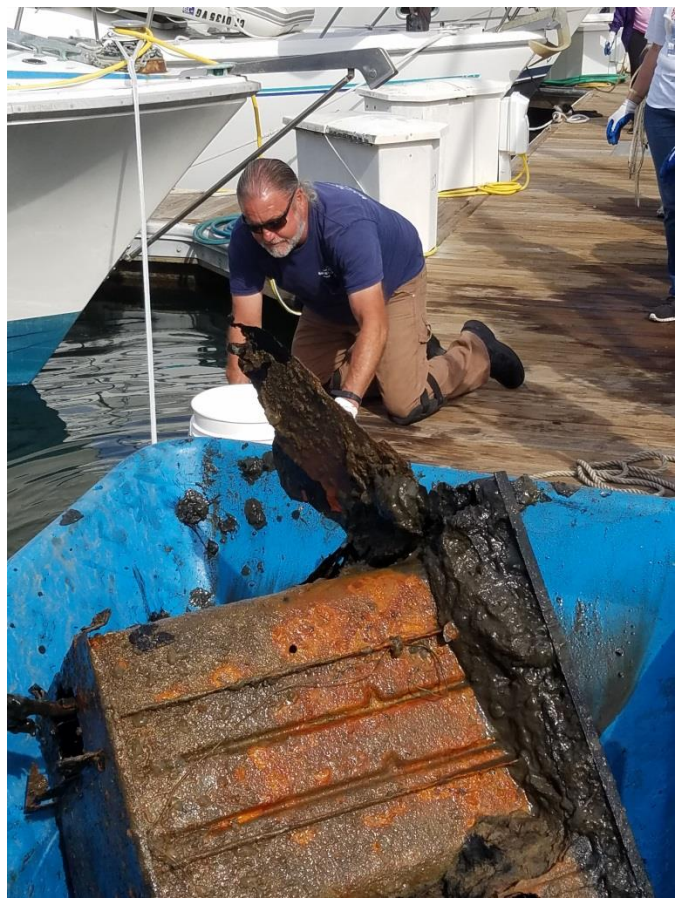


The divers would tie a line onto the item and then bring the line up to us and we'd haul the item up. We needed to be on the dock near the diver to grab the line but it wasn't hard to figure out where the diver was due to his bubbles.

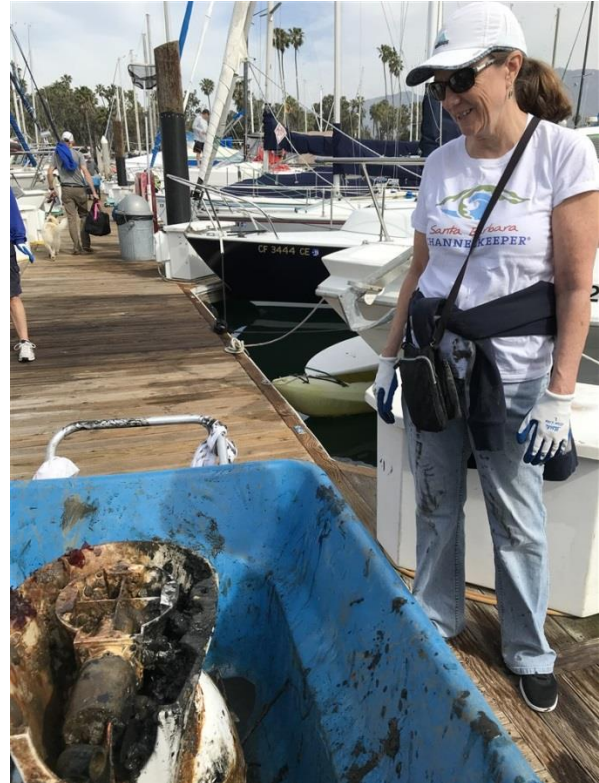


The orientation we received stressed that we were to keep the docks and nearby boats clean of any mud that would be hauled up so in addition to the "hauler team" we had several "wash down" teams. Finally, we had "wheelbarrow teams" who carted the stuff off to the roll off container in the parking lot. The teams coordinated like clockwork and we removed a surprising amount of unusual stuff. Some of the items included: two marine toilets, a Marborg garbage receptacle, a marine stove/oven, a bicycle, several crab/lobster traps, and some kind of vintage sonar scope.

Our group was so efficient we wrapped up at about 10:30am. The Harbormaster had promised lunch for all the volunteers so several of us relaxed for a social moment on the Seagoes boat which just happened to be in Marina 2 (I'm sure the Seagoes weren't responsible for anything hauled up...).













A Weekend in Newport, RI

by Steven Hodges, N

P/C Susan and I, and our son and his family (from SF), spent a long weekend in Newport, RI early in May. Our daughter and her family joined us from their home in CT. So we had two grandkids, both under two years old, to share the time with, and our kids had able and willing babysitters! We stayed in a large Airbnb house (built in 1882) in the old downtown, close to many waterfront and city attractions. And we were easy walking distance to fine local restaurants; we especially enjoyed some local clams and oysters. We were fortunate, not only with the weather, but also by the marine-eye-candy and exciting activities at Fort Adams and the nearby Newport Shipyard.







Fort Adams is a great place to visit, especially in fine weather when the Volvo ocean racing sailboats are berthed there! The fleet of open 65's had just finished leg 9 of the 11-part round-the-world race, with a grueling final few hours as they drifted into Newport after 19 days sailing from Itajai, Brazil. The race village was a lot of fun, and there was something for everyone: sailor, shopper, eater, and even little kids. Volvo, as race sponsors, had some beautiful cars on display – our son is tempted by their new electric fleet – and a large shiny new tractor that kept our granddaughter occupied for quite a while. There were also displays showing the details of the Volvo racer's life at sea, with a cut-away hull, with cockpit, open for exploration. How about that gimbaled carbon-fiber toilet bowl? Waste management is tackled head-on, and a consistent theme of the race and village was sustainability: reduce consumption of plastics, recycle, repeat! These are not simple boats, with a myriad of systems, pipe bunks, and workspaces for the skipper, navigator and onboard reporter. Yes, each boat has one embedded reporter whose only job is chronicling the voyage; they are not allowed to assist the crews. The 'Race Experience' movie was interesting with some thrilling and awesome segments from the Southern ocean, and a moving tribute to veteran ocean racer John Fisher, the most recent fatality of the race (there have been six since the race started as the Whitbread in the early '70s).





The Newport Shipyard is more than a shipyard. We had a great breakfast at Belle's Café, next door to the gift shop, and sat outside and watched sailboat crews laying out gear, and hoisting bright orange storm sails, readying for inspections for the upcoming Newport-Bermuda race. Quite a few Volvo racers were also enjoying the morning there. What a place for boat watching! Some of the boats are big, and much bigger than they appear. For example, I saw something on a spreader on the main mast of a large ketch, and at first thought it was a bird. But it was actually a full-sized adult male rigger working on the spreader tip. And then there was Sophia, a drop-dead gorgeous, all bright work carvel-planked boat – even the topsides were varnished – with a large crew polishing her.







Can you find the photographer, Steve, in this picture of Rambler 88?



Can you find Susan, giving us perspective of size?

Near Rambler 88, and perhaps most interesting, to me anyway, was Dongfeng, one of the Volvo open 65's, dangling in hoist straps, getting a new keel installed. The old keel, some 16 feet tall, was sitting nearby with an obvious problem indicated by rusty cracks just above the 7,000 pound bulb. This is a canting keel that can swing up to 40 degrees to windward, so the replacement was even more complicated than it would be for a fixed keel (which is bad enough!).



On the penultimate day of our stay, also the sunniest, my son and I rented a J22 from Sail Newport, Brenton Cove, at Fort Adams, and spent a very pleasant afternoon sailing the bay. The requisite checkout by a local instructor was straightforward – rig the boat, cast off dock sail this heading, tack, tack back, spin and jibe, then back to the dock close enough to let the instructor hop off. Then we had three hours to explore, just as the afternoon southerly came up. And that we did, sailing North and West across the main passage from the Atlantic (with a theoretical view of the mythical Block Island so often used as an example in classes), and toward the inland Route 138 bridge, then East to just outside Newport Shipyard, passing close by Nefertiti (US 19), a legacy 12 Metre Class America's Cup boat as she prepared to head home. Then we wove through the countless moorings, mostly still empty as they are in Winter, then we flashed Susan and son's daughter playing on the beach. We had 8-15 kts the entire afternoon, perfect for the J22, and all in sunshine. It was a pretty nice way to end our visit!



Nefertiti in view





Volvo Race:

<https://www.volvooceanracenewport.com/>, <https://www.volvooceanracenewport.com/sustainability-2018>

Newport Shipyard:

<http://www.newportshipyard.com/>

Migration Part 3

By Clark and Andrea Bowdle, S

I think this is a good time to share how our day to day life looks while we are working for \$ on the West coast and working on our boat on the East coast. It's crazy. It's overwhelming. It's a fantastic adventure that we are so glad to be doing. At home in SB Clark works as a Food Safety Consultant. He is busy in spring/summer working very long hours. In the fall/winter he is able to work about 2 days a week. This coincides nicely with hurricane season - home April to Sept and in Florida about 10 days a month the rest of the year. My work is flexible and home based, a perfect travel job.

Three of our four kids ages 22, 24 and 27 are independent. Our youngest, Kelly, is 14 and in the 8th grade. She needed to homeschool after a surfing head injury kept her out of half of 7th grade. We decided to keep going with learning independently in order to have the flexibility to go to Florida. She goes to tutor center when we are in SB and works remotely over the internet when we are at the boat. We don't get wifi at the boat so we found a cute coffee shop nearby that we ride our "boat" bikes to for school and work.

While we are at Migration, our days start with school, work, emails and calls, and making a list of what we want to work on for the day. We also want to enjoy Ft. Lauderdale so making time for the beach and the dinghy, biking around downtown, going out to the restaurants and of course the endless trips to West Marine and Boat Owners Warehouse is always a challenge. Lots of waterways mean lots of drawbridges so it can take a lot longer to travel around town there. We try to minimize the number of times we go out so we have more time to work on the boat.

Kelly is also a competitive surfer which adds a fun but time consuming aspect to our life. We bought her a board at a local surf shop in Florida and found a few of the best spots to take her out. This means even more time driving and in the water but It's important for her to continue her activities and be ready for competitions when she's home. It also means getting to know a completely different type of surf and conditions than her home surf so a good lesson for her. We try to get her out at least twice during the trip. Socially, Kelly is very outgoing and open to friends of all ages and types, even the 2 great danes who live at our dock. This is one of the best things about homeschooling and traveling, kids see the world in a much broader way.

All in all, this first season in Florida has helped us to practice balance, flexibility, and patience. We were completely unrealistic in how much work we could get done on the boat. The learning curve has been steeper than we anticipated and EVERYTHING takes longer than we thought. That being said, we have enjoyed the area more than we thought and are comfortable operating in our floating home. Migration has truly become part of our family and we are more excited than ever to hit the open blue water and hang out in a serene anchorage with nothing but turquoise blue water around us!



The ABCs of VHF with DSC

by Lt/C Steve York, P

Like many of you I subscribe to a sailing magazine - in my case *Good Old Boat* which is published bi-monthly. I usually read it cover to cover and find many interesting articles covering everything from how-to-do-it to boat reviews to personal articles from sailors. I've gotten a lot of good ideas and always thoroughly enjoy it. I even know one or two of the contributors who submit some of the how-to articles.

I've recently gotten agreement from the magazine to repost an occasional article of interest on our website in the News and Articles section. For the first post, I've chosen a recent article "The ABCs of VHF with DSC" by Marcie & David Lynn. I found out how it can be used in more ways than I realized. I think it will be enlightening to you as well so check it out.

If you like the idea of having articles reposted let me know. Thanks - Steve

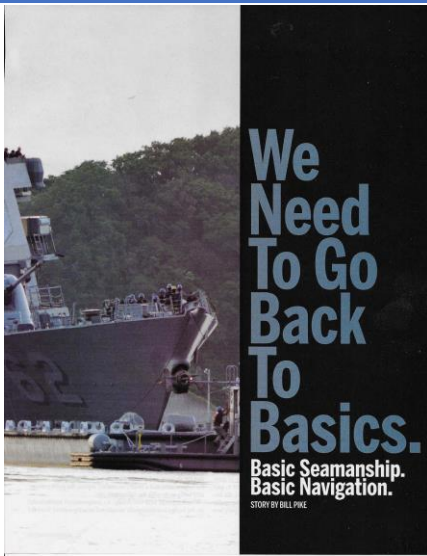


This "ABCs of VHF with DSC" article can be found on our website at:

<http://www.sbsps.net/wp-content/uploads/2018/05/vhf-dsc-article-from-steve-york.pdf>

We Need to go Back to Basics by Bill Pike, submitted by Mark Cooper. P

(As published in *Power and Motoryacht* March 2018)



"Last year, at 5 o'clock in the morning on the 21st of August, the Arleigh Burke-class guided-missile destroyer USS *John S. McCain* was approaching Singapore's easternmost traffic separation scheme, just east of the Malacca Strait. She'd just overtaken a slightly larger, Liberian-flagged tanker M/V *Alnic MC*, leaving her well astern on her port quarter. There were numerous watchstanders on the bridge. The weather was apparently exceptional. Speed, according to a comprehensive U.S. Navy review of the tragedy that would ensue, was 20 knots..."

The detailed and stirring story of this tragedy reminds us how the basic concepts of seamanship and navigation we learn in our Squadron courses also apply to big (very big) ships.

Lessons Learned from the U.S. Navy

The mistakes that contributed to the tragic accidents involving U.S. Navy ships in the western Pacific last year, and the Navy's comprehensive review of those accidents, are sure to remind recreational boaters that the basics of safe navigation and solid seamanship are as simple as they are important. Below are fundamentals that recreational boaters should always bear in mind:

- ◆ Study and be familiar with the so-called Rules of the Road. Keep a copy of the U.S. Coast Guard's *Navigation Rules International — Inland* on board. It's an easy-to-obtain book that contains and explicates the rules.
- ◆ Use radar if there's a unit on board your vessel—and know how to tune, make clutter adjustments, switch ranges, etc. Owning an expensive, highly sophisticated radar is no guarantee it will do you any good.
- ◆ Maintain your situational awareness by employing not only

your eyes (and a pair of good binoculars) to periodically scan the horizon, but also your ears to keep tabs on engine-related and other mechanical issues. If possible, post a lookout or lookouts when underway.

- ◆ Use your VHF radio. The best way to clearly understand and deal with crossing, overtaking, and meeting situations in open water is to work things out well in advance on your VHF.
- ◆ Transmit and receive AIS signatures whenever possible. Contacting other vessels via VHF is easy these days thanks to the fact that their names appear on your MFD via AIS.
- ◆ Be thoroughly conversant with on-board mechanicals and other equipment, especially the critical stuff. Whether we're talking throttle and shift controls, steering, backup steering, running lights, fuel filters, sea strainers or whatever. There is nothing worse, should an emergency arise, than not knowing how to safely and efficiently operate what you've spent so much of your hard-earned money on.

The full article can be found at

<https://www.powerandmotoryacht.com/seamanship/lessons-learned-from-navy-tragedies>



Fishing Report

by Capt. David Bacon

www.hooklineandshooter.com

Much of the spring featured strong winds offshore but that was fine because inshore fishing perked up for Santa Barbara and Goleta anglers, especially for charter boats, skiffs and kayaks. Out a little deeper the rockfish and lingcod responded well to live bait.

With inshore fishing gaining seasonal steam, bait and tackle sales were brisk. Capt. Tiffany Vague at Hook, Line & Sinker fishing center in Santa Barbara said, "The reports I'm getting from our boat and kayak customers are fun because they have lots of smartphone pics to show. We are selling hooks, weights, swimbaits (brown, blue and Christmas Tree have been great colors) and squid, shrimp and anchovies to them. Surf fishers are picking up Lucky Craft 110 Flash Minnows and Gulp! Sandworms."

Private charter boats *WaveWalker* and *Rock Steady* worked inshore spots and the skipper of *WaveWalker* reported a surprisingly good sand bass bite predominately comprised of keeper size units. Calicos came up in good numbers too, however the ratio of keepers was lower. It was nice that on most trips the bass of both species were released. *Coral Sea* also plied local waters on half-day trips and came back in with good counts of rockfish plus some lingcod. *Stardust* went long for rockfish and lingcod at Santa Rosa Island when the weather permitted.

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 20th 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.

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