



United States Power Squadrons©

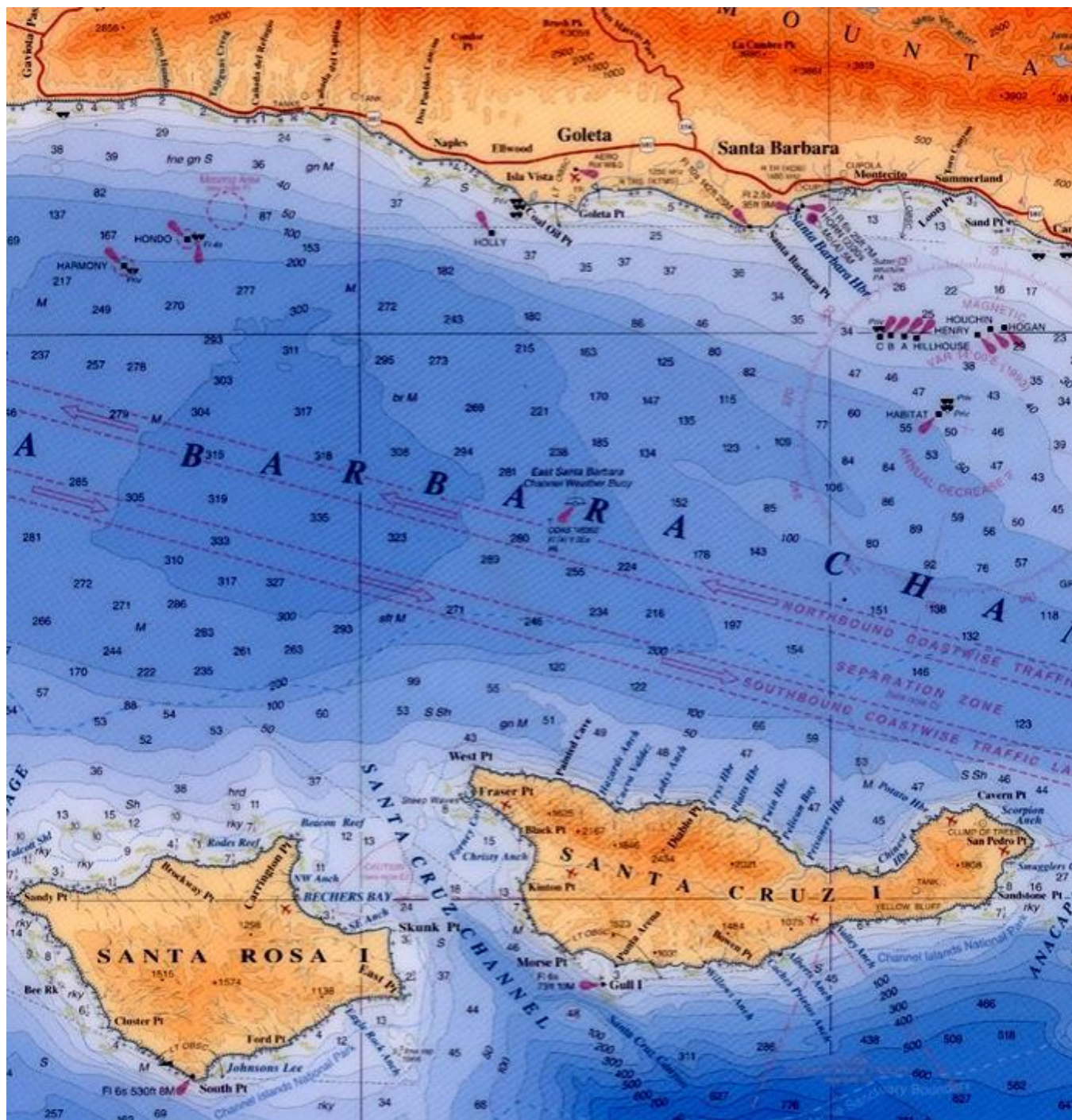


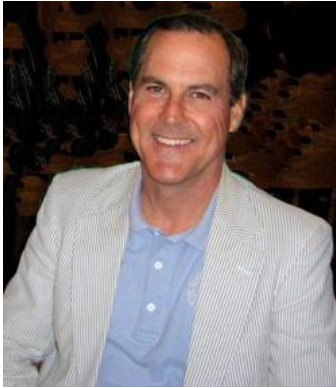
Signal Hoist



Santa Barbara Sail & Power Squadron

Monthly Newsletter August 2018





COMMANDER'S MESSAGE

Cdr. Dennis Johns, AP

Hooray! It's summertime and the living's easy. Lots of sunshine means lots of wind and in addition, the seas have been quite calm, perfect for our motoring mariners. The marine layer burns off early these days, so let's toss off the dock lines and have some fun.

We took a break from our Fun & Entertainment meetings to conduct some squadron business on July 5. Although the attendees are mostly members of the bridge and their various reporting members, we want to be sure that all members know they are welcome to these meetings to stay up to speed on what the people behind the curtain are up to.

Fun and Entertainment returns on Aug 2 when Eddy Lakankiewicz, former Captain of the USCG Cutter Blackfin, will describe what it is like to perform Search and Rescue operations in the Santa Barbara Channel. If time allows, we will also screen an exciting short movie, *Around Cape Horn*, about a square-rigged bark rounding one of the most notorious southern points on the planet. Arrive early, our last event was standing room only.

We have several more Fun and Entertainment meetings coming up and I invite you to submit a proposal to me for a presentation of yours or of someone you know whose subject would be interesting to a bunch of boaters.

July was PCYC month and not only did we have an excellent turnout of boats to make the trip to the Pacific Corinthian Yacht Club in Channel Islands Harbor, we had nearly capacity dinner attendees. The room holds 29 and we had 28. If we increase the count next year, the club will have to move us to a larger room. The evening was filled with interesting conversations, including a few mishaps that occurred as will happen whenever boats leave their slips.

An unusual wind condition in the channel spoiled the first outing on June 28 and our second Evening Rally scheduled for Thursday, July 26 didn't happen as many of our squadron captains were on vacation that week. August 30 is another Evening Rally and we are planning something special so save that date and get your boats shipshape.

Upcoming Activities

August 2 Thu 7:30pm Fun and Entertainment SB Waterfront classroom

August 7 - 14 Catalina Cruise
(Steve and Eleanor York point persons)

August 17-19 Cruise to San Miguel
(Scott Burns point person)

August 30 Thu 4:00pm Evening Cruise SB Harbor
(Steve Young point person)

Sept 8 Sat noon Annual Meeting and Auction Swallings home
(Peggy Ciolino point person)

Sept 29 Sat 1:00PM Rally SB Harbor
(Steve Young point person)



ADMIN OFFICER'S MESSAGE

Lt/C Peggy Ciolino, S

Thanks to Tom Koch for being the point person on the annual PCYC cruise and dinner. You can read more about this fun and well-attended event held July 13 - 15, elsewhere in this issue of the Signal Hoist. Thanks again to Steve Young for being the point person on the evening cruises. Needless to say that so far, we've been having a fun summer on the water. We are looking forward to seeing as many of you as possible in Two Harbors, Catalina from August 7 — 14, or any portion of that time that you can come. For more information contact Steve or Eleanor York. Also, save the date for our annual meeting/picnic/barbecue, to be held on Saturday, September 8, at the Swallings — more details to follow.

The Membership Chair reports that total membership is 127 as of July 21, 2018. Of interest is that we have picked up 30 new members since the beginning of the year, and all of them have come from our educational offerings: of 16 students taking the first ABC class (open to nonmembers) 14 of them elected to join the squadron; of 27 students taking the Marine Electrical Systems class (membership required to take the class) 12 were new members; and, of 10 students currently taking the Piloting class (membership required to take the class), 4 are new members.

If you would like a vessel safety check, please contact John Profant:
johnprofant@cox.net or 805 968-8015.

All past instructors, we need many of you to recertify. Tom Koch is going to set up a 4 hour Instructor Recertification class later this summer. We'll keep you posted as we learn more details.

A Weekend Cruise to Pacific Corinthian Yacht Club

by Betty Koch, P and P/C Tom Koch, SN

Some came by land, and some came by sea, but 28 members and guests of Santa Barbara Sail & Power Squadron (SBSPS) made the journey to Pacific Corinthian Yacht Club in Oxnard, CA on the weekend of 13-15 July 2018.

The Sailors

Six boats made the cruise from Santa Barbara Harbor to PCYC. Three boats sailed down on Friday, led by John Bridgwater and Joan Kent on *M/V Sea and Ski*. They were followed by Ron and Vicki Slocum on *S/V Bobcat*. Then *S/V Ecco Bella* arrived, with Captains Rich and Peggy Ciolino and guest, Tom Koch on-board. Early Saturday, *S/V Quiddity* arrived with Captain Steve Young at the helm, closely followed by Scott and Lisa Burns on-board *S/V Benchmark*, and guest Steve Carlson as crew. As the two earlier boats were tying up to the dock, Commander Dennis Johns and Virginia arrived on *S/V Libertad*, with crew members, Eric Peterson and Kristine Locke aboard. *S/V Libertad* rafted to *S/V Benchmark*, and the cruising complement was complete.

By Land

The remaining twelve members and guests joined the sailors by land starting on Friday and continuing through Saturday morning and afternoon. These included Betty Koch, Bobby Young, Neil and Sue Ablitt, Art and June Aldritt, Don and Inge Crowder, and Duane Felender and Janis Johnson. The complement was completed by our special guests from the Ventura Sail & Power Squadron, world-wide cruisers, Howard and Judy Wang.

The Festivities

As is the usual order of business for the SBSPS' annual PCYC cruise, Saturday afternoon was filled with good conversations and appetizers on the dock with our loyal barkeep, Ron Slocum, providing his famous "Pain Killers" for libation! In the evening, all attendee's appetites were satiated with either a delicious Asian Salmon dish or a mouth-watering Ribeye Steak. If all the above hadn't been enough, then each attendee was finally fully-stuffed with a Hot Fudge Sundae. After dinner, Commander Johns honored all members and guests, plus the Host PCYC Servers and Cooks.

Of great importance, we also bid "Congratulations" and "Happy Retirement" to long-time General Manager of the Pacific Corinthian Yacht Club, Brenda Dickmann, who bid all "Goodbye" at a Retirement Party on the PCYC grounds Saturday afternoon. Brenda was instrumental in ensuring that all necessary arrangements were well in order and made the organizing job much easier.

The next morning, all remaining boats and boaters bid adieu to PCYC and sailed or motored back to Santa Barbara. The authors offer our "Thanks" to the Ciolinos for their generosity and sharing of their beautiful vessel, *S/V Ecco Bella*. All in all, a most enjoyable and wonderful weekend!





















Cruise to PCYC, July 13-15 by captains of the cruising boats

Ron Slocum, *S/V Bobcat*

We left the harbor early Friday morning, with the typical forecast of light winds becoming W 10-15 in the afternoon. We ended up motor sailing the entire way, as the forecast winds never materialized. The seas were fairly sloppy, and it was uneventful except for a good number of dolphins escorting Bobcat.

On Sunday the return to SB was quite different. We left the PCYC dock at 0730 and motor sailed for a couple of hours, then the wind freshened to nearly 20 kts. We cut the engine and unfurled the jib and were glad we had a deep reef in the main. Amazingly we were able to point high enough to make SB on one tack. We furled the jib outside the harbor at 1330, a record time for us. Although the sailing was nice, the seas were very sloppy the entire way back. Vicki's comment: "It was a 3 Dramamine day!".




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## **Rich Ciolino, *S/V Ecco Bella***

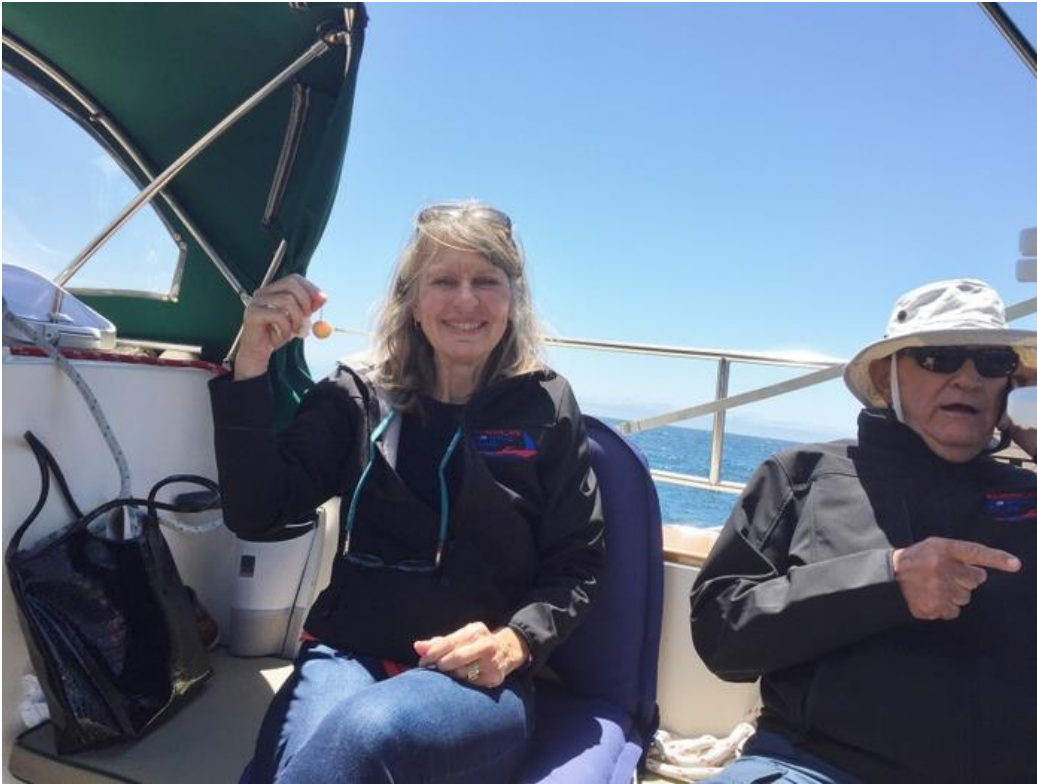
*S/V Ecco Bella* departed its slip on Friday morning at 11:30 and was under sail outside Santa Barbara Harbor by 11:45. Rich and Peggy Ciolino had Tom Koch on board for the trip to PCYC. Tom's wife Betty would drive down on Saturday to join the weekend activities. We raised the staysail at around noon to take full advantage of the nice 8 or 9 knot westerly breeze and were making 2.5 to 5 kts on a starboard tack. Having experienced the bumpy afternoon seas around the Channel Islands harbor before we did not want to get too close to shore with the waves and swells on our beam so chose a course that would take us on a southerly course to platform Gilda located about 12 nm due west of Channel Islands. At around that location we'd turn to port for a nice "downwind" run into Channel Islands Harbor with the seas on our stern quarter. The wind picked up to the 15 kt range at about 14:00 moving us along at a steady 6+ kts with bigger waves and swells. Peggy fixed us a nice lunch at 13:00 and she later said that she was glad to not have to be down below after the winds and seas picked up. Shortly after passing by Gilda we furled the staysail and chicken jibed to get on a nice port reach, with the wind about 20 degrees off our stern to sail toward the harbor. After arriving near the harbor entrance, we turned on the engine and swung around into the wind to furl the sails. We had a bit of excitement after the sails were doused and turned back toward the harbor in that we got abeam of a big enough swell that slid Tom from the starboard side to the port side of the cockpit where I was standing, and Peggy slid to port as well but hung on to the wheel. Down below some fruit flew out of its bowl, and pillows and the like crashed onto the cabin floor. Swells, even seemingly small ones (perhaps 4 feet in mixed short seas, can do that if they get you on the beam. Oh well, next time we'll time the turn better. The motor-sail into the harbor and to PCYC was uneventful and we met Ron Slocum and John Bridgwater at the dock to take our lines at about 18:30.

We followed the same basic track when we left PCYC at 09:00 on Sunday morning. That is, we motored straight "west" to platform Gilda where we could turn toward Santa Barbara and sail the rest of the way. At this time of day the wind and swells begin building and it gets a bit bumpy after an hour or so but at least the seas and wind are pretty much on the bow so one can make it comfortable enough. We turned to starboard to a course of about 320 degrees magnetic at 12:00 for the roughly 17 nm port tack run to Santa Barbara. We arrived at the Santa Barbara red/white safe water buoy at 14:30 and proceeded to douse the sails, when we had a bit of a mishap. I do this sometimes instead of turning into the wind if its blowing hard and we turned downwind so as to have the mainsail block the wind on the jib for furling. However, the boat went a bit too far around and we jibed putting the 15 kt wind on a loose jib. The sail flew forward and around to the port side pulling the starboard jib sheet with it in the

water and out in the front of the boat. Since we were moving under sail (motor was on but not in gear yet) we ran right over the jib sheet and it got pulled very tight under the hull. Once I realized what had happened I was able go forward and pull the jib sheet around the bow and get the sail furled. Our jib sheet now has a long streak of green bottom paint on it. We were secure in our slip by 15:30. We all really enjoyed the roughly nine hours of sailing for the two days on the water which made the trip a sailor's joy.







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Dennis Johns, *S/V Libertad*

In addressing the dinner crowd at PCYC, I mentioned the “incident” that occurred earlier that day out at Santa Cruz Island. I was surprised to find that the scuttlebutt hadn’t completely circulated and many attendees wanted details. Rather than tell the tale multiple times I decided the *Signal Hoist* was the best media for disclosure.

By 18:30 on Friday, July 13 there were three squadron boats anchored in Yellow Banks. Each of us was parallel to the beach and parallel with each other about 50 yards separating each boat. *S/V Benchmark* was nestled between *S/V Quiddity* and *S/V Libertad* which was furthest from the shore. A gentle breeze kept all our bows pointed SW.

All boaters descended on *S/V Libertad* for appetizers and dinner. The evening wrapped up about 21:00 and as everyone departed for their vessels, we noticed that the wind had increased slightly but still from the same direction and all of us appeared to be in exactly the same position.

At 02:30, Virginia and I were awakened by Scott on *S/V Benchmark* hailing us to help with fending *S/V Libertad* off his boat. We quickly fended *S/V Libertad* off and were soon at safe enough distance to try to analyze what had happened. *S/V Libertad* and *S/V Benchmark* were now pointing NE but the wind was still blowing from the SW. The rode of both boats was running from the bow directly underneath the hull. We learned from Scott that we had T-boned *S/V Benchmark* and that impact had awakened him –we felt nothing.

We concluded that we must have dragged but why we had T-boned *S/V Benchmark* was still unclear. We should have dragged in the direction of the wind which would have taken us to the SE, downwind and away from Scott’s boat. We decided it would be best to re-anchor some distance from *S/V Benchmark*. After several attempts, we found the bottom too rocky and after hauling up a ball of seaweed, we decided to relocate to Smuggler’s. After one attempt we were not only hooked but we were again pointed into the wind and stayed that way for the rest of the night (anchor watches initiated for the rest of the night).

Later that morning, Scott arrived in his dinghy and we learned that *S/V Libertad* had bent one of his stanchions and stripped the cover off his lifeline, fortunately damage not too severe. We also learned that he began to stand anchor watch and discovered *S/V Benchmark* dragging and he re-anchored about 03:30.

We can only assume that there was some kind of current causing the boats in Yellow Banks to point opposite to the wind that was not affecting boats in Smugglers. Perhaps a combination of the wind at the stern and the current at the bow caused *S/V Libertad* to “sail” at anchor more than usual and swing a wide enough arc to impact *S/V*

Benchmark. Why we dragged when we were hooked well enough for several hours and no change in the direction of the wind is still a mystery. Perhaps we found a patch of sand that was only covering a rocky bottom and once the anchor bottomed out to the rocks, it started to drag when the wind increased.

Another adventure to note in the log. If we ever anchor in Yellow Banks again we'll be a lot more careful to give several long pulls to be sure the hook is really set well.

We were able to sail most of the way to Yellowbanks and to PCYC - so enjoyable. Joining us on this cruise were Eric Petersen and Kristine Locke, very companionable and capable crew who got the FULL cruising experience.



Scott Burns, S/V Benchmark

Benchmark left Santa Barbara harbor about 08:30 Friday morning and had an uneventful trip to Yellowbanks. Our friend Steve Carlson joined my wife Lisa and me aboard. That afternoon we jumped in the water to check on the anchor and had a refreshing swim; Steve swam ashore. We enjoyed a nice dinner on Libertad. The high point was about 7 am Saturday morning when a skipper from Ventura came by, and borrowed our Jump-Starter. About 15 minutes later he came back having started his motor. As a thank you gift he gave us a 12 pack of Miller Lite beer. We had two beers at lunch as we motored around the south side of Anacapa Island. I took the rest of the beer to the PCYC doc party. We still have 9 Miller Lites left. Any takers?"




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## **Steve Young, JN, S/V Quiddity**

I was soloing on Quiddity (my Hunter 33 sailing vessel) to PCYC for the club dinner. I decided to leave in the afternoon so as to get the wind and not to have to motor unnecessarily, and had a gorgeous sail (15 to 25 knots of wind all the way) to Yellowbanks on Santa Cruz Island. I met with the Johns and Burns at Yellowbanks and enjoyed a great social pot-luck dinner and evening on Libertad.

My anchor didn't set properly on my first attempt, so Dennis, who had arrived earlier and was cruising around in his dingy, offered to come aboard and help. Second attempt didn't work either, but Dennis helped me get Quiddity firmly set on the third attempt. It resisted me going into full reverse. (I hope you're reading this AFTER reading Libertad's and Benchmark's experience elsewhere in this Signal Hoist! I was anchored just downwind of the Johns' and Burns' boats). Dennis may not have been too happy with his anchoring of Libertad, but his skill saved Quiddity's bacon!

I went to bed and slept like a baby through all the kerfuffle that Dennis describes in his article – unaware of the drama occurring 50 yards upwind of me. I woke up late on Saturday morning, and saw Libertad and Benchmark both gone. I assumed they had set off early for Oxnard and didn't know that they had both moved in the middle of the night to better anchoring grounds.

I had a leisurely breakfast and left around noon – again purposefully wanting to travel with good wind. I was rewarded with a beautiful sail to PCYC at Channel Islands Harbor, arriving just in time to meet Bobby who had driven up from Santa Barbara. I was very surprised to find both Benchmark and Libertad arriving within a few minutes of me. Libertad was coming from Smugglers and I from Yellowbanks. I think we both left at about the same time, but hadn't seen each other. Benchmark had left much earlier but went south of Anacapa Island, and had to motor a lot.

The PCYC dinner was great, and I slept on Quiddity and was the last to leave for home on Sunday. I had to motor for the first 90 minutes, then close-hauled all the way home. Great sail – even if a little too much heeling.

Approaching Santa Barbara I suddenly noticed that my dingy (which had been deflated and securely (I thought) tied down on the foredeck) was no longer there. I was devastated because it was fairly new and expensive. Waves and heeling had obviously swept it away, but I did not know where or when. The next morning, dejected, and still plucking up enough courage to tell Bobby, I got a call from the San Buenaventura State Beach ranger saying it had washed up on their beach – its chambers full of water!

What a weekend of great sailing, and not so great incidents. I bet Dennis \$20 that my dingy screw-up would beat his anchoring problem for the Boner award at the next awards dinner.

Oh, and by the way, my windless didn't work either!







## **Treasurer's Message**

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

We're in the process of setting up the ability to accept electronic payments including credit cards and PayPal. There has been a lot of requests for this especially from students registering for classes. A couple did not have checking accounts and not being able to accept credit cards was difficult for them. With all of the interest in our classes, we don't want to create any barriers to people signing up.

We will be able to use this not only for classes but also for Ships Store items, dinners and other events. Of course we will still accept checks and good old cash.

We've been processing some test transactions through PayPal during the past week to make sure the funds end up in our Squadron checking account - which they do! Next up are test transactions processed using Square. We have bought 2 Square readers and have downloaded the app on my phone. We'll be doing some test transactions early next month after we get back from our upcoming trip to the Tetons and Yellowstone with 2 of our granddaughters.

We hope to be able to roll this out in time for the upcoming Engine Maintenance class starting Sept 11th. More details to follow in next Month's Signal Hoist.



## **Asst. Treasurer Message**

**1<sup>st</sup> 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.

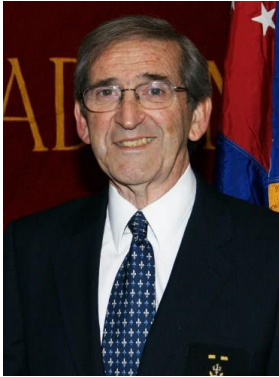
If you want any other logo items please peruse the catalogs at [www.arosha.com](http://www.arosha.com) for ideas and we can get prices for you.

Happy (and safe) boating,

[jpseagoe@gmail.com](mailto:jpseagoe@gmail.com) (805-967-4468).







**SEO's Message**  
**Lt/C Rich Ciolino, JN**

Our Piloting class is continuing and headed toward its final class on August 14 when the students will get their take home cruise planning and execution test that will be turned in on August 21.

We've started advertising the Engine Maintenance course that will run from September 11 to November 20. Based on comments from our membership and other boaters there is a lot of interest in the course and we expect a big turnout.

We are going to have another ABC class in the fall and are talking with the SBYC who has expressed an interest in hosting a session for them. We'll see if that works out and we could be putting on a class for them and a class for the general public or a combined class.

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](mailto:rdciolino@cox.net) or 805-682-4543. Sail safely!



## Vessel Safety Examiner Report

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



I still have a few VSC stickers left if anyone is interested in having their boat inspected.

Certain Kidde fire extinguishers are being recalled. The recalled fire extinguishers can become clogged or require excessive force to activate, posing a risk of not discharging. In addition, the nozzle can detach with enough force to pose an impact hazard. These fire extinguishers have either a Vertical Pull Pin or Push Button. Fire Extinguishers with either a metal handle or curved plastic handles are not affected. You can check it out online at <https://www.kidde.com/home-safety/en/us/support/product-alerts/recall-kidde-fire-extinguisher/>. Kidde will replace them for free.

There has also been a question as to whether the Coast Guard approved electronic distress lights satisfy the requirements for recreational boats when used on coastal waters. Here is what I found:

**For boats under 16' in length:** Distress signals are only required when operating between sunset and sunrise. If operating at night, one electric distress light or three combination day/night red flares are required.

**For boats 16' in length or greater:** One orange distress flag and one electric distress light - or - three hand-held or floating orange smoke signals and one electric distress light - or - three combination day/night red flares; hand-held, meteor or parachute type are required.

With that being said it is prudent to have additional flares of various types on board, even if they have expired.

**You can contact me at [johnprofant@cox.net](mailto:johnprofant@cox.net), or (805) 455-9173.**





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

Here's some tips about using your autopilot (adapted from a United States Coast Guard article written by Tom Bower at

<https://www.boatingsafety.com/boatingsafety/perils-autopilots>):

Of course autopilots shouldn't be used in crowded situations like entering or leaving a harbor. They become very useful for open water passages in day and night. Using the autopilot doesn't relieve one of basic seamanship responsibilities but actually enhances the ability to pay more attention to other seamanship activities like keeping an even better lookout for whatever is out there on the water. It takes your focus from steering a course to keeping a good lookout. On the other hand you could be tempted to do other things, like reading, talking, or going down below for something, that actually take your attention off of doing a good lookout. If you must do something like this be sure that the sea is clear of obstacles or they are far enough away to avoid them in all directions before leaving the helm, or even better, ask one of the crew to stand watch. On long passages it's imperative to check your surroundings on a regular basis and the best way to do that is by setting a loud timer for an appropriate interval (such as 5, 10, 20 minutes or more depending on the situation) to remind you to check the radar, speed, course, and surroundings so you are assured your course will be clear and safe until the next time check.

Autopilots have many useful features that make navigation easier but they can kill you if you don't use them properly. They rank right near the top in causing collisions at sea according to insurance investigators. This should serve as a reminder that we need to use autopilots carefully and as they were intended, and it's the skipper's responsibility to ensure that the autopilot is used correctly.

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!

## August Cruise to Catalina by Steve York, P



It's time for the annual Cruise to Two Harbors at Catalina Island. Two Harbors is the "boater's destination" on Catalina with almost 900 moorings. Two Harbors with about 75 year round residents also has a General Store, coffee shop and decent restaurant plus a fully equipped Scuba shop renting tanks, kayaks, beach equipments, etc. There is lots to do including many water based activities, hiking and beach activities.

The York's and Ciolino's will be leaving Tuesday Aug 7th The total distance is about 75 miles so we break the trip up into two legs. The first is about 25 miles going to PCYC to overnight at their dock. Wednesday morning we'll leave early for Two Harbors - about 10-11 hour trip for the remaining 50 miles. Mooring availability at Two Harbors should be fine arriving mid week. Once on a mooring, you should be fine for the duration of your stay. There is a possibility of being asked to move moorings on the weekend if the mooring owner reserves their spot. However, this usually doesn't happen.

We plan to stay until Sunday the 18th. Return will two days via PCYC again. Ciolino's will be with us going over. Not sure when they plan to return though. We would be glad to have you join us for either leg or both. Let us know.

310-408-7204



## August Cruise to San Miguel by Scott Burns



*S/V Benchmark* will be headed to **San Miguel August 17<sup>th</sup> to 19<sup>th</sup>**. Neil Ablitt on *S/V Maude* is planning on going and showing us the various anchoring spots at Cuyler Harbor and will give directions to the Cabrillo Monument. We plan to stay until Sunday the 18th.

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).

Bring your favorite beverages and nibbles for a happy hour gathering.

*RSVP to me, Scott, so I can keep interested parties notified of weather forecast and a go/no-go decision.* [w.scott.burns@cox.net](mailto:w.scott.burns@cox.net) cell: 805 448 8110

For more information about San Miguel: <https://sailchannelislands.com/san-miguel/>

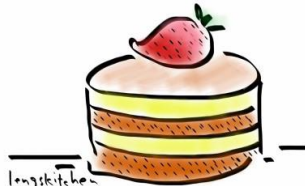
# District 13 Annual Isthmus Land Cruise BBQ

**Date:** August 25, 2018 - 11:00 to 5:00

**Place:** Holiday Harbor Marina 701 Shore Road Wilmington, CA



**Come one come all and support the district  
Our wonderful chefs are cooking their famous tri tip.  
With all the fixings. We will also have Veggie Burgers.**



**And other games and prizes.**

**Reservations a must by August 15, to Rosemarie \$20 per person,  
Children under 12 free  
rradomsky@att.net or 310 322 9825**



## September Catalina Loop Cruise by Mark Cooper, P



Yes, Ellie and I are (once again) hoping to put our two-week “Catalina Loop Cruise” together in the period immediately following Labor Day. And yes! It is the very cruise we presented on the last session of the Squadron Cruise Planning Course we took last year.

PCYC overnight in Channel Islands Marina

Long Beach two nights, shop ‘til you drop, dinner on the Queen Mary, etc.

Avalon one or two nights

Isthmus two or three nights

Santa Barbara Island two nights with a day hike and tour of the Island on the layover day

Anacapa or Santa Cruz one to three nights

Home!

We’d love to do a “flotilla.” No problem if you are a 5-knot boat, or under sail at any speed, as we are totally happy to go no faster than the slowest boat! And no problem with you joining us for just part of the trip. And we could reverse the direction of the loop if that worked out better for everyone’s schedules, berths, weather, etc. Would you contact us if you are interested?



## Thresher Shark Battle Tactics

by Capt. David Bacon

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

Summertime means shark time, and threshers are a favorite target of private boaters. They range in large numbers along our coast and are often caught within a half-dozen miles of shoreline in water from 40 to 120 feet deep. The really big threshers (to over 300 pounds) however are typically caught 3 to 20 miles offshore where they feed along major current breaks and upwelling spots.

T-sharks cover great distances when they get the urge to travel, yet picking a good place to fish for them isn't difficult. They forage in areas with concentrations of baitballs such as anchovies and sardines. They have a particular taste for mackerel. Follow the baitfish and you'll stand a good chance of finding threshers. Some of the most common areas are off of La Jolla, Santa Monica Bay and the Santa Barbara Channel.

Two favored methods for thresher fishing are trolling and drifting. Slow-trolling with diving plugs (think size 18 to 22 Rapala lures in mackerel patterns) and large weighted bait hoods with mackerel pinned inside is most common offshore for very large T-sharks. Trolling with smaller lures is also effective inshore for the small to medium size threshers.

Drifting with baits is the more common method inshore. How to rig for drifting is a topic for lively debate. Some folks want to use a winch and a telephone pole. Personally, I like to see people use a 6 to 7 foot medium-action rod and a conventional reel (like a 6 to 7-foot, 50-pound rated custom Vague Rod from Hook, Line & Sinker fishing center in Santa Barbara) with 65 or 80 pound braided line, a heavy chafe-leader, and a single large bait hook. This is true sportfishing, and that class of rig allows for plenty of sport while giving the angler a reasonable chance of boating an angry shark.



The size of the hook is determined by the type and size of the bait. With an eight-inch mackerel I use a 6/0 to 7/0 hook and I nose, tail, or belly hook the mackerel (try all three hooking methods). With a sardine or very large anchovy I'll use a 2/0 to 3/0 hook. No weight is required unless there is considerable wind and the drift is so quick that a livelined bait stays right on the surface. Then I'll use a sliding sinker on the main line above the leader so I can keep baits several feet under the surface. On a very calm day it helps to tie an inflated balloon near the base of the leader to keep the bait high in the water. Take the reel out of gear and set the clicker.

Shark fishing is a fun combination of frenzied activity, great patience and ongoing bait catching work. Aboard my charterboat, I have one or two people constantly working Sabiki bait rigs to catch small mackerel, sardines or smelt. Threshers will eat anchovies or sardines ganged up on a hook, but when we can jig up some 6 to 8 inch mackerel we have the perfect baits.

A powerful tail-whack is usually the first indication of interest from a thresher checking out your bait. That zips the clicker on the trolling reel and gets everyone's attention. A hook will often stick in the tail and you are in for a long hard fight because you can't turn that critter. More often however the shark will whack the bait, then turn around and take the bait in its mouth and swim off with the reel's clicker complaining loudly. That is when you set the hook... very hard. Now hang on tight because you just lit the fuse on a big stick of dynamite!



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 or endorsement unless so designated.

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