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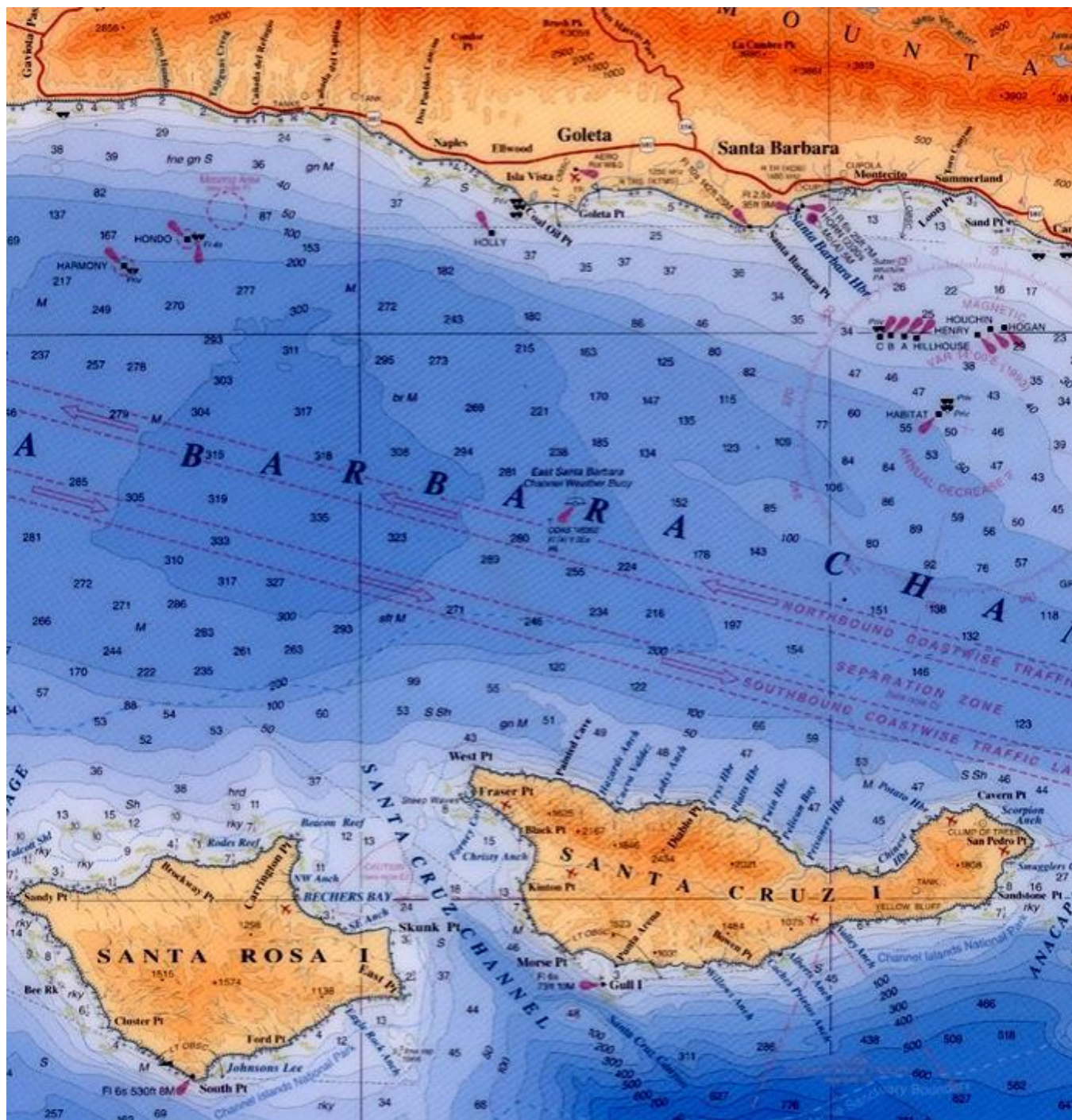


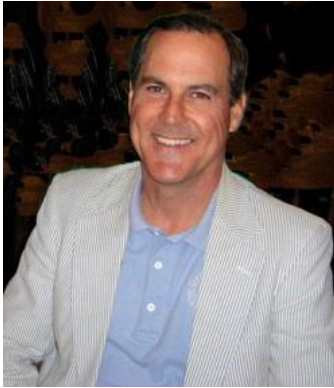
Signal Hoist



Santa Barbara Sail & Power Squadron

Monthly Newsletter July 2018





COMMANDER'S MESSAGE

Cdr. Dennis Johns, AP

Lots of June gloom as expected but it didn't keep us from some of our most enjoyable events and activities. The month started out with an entertaining and very educational presentation on local Heavy Weather by Mike Pyzel. This very anticipated lecture resulted in standing room only in the Waterfront Classroom. Our Fun and Entertainment meetings are gaining momentum and attendance is resulting in a packed house. What was not anticipated but is very exciting is that when the presentation is over at about 9pm, members tend to hang around and socialize afterward for quite a while. So come join us for the program and stay for the social time afterward.

The Progressive Dinner followed shortly after that meeting on Saturday, June 9. Those who attended were able to work up quite an appetite as the order of courses took us from Marina 2 to Marina 1 and then back to Marina 4. Another well-attended event, we were joined by a few new members and they enjoyed the opportunity to tour a few of the squadron's boats and view a really excellent new teak deck on the Ablitt's *S/V Maude*.

We received notice that the Ventura Squadron was going to make their annual trek to Santa Barbara Harbor and invited our squadron to a happy hour on their member's 55' motor yacht, *M/V Mariposa*, on June 15. We appreciate them extending a welcome to their neighboring squadron. They presented us with a bottle of champagne which we opened and shared around.

We didn't schedule any squadron cruises to the islands this year because the past has shown that trying to schedule cruises at our February planning meeting doesn't result in very positive results due to the fickleness of weather and members' other commitments. So this year we just proposed that if someone is going over, they should announce it to the fleet and invite anyone available to go that weekend. Such was the case when Scott Burns announced he was headed over on Friday, June 15. As a result, three vessels, *S/V Benchmark*, *S/V Quiddity*, and *S/V Libertad* enjoyed a weekend away from the mainland.

Finally, we asked Steve Young to schedule some Evening Sail activities, just a quick trip away from the docks, shake out the sails or crank over the motor –everyone knows how

a boat will rot if not used. June 28 was the first one he scheduled and even though he couldn't attend, he rallied several boats out of their slips and into the deep blue.

More of the same coming up in July and the rest of the year. And don't overlook our great lineup of educational courses. Marine Electrical Systems just completed and Piloting is underway, still time to join the class. The class instructor is John Profant, one of our most experienced and distinguished members. In fact, please join me in congratulating John on being the squadron's most recent member who has qualified for Life Membership.

Upcoming Activities

July 5	Thu	7:30pm	Squadron Business Meeting	Harbor upstairs classroom
July 14	Sat	9:00am	Pacific Corinthian Yacht Club (Tom Koch point person)	Channel Islands Harbor
July 26	Thu	4:00pm	Evening Rally/Cruise (Steve Young and Jim Hirsch point persons)	SB Harbor
August 7 - 14			Catalina Cruise (Steve and Eleanor York point persons)	
August 24-26			Cruise to Santa Cruz (Scott Burns point person)	
August 30		4:00PM	Evening Cruise (Steve Young point person)	SB Harbor



ADMIN OFFICER'S MESSAGE

Lt/C Peggy Ciolino, S

Plaudits for Progressive Dinner

The evening of June 9, for the Progressive Dinner, turned out to be made-to-order for strolling from boat to boat, and stopping at four different boats to enjoy tasty appetizers, salads, main course and desserts. The first stop was at the Segoes' boat *M/V Sea Goer*, where I had to keep reminding myself to slow down and that there was more to come, because the appetizers and salads were so delicious. This was the first time that we've had the Progressive Dinner in several years, but the Slocums and Stoudts on *S/V Bobcat* and the Ablitts on *S/V Maude* showed that they haven't lost their touch in preparing grilled-to-perfection tri-tip and fabulous beans and bread. When we thought we couldn't eat another thing, we went to our boat, *S/V Ecco Bella*, for dessert. There was plenty to tempt, but Virginia's several gallon bowl of sliced strawberries to accompany pound cake and whipped cream was a show-stopper. Besides all the great food, of course, the best part was connecting with friends — old and new. Thank-you to the Yorks for organizing this event, all boat owners who volunteered their boats, and of course all the great cooks!















Cruise to Santa Cruz, June 15-17 by Cdr. Dennis Johns, AP

Although Cueva Valdez was the intended destination with plans to explore Painted Cave, the swell drove Scott Burns and his three crewmembers on *S/V Benchmark* to Lady's. Steve Young, soloing on *S/V Quiddity*, also left on Friday, but not until early afternoon so enjoyed 15 – 25 knots of wind the whole trip and didn't go below 6 kts at all – very exhilarating! He'd planned to join *S/V Benchmark* at Cueva Valdez but missed them as they headed for Lady's. *S/V Libertad* received the message that *S/V Benchmark* had anchored at Lady's so when we (me and a fellow Rotarian) left on Saturday morning we knew we were headed for Lady's with some trepidation because I had had a bad experience there once before. My crew had not been to the island in 20 years and was hoping to see some marine life during the passage. Motor-sailing over I expected to have dolphins on the bow but no luck. Then about three miles from Santa Cruz I spotted a whale spout, then another and another. No less than 15 whales were feeding just off Cueva Valdez and we cruised very near several of them. There was no breaching so I can only guess which types they were –most likely Minke. Nearing Santa Cruz I radioed *S/V Benchmark* to confirm they were there and Steve on *S/V Quiddity* came on to report he was staying at Cueva and was not interested in moving. Lady's is a well-protected but tight anchorage and two anchors is a must. Even on two anchors, the anchorage is pretty small for more than two boats. Many boats like to launch their dinghy to help set their two anchors but *S/V Libertad* has a 45 pound stern anchor with 35 feet of 3/8" chain. Try lowering that into your dinghy and then lowering it from your dinghy. So we've developed an alternative method which involves dropping the stern anchor from the bow and then maneuvering to drop the bow anchor. It works but we need a lot of room to maneuver and of course Lady's doesn't offer that. Fortunately, Scott was in his dinghy and he acted like a tug and helped push us around until we were in a good position. Safely hooked, we all enjoyed the occasional sunshine and agreed that we'd convene on *S/V Libertad* for the evening happy hour. *S/V Benchmark* brought appetizers and adult beverages and *S/V Libertad* provided the BBQ. After burning through the appetizers accompanied by plenty of enjoyable conversation, the main course of BBQ ribs and steak was served. Finally the evening was capped off by homemade cookies and as 9pm rolled around we were all sated and ready for bed. Anchors were up without incident by 10am the following morning and everyone was headed for home. Visibility was quite good and we noticed quite a bit of traffic in the shipping lane but the freighters were observing the slower speed requested and we had no problem timing our crossing. There was wind enough to sail through windy lane but then it slacked off and some of us had to motor-assist our way home. *S/V Quiddity* was in no hurry and sailed all the way back.



Lisa at helm of *S/V Benchmark*

S/V Benchmark and *S/V Libertad*
at anchor in Lady's after Scott's
tug (dinghy) helped with the
anchoring.





Whale sighting in the channel on return trip
to Santa Barbara

Evening Sail, Thursday, June 28 by Cdr. Dennis Johns, AP

Getting folks out to the islands can be a bit daunting considering the preparation required (all boat systems functioning reliably, provisioning, comfort with bow and stern anchoring, dinghy and outboard operational, etc.). But a day sail is much more palatable for many, so we've scheduled a few of these to get those sails shaken out and engines cranked over for a larger number of members. Thursday, June 28 was targeted for the first of these days and as the day approached we kept a close eye on the weather. Of course, we know that the best weather forecast is to expect tomorrow to be a lot like today. So when the wind picked up to about 15 knots for the Wet Wednesday racers, we thought Thursday afternoon would be much the same. Unfortunately it was not to be. Even the weatherman thought we'd see 20 knots of NW breeze in the middle of the channel and surely that would deliver a nice breeze for our jaunt around one of the oil rigs. Some weather anomaly resulted in a light and variable SE breeze along the coast and it became questionable if it was even worth breaking out the sails.

Nevertheless we had six vessels, *S/V Libertad*, *S/V Bobcat*, *S/V Aisling*, *M/V Sea Goer*, *S/V Rewind*, and *S/V Benchmark*, toss off their docklines and gather at the safe water buoy and set a course for Carpinteria either under sail, motor, or motor-sailing. It was blowing pretty good somewhere out in the channel because we were still getting a 3-4 ft. swell making it pretty uncomfortable for any course other than riding with the swell. After about an hour of this foolishness, we all came about and headed back to the harbor. Turns out the highlight of the event was the gathering of 15 of us at the Endless Summer restaurant for a happy hour and dinner. It was tight fitting us all around three tables but it made for more cross table conversations which is always more fun. The party broke up at about 9pm and we are looking forward to the next Evening Sail scheduled for July 26, which will encompass a fun little twist. You have about a month to get your vessel available for a rally around an oil rig, so get busy and join us.

Thank you Steve Young for taking the point on scheduling our evening cruises this year. So sorry you weren't able to make this first very successful one- hopefully you can be there next month!



S/V Bobcat heading for
safe water buoy with Eric
and Kristine aboard



S/V Bobcat with
Ron and Vicki
Slocum and four
crew aboard

John and Michelle also
joined Ron and Vicki
aboard *S/V Bobcat*





M/V Sea Goer
with Pete and
Suzette aboard



M/V Sea Goer, S/V Aisling,
and *S/V Libertad* appear to
be anchored in the channel
as they await the gathering
of the evening's fleet.

S/V Rewind with Bill
Goodale single
handing





S/V Aisling with Ed
and Martha Kaufman

S/V Bobcat
leads the
fleet towards
Carpinteria
with *S/V*
Rewind and
M/V Sea Goer
close behind.





The happy cruisers (minus photographer Vicki) enjoying dinner and sharing stories after the boats were tucked away.

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



PCYC NOTICE!!

Thus far, I have received checks and RSVPs for a total of 22 people and 7 boats.

I need to notify PCYC of the number of meals by 6 July – still time to get in your reservation!

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. A call or email too might be helpful since the deadline is approaching.

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.

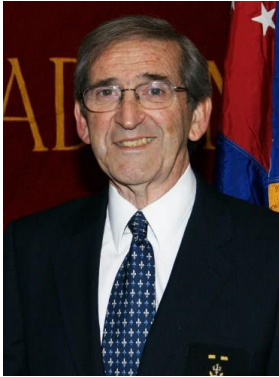
I anticipate getting up an order for hats in the near future so if you have color preferences please let me know.

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

Our Marine Electrical Systems course finished up on June 19 with 13 students taking the final exam. Three more that couldn't make it on the exam night will be taking the exam on Tuesday July 3, on my boat – I'll do my best not to expose them to carbon monoxide poisoning this time (see May's safety message).

Many thanks to instructor Steve Young for lighting up these appreciative students.

Our Piloting class began on June 26 with John Profant instructing a class of eight students. We expect 2 or 3 more that were unable to attend the first session. The course provides the basic skills needed to plan and safely navigate a voyage using traditional (dead reckoning) and modern (GPS) methods. The class runs through August 21.

Next, Pete Seagoe will be teaching our Engine Maintenance course 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.

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

I've a few items for this month's Safety Tip(s):

This past May I discussed a Carbon Monoxide event that occurred on our sailboat in this column. Interestingly there is an excellent article on CO Poisoning in the Summer issue of our USPS Ensign Magazine. As members you should be receiving this magazine via email and/or snail mail. Check it out as it covers symptoms and treatment while stressing the true danger of CO Poisoning. It's titled Carbon Monoxide Poisoning by Gino C. Bottino, MD.

It was interesting reading an article referenced by Mark Cooper in last month's Signal Hoist at powerandmotoryacht.com that presented the findings regarding the collisions of US Navy vessels in Asian waters last year. Many US sailors lost their lives in the incidents. One of the incidents demonstrated failure of the US Navy guided-missile destroyer to follow basic good seamanship rules as it sailed at 20 knots across commercial shipping lanes, in the dark of night, off the coast of Japan. Two container ships were approaching from starboard of the destroyer in a "classic crossing situation". The container ships were in the so called "danger zone" (as it is taught in our ABC course on rules of the road) and were therefore the Stand On vessels – meaning they had the right of way and the destroyer was the Give Way vessel and should have taken evasive action. It did not, and instead passed dangerously close across the bow of the first of the two crossing container ships and luckily avoided a collision. Not so lucky with the second container ship. The helmsman "first ordered right full rudder to pass astern of the container ship but then ordered full speed, then flank speed, as well as full-left and hard-left rudder." The container ship rammed the destroyer amidships. The destroyer's combination of high speed and failure to make safe and decisive maneuvers to avoid a collision, as required in this situation, created the deadly situation. Court martials were ordered and criminal charges are pending.

Finally, here is a statement from the United States Coast Guard :

"The U.S. Coast Guard is asking all boat owners and operators to help reduce fatalities, injuries, property damage, and associated healthcare costs related to recreational boating accidents by taking personal responsibility for their own safety and the safety of their passengers. Essential steps include: wearing a life jacket at all times and requiring passengers to do the same; never boating under the influence (BUI); successfully completing a boating safety course; and getting a Vessel Safety Check (VSC) annually from local U.S. Coast Guard Auxiliary, United States Power Squadrons®, or your state boating agency's Vessel Examiners. The U.S. Coast Guard reminds all boaters to "Boat Responsibly!" For more tips on boating safety, visit www.uscgboating.org."

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



Releasing Fish With a Chance of Survival

by Capt. David Bacon

www.hooklineandshooter.com

I believe that anglers are taking much greater care when releasing fish not destined for the dinner table. As a community, we have learned to care about our fisheries resources and so we need to focus on learning the lesson that safely releasing a fish to grow and thrive requires careful handling and an understanding of the special needs of individual fish species based upon their anatomies.

Various species require slightly different handling in order to keep from injuring them however there are three things common to all gamefish. These are the three "Don'ts":

- 1) Don't tear the gills.
- 2) Don't rip flesh when removing the hook. It is better to leave a hook to rust out than to tear flesh while removing it.
- 3) Don't touch the skin on the fish because it removes the slime coat thereby making the fish vulnerable to infections and parasites. I shudder when I see someone pick up a fish with a rag. Even if it is a wet rag, that is soon to be a dead fish, though carefully released.

Let's look at various species of mid-size gamefish and consider how to handle each one.

Calico bass and Sand bass: One thing I have learned over my decades of chartering is that bass are one of our most sought after species. Calicos and sandies can be discussed together because their mouths are similar. They have sturdy jaws and small teeth which makes it easy to "lip latch" them by inserting a thumb into their mouths and putting the forefinger crosswise under the chin. Gently

bend the mouth open to immobilize the fish for the hook extraction work. All-in-all, bass are pretty easy to work with.

Barracuda: These critters have very delicate mouths. I like to use single hooks rather than treble hooks, to keep from mangling their mouths while removing the hook. The gills are easy to damage and it is extremely important to refrain from touching the skin. I like to use a tool to hold cudas while removing the hook. It is a plastic handle with a long spike that slides up through the corner of the gill plate cover and out the mouth. This reduces chance of injury.

White seabass: These croakers can't be kept out of the water long, so it is important to release them quickly. Netting them and removing the hook while the fish is suspended above the deck works well. Alternatively, slide fingers up the inside of the gill plate cover to lift them without touching the sensitive gills. Remove the hook or cut the line near the hook if it is deep inside the throat. Then put the fish gently in the water to swim away. On occasion, I have held the fish's mouth open over the outflow from the bait tank to put some oxygenated water over its gills before releasing it.

Halibut: These are fairly robust fish if released quickly. Never put fingers inside a halibut's mouth because they have some serious teeth with which to put holes in the finger. It is often best to remove the hook while the halibut is in a net and release it from the net without ever touching the fish.

Yellowtail: These are strong fish, unless the battle was a long one and the fish is entirely spent. It is okay to pick it up by the gill plate without touching the gills, remove the hook and gently release the fish. When a 'tail is very tired, I again occasionally hold the fish's mouth open over the outflow from the bait tank.

Tuna: These fish tend to be very tired because they fight like there is no tomorrow... which is entirely possible for them. On larger tunas, reach over the side and remove the hook or cut the line without lifting the fish. On smaller tunas, I recommend using a net then removing the hook and releasing the fish without touching it directly.

Sheephead: If you value your thumb, do not put it in the mouth of a sheephead. Those jaws and teeth were made for crunching crustaceans. The gill plates are held tightly to its sides, so the typical way to hold and lift a sheephead is by the eye sockets, as gently as possible.

Salmon: Handle with care, because these fish have some very soft spots in their mouths and additionally their gills are easily damaged. Do not bounce a salmon aboard a boat because for one the hook may rip out and also because the risk of damaging the fish is too great. Net the fish, carefully remove the hook and release it with the net so that human hands do not touch it.

Striped bass: They may not have the same mouth integrity as a slow-growing calico bass or a sand bass, but they do have mouths strong enough for carefully lifting the fish. Just inside the gill-plate cover is another way to lift it, but the best bet is to use a net and release it from the net. Surf fishers generally have to use their hands, while boaters can use nets.

Ling Cod: The only safe place to grab a Lingasaur is inside the gill plate cover. The gills have very sharp red rakers that can easily slice a hand, so be sure to hold only the gill cover. Extract the hook or cut the line and remove your hand quickly when releasing it in the water because the angry varmint may just bite the hand that releases it!

Rockfish: This may be the last species or family of species on the list, yet it has perhaps the most political significance because we are trying to show fisheries managers that we can release rockfish healthy so that they do not count every rockfish released as DOR (Dead-On-Release). The "3 don'ts" above certainly apply, but it is of paramount importance to quickly return that fish to the depth it was caught, or at least 100 feet (roughly the equivalent to 3 atmospheres) to recompress them, thereby negating the effects of barotrauma. While removing the hook, a rockfish can be handled very similarly to a calico and sand bass.

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.

Editor:

Proofreader:

Squadron Photographer:

SBSPS Website Manager:

Website address:

Virginia Johns, P

Lt/C Richard Ciolino, JN

Lt/C Peggy Ciolino, P

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

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