

The Signal *Hoist*

Official Publication of the
SANTA BARBARA SAIL & POWER SQUADRON
A Unit of United States Power Squadrons Sail and Power Boating



July 2016

Dedicated to Safe Boating Through Education

Santa Barbara Sail & Power Squadron
2810 Glendessary Lane
Santa Barbara, CA 93105-2960

DATED MATERIAL
PLEASE DO NOT DELAY!!!



THE SIGNAL HOIST



2016 Calendar of Events

JUNE

- 1 Meet & Greet Happy Hour Marina One
Ventura SPS visits SB Harbor
- 2 Bridge and Member Meeting, Waterfront Classroom
- 11 **PROGRESSIVE DINNER 4:00 pm at the Harbor**

JULY

- 8-10 **CRUISE to PCYC**
- 9 **PCYC DINNER 7:00 pm**
- 23 **RALLY 'Round the Platforms 1:30 pm**

AUGUST

- 4 Bridge and Member Meeting, Waterfront Classroom
- 5-15 **CATALINA - Cruise to Isthmus (come for all or part)**

SEPTEMBER

- 10 **ANNUAL MEETING - LUNCH 12:00 pm at Swallings**
- 17 **Fall Cruise to Islands - harbor TBD**

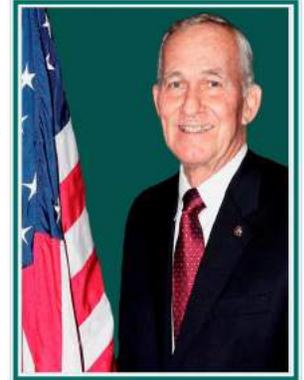
**Cruise locations and dates are subject to weather conditions. Alternate locations and dates will be considered if weather interferes with a planned cruise.*

Notice

“The Executive Committee and Member Monthly Business Meeting” Santa Barbara Sail & Power Squadron meets the first Thursday of the month at the Waterfront Classroom at 1930. District 13 Council Meetings are usually held on the fourth Thursday of each month, except during March, October and December, at Cabrillo Beach Yacht Club, 211 W. 22nd Street, San Pedro, CA Take the 110 Fwy. South to the Vincent Thomas Bridge/Terminal Island exit. Get in the right lane and take Harbor Blvd. Exit. Turn right on Harbor Blvd. And right on 22nd St. CBYC is the bldg. Past the 22nd St. Landing Restaurant. All Squadron Bridge officers are urged to attend. Squadron members are welcome to participate in District 13 activities. Ride sharing is available.

Contact, Cdr. Neil Ablitt, P. @ 805-682-4596

JULY COMMANDER'S REPORT Cdr. Neil Ablitt, P



Cdr. Neil Ablitt, P.

The **DROUGHT** continues - no let up in sight. They say this is the longest lasting drought in recent times. So why would it rain the day of the Progressive Dinner? **TIMING!** It's all timing, but that didn't dampen enthusiasm for the dinner. By the time 1700h rolled around the rain had stopped and there were plenty of hungry squadron members mingling and enjoying fabulous fare. And the **TIMING** of the rainfall included falling on the Ventura Sail and Power Squadron's eleven vessel flotilla visiting the Santa Barbara Marina at the same time as our Progressive Dinner. But just like SBSPS, Ventura toughed it out as well and enjoyed their catered dinner on board the flagship m/v Mariposa. They were later joined for an evening visit by SBSPS members delivering a welcoming cake which was enthusiastically enjoyed. Talk about good **TIMING!** And speaking of **TIMING**, the next Bridge Meeting falls right before the PCYC cruise. So it should come as no surprise to learn that the July Bridge Meeting will be a dinner meeting on 9 July at PCYC. **Hope to see you there.**

SAFETY TIP FOR JULY 2016 By. P/C Marcia Rowland, JN



In testing six new, snatch blocks, testers looked at real-world hardware ergonomics, and measured, tugged on, and took apart each piece of gear. They rated each block on line loading ease both with a slack sheet and one that was already under tension. Low friction was deemed a desirable trait, so they built a jig that used hydraulic pressure to induce line load. This allowed them to put each set of blocks under identical load and measure how easily the sheaves turned. They monitored the load in the closed loop with a strain gauge and used a spring scale to measure how much force it took to move the tensioned line. The definition of efficiency was defined by how easily the line moved under fixed loads of 100 and 200 pounds.



**SEO JULY NEWSLETTER
P/C John Profant, SN, SEO**

The Electronic Navigation course taught by Steve Young, JN finished up last month. We had seven people pass the test. Those who are interested in taking the test again or for the first time should let me know so we can schedule a review session and then administer the retest.

It looks like we might be able to get an ABC class started in the Fall. Rich Ciolino has volunteered to facilitate the course. Those who are interested in teaching a session or helping out should give him a call. It may also be time to offer an Instructor Development course. Couple of people have offered to be instructors but was wondering what training is required.

I am looking to start a Cruise Planning course August 16th. Dennis and Virginia Johns will be the instructors and are well qualified. Having been cruising around the world they have a wealth of knowledge that one should know if you are thinking about cruising.

We will start a Weather Class following the Cruise Planning course which will be the beginning of October. This is an excellent course taught by Steve Hodges.

I am sorry to say that the Vessel Safety Check has not been happening lately due to my inability to get around. I've schedule a hip replacement in August which should make a huge difference and allow me to get back to doing more boating.

There is a lot of opportunity here to give back to the Squadron. When you do give back it is rewarding and qualifies you for a merit mark.

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

**Anchoring
by Karen Osgood**

On May 21 eighteen members met in front of the yacht club for an anchoring seminar. Mike Pyzel, who is an accomplished and experienced sailor and marine surveyor, provided lots of tips and guidelines for how to anchor in different environments and what types of anchors hold best. He had lots of entertaining stories about what to do and what not to do, and how to not be a source of entertainment when all eyes are upon you as you work to anchor in your favorite harbor! Yes we have all been there and messed it up at least once!

Mike answered all the questions we provided and Steve York brought handouts for all. After the seminar we went to the York's boat for appetizers. It was cool and windy so it was too bad that we didn't get to put into immediate practice what we had just learned. However the season is just beginning so now is the time to take the information and get out to the islands or Ledbetter to practice anchoring. June 25 the squadron is heading to the islands, so here is a great opportunity to apply all that info. An email will go out Thursday, June 23 about the weather and what harbor we will be heading to.

**Wishing you a sound anchor set and smooth sailing ahead.
Karen Osgood**

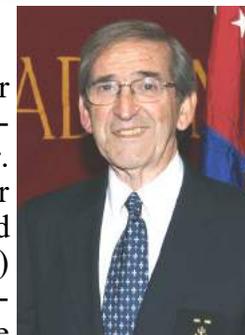
Anchoring Can be a Drag Sometimes

by P/C Rich Ciolino, JN

We had the opportunity, or necessity, to anchor about 60 days in about 23 different anchorages during our 6 month stay in Mexico this past year. (Peggy has been documenting our journey on our blog site "sailblogs.com/member/eccobella" and many more stories and photos can be found there.)

The possibility of dragging anchor is always a concern for the responsible boater and one should take all steps to avoid it and to be ready for it if it occurs. We had one instance when it did happen – it occurred in Bahia Aqua Verde on the Baja coast of the Sea of Cortez.

Now Peggy may accuse me of "anchor angst" as I don't really like overnight anchoring and I usually avoid anchoring close to shore, especially a lee shore, or too close to other boats. Perhaps it stems from a long ago incident at Scorpion Anchorage on Santa Cruz Island, but that's another story. Anyway, when we entered Agua Verde there were several boats at anchor in the preferred and picturesque area in



the northwest corner near easy beach access and behind land outcroppings that provided some northerly wind protection. Not for me. I chose a location southeast of this but within easy dinghying distance for visiting and going ashore. We ended up about 800 feet from a lee shore with the wind blowing at 10 knots towards shore in 17 feet of water. I made note of our “escape heading” in case of a night time emergency exit, of about 45 degrees magnetic.



Here are two pictures of the anchorage: one shows a little restaurant on the beach that we had dinner at. It was run by two ladies that prepared the food of the day, just one item, and pro

vided free juice and dessert. It was very satisfying and enjoyable, especially for Peggy as she got a chance to practice her Spanish with these very patient ladies. The other picture shows the main anchorage.



I like to use an anchor drag Application called, believe it or not, “Drag Queen” that uses GPS to measure the distance the boat has moved from the anchor’s initial position. If used properly it actually measures the distance from where you drop your anchor (initial position), which is usually pretty close to where the anchor “sets”. So, if say you let out 100 feet of rode Drag Queen would show a movement

of 80 feet or so depending on the depth of the water. Now if the wind and/or current moves the boat around the anchor the reading wouldn’t change even though you could be 160 feet away from where you started – which is ok since the anchor is still where you “set” it. Of course as a prudent seaman one would allow for such movement. Drag Queen allows you to set an anchor alarm distance (distance the anchor has moved from its “set” location) and in this case if you set it for say 150 feet (80 feet of rode plus 70 feet of drag) the alarm would not sound even though you have moved 160 feet around a circle centered at the “set” location from which the distance is being measured. While this little example illustrates how this Application works it is not perfect but with some practice one can use it to reduce anchor angst.

OK, so what happened?

I was awakened at about 0530 by the sound of wind and the Drag Queen alarm showing we had dragged about 100 feet! I looked into the darkness outside and made out what looked like the other boats that anchored near us and we were not in danger of hitting any of them. I also checked our compass heading and noted that we had been turned about 180 degrees around and the wind was blowing about 18 knots from off shore now. When we finally stopped I checked Drag Queen and it showed we had dragged about 400 feet. What I surmised had happened was the wind totally shifted during the night and turned us around, blew hard enough to move us around our anchor, stretch out our rode, pull the anchor out, and dragged the anchor until finally resetting itself after moving about 400 feet. Anchors usually reset quicker than that but not in this case. We were now in 50 feet of water and completely turned around. (The coast shelves quite steeply in many places in Baja.) Even had the situation reversed itself and we had gotten blown toward shore instead of offshore, we would have had enough cushion (800 feet to shore) to have survived without a major incident. Also, we went from a scope of about 5:1 (all chain) to about 2:1 which is not very good, but the wind calmed down and we weighed anchor and moved on to our next stop.

Lessons: (1) If doing an overnight at anchor, allow plenty of room for changes in conditions.

(2) Use some sort of workable anchor alarm system that you are comfortable with.

*Please Remember The PCY Cruise & Dinner
July 8th through 10th. 2016*

PROGRESSIVE DINNER

by Lt Ronald C. Slocum, AP



After a drizzly cold start to the day the sun came out just in time for the Boat Progressive Dinner held on Saturday June 11. The dock party was well attended and everyone had their fill of some amazing dishes. Thanks to all who brought those tasty delights! A special thank you to the Host Boats: Brent & Basha Millhollen – Paloma (appetizer/salad course), Neil & Sue

Ablitt - Maude and Ron & Vicki Slocum - Bobcat (shared main course), and Marcia & Dick Rowland – Westwind (dessert course). And, thanks to Marcia for providing us coffee and a veritable buffet of liqueurs to keep hearty boaters warm....and yes! Fireball is yummy!

After the dock party we all wandered down Marina 1 dock to vessel Mariposa to greet the Ventura Power Squadron. Ventura Squadron was visiting SB for the weekend. They had a great showing with a contingent of 11 boats!

Commander Neil Ablitt had arranged a welcome cake as a gift from SBSPS. We all enjoyed the get together.



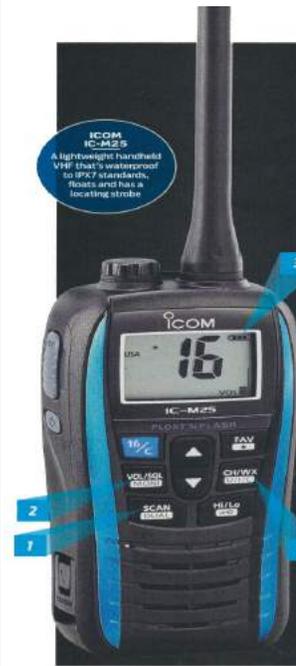


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Handheld VHF Radio Units

Whether or not you've got a VHF radio mounted in your boat, it's a good idea to bring a handheld VHF aboard for redundancy. Don't have one? Here's what to look for in a handheld marine VHF radio, such as the new Icom M25. -

Pete McDonald



Some handheld VHF's offer the protection of DSC, or digital selective calling. To use DSC, you need to obtain a Marine Mobile Service Identity (MMSI) number for your radio (obtained through Sea Tow, Boat U.S. and the U.S. Power Squadrons.) When activated, the DSC distress function uses built-in GPS to broadcast your information and coordinates. - P.M.

Wattage

When it comes to handheld VHF radios, a 5-watt unit is all you need. Since VHF radio waves travel in a straight line, the range of a handheld typically does not extend beyond the horizon (or 5 miles), and in close quarters you can typically switch the unit to 1 watt of output to save battery life.

Dual-and Tri-Watch

Dual- and tri-watch allow you to monitor two - or three - channels at the same time. With dual, you can keep attuned to official chatter on Channel 16 and use another to monitor, so if there's a hot bite or a discussion among fellow captains, you don't have to miss out. With tri-watch, you can monitor 16,9 and another channel.

Noise Canceling

Of course, you'll miss everything if transmissions are garbled by static and background noise. Look for a unit with a good squelch functionality to minimize received static. Some makes use proprietary noise canceling technology to ensure wind or engine noise won't garble your transmissions.

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Size

Remember when cellphones started shrinking to the size of a credit card? Turns out nobody liked those because they were too clumsy to work with using your fingers and the screens were too small. You could apply the same logic to handheld VHF's. Look for one that's an appropriate size to comfortably operate, with an easy-to-use interface.

Weight

Smaller may not always be better, but lighter is. While some seem to weigh more than your average cinder block, a unit like the Icom M25 checks in at under 8 ounces, so it won't be annoying to hold up for long stretches or feel like a dive weight clipped to your belt.

Batteries

Lithium-ion batteries are the preferred choice in newer-generation VHF radios. They don't get damaged if you charge them when they're not completely drained, have a long shelf life and, in the case of the M25, can hold a charge for 11 hours of use. For charging, look for one with a USB connector as well as a 12-volt "cigarette lighter" style charger. The USB provides more options for charging with modern gadgets.

Waterproofing

While some models claim to be "weatherproof," meaning they're good with a light splash, it's better to get one that is completely waterproof. You never know where it's going to wind up on board, or in what conditions, so make sure it meets IPX7 standards, which means it will work when submerged in 1 meter (3 feet) of water for 30 minutes. In the unlikely event you have to abandon ship, you'll appreciate having working communication.

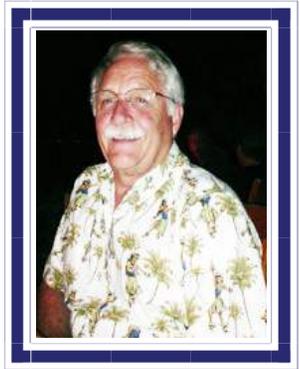
Floating

Speaking of being submerged, get a model that floats. If you drop it, a handheld does no good resting on the seafloor. A model like the M25 also turns on a flashing red light upon falling into the water, so you can locate it.

Weather

Look for a unit that has an automatic weather alert so that, when the National Oceanic and Atmospheric Administration issues a weather warning over the radio, it will automatically switch to the forecast channel and sound an audible alarm.

Your SBSPS Store is OPEN FOR BUSINESS



Greetings fellow Squadron members, I am our assistant to the Treasurer in charge of ships stores and I want to share some information with you about our logo wear. We purchase most of our articles of clothing from Chaz sportswear in Santa Barbara. We can purchase anything from their catalog and have our squadron logo along with your name or your boat name embroidered on the item. Please peruse their whole inventory www.companycasuals.com/chazsportswear then contact me at jpsegoe@cox.net and I will order your items for you. It usually takes approximately 3 weeks for delivery.

We have a few hats in inventory (see picture) as we have to order them a dozen at a time. All other orders can be single items. That being said, we get a better price when we have a larger order. The lettering SBSPS on the T shirt runs about \$10.00 a item and is done by another vendor.

The pictured burgee represents our 50 years in existence and we have a few left in inventory.



So, if you are a member in good standing and wish to purchase any of our logo wear please contact me .

The Fishing Corner

Seasonal squid Spawns signal hot fishing

By: Capt. David Bacon

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

Seasonal squid spawns have begun along the mainland coast and also out along the Channel Islands. We wait anxiously for this each year because it signals the beginning of our season for white seabass, halibut and yellow-tail. Welcome to the sizzling summer fishing season!

When you see hi-intensity lights at night out on the water, that is our commercial squid fleet hard at work. The fishing community sure does depend on these folks and that statement holds true on multiple levels. At one level, they provide the bait we buy at the tackle shops. They provide the calamari we take home or use as bait. They provide our tourists, and locals alike, with something interesting to watch, when they unload their catch. They provide our waterfront department with funds for the coffers, and our local merchants with revenue because squidders have to shop like everyone else.

They provide a service at another level, out at sea. Fisherfolk get excited when they see the squid fleet at work, because that marks an area where squid are concentrated. Where squid concentrate, predator fish congregate. It is feasible to drift or anchor near the fleet (without getting in their way) and jig up some live squid to use for bait. Sometimes we are able to trade or beg or buy a small amount of live or fresh dead squid from a squid seiner or a light boat. I recall Capt. Fred Benko on the old Condor tell me he had sure-fire barter material. He had an oven on his boat, and he says there isn't a squid boat crew out there who won't trade a couple buckets of fresh squid for a hot apple pie, on a cold wet morning at sea. Can you blame them?

This line of work can be dangerous. The work is wet, cold, long, and hard. That frays tempers, and there have been some royal battles among the fleet. Boats can be overloaded, seas can be treacherous, and ... well... accidents can happen. It helps to understand the process. A light boat (equipped with powerful downward-mounted lights) attracts squid during the night. Then a seiner boat sets a net around the gathered squid, the light boat moves out, and the squid are hauled. It isn't always nearly that simple, but that's the concept in a nutshell. Then there is the long slow trek back to harbor. Things can go awry enroute. This is evidenced by the wreck of a squid boat, the Miss Julie, sitting in 65 feet of water about a half mile from the harbor. Things can go awry enroute.

My hat is off to the squid fleet!

Santa Barbara Sail & Power Squadron 2016 - 2017 Executive Committee

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Educational Officer	P/C John Profant, SN	968-8015
Asst. SEO.	Mike Pyzel	
Administrative Officer	Lt/C Duane Felender, S	452-8868
Secretary	Lt Ronald C. Slocum, AP	685-2142
Treasurer	Lt/C Steve York,	569-5040
Asst. Treasurer	Lt. Peter Seagoe, P	967-4468
Immediate Past Cdr.	Marcia Rowland, JN	967-7190
Members at Large	Brent Milhollen, S	1 Year
	Sue Ablitt, S	2 Years
	Janis Johnson, S	3 Years

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