

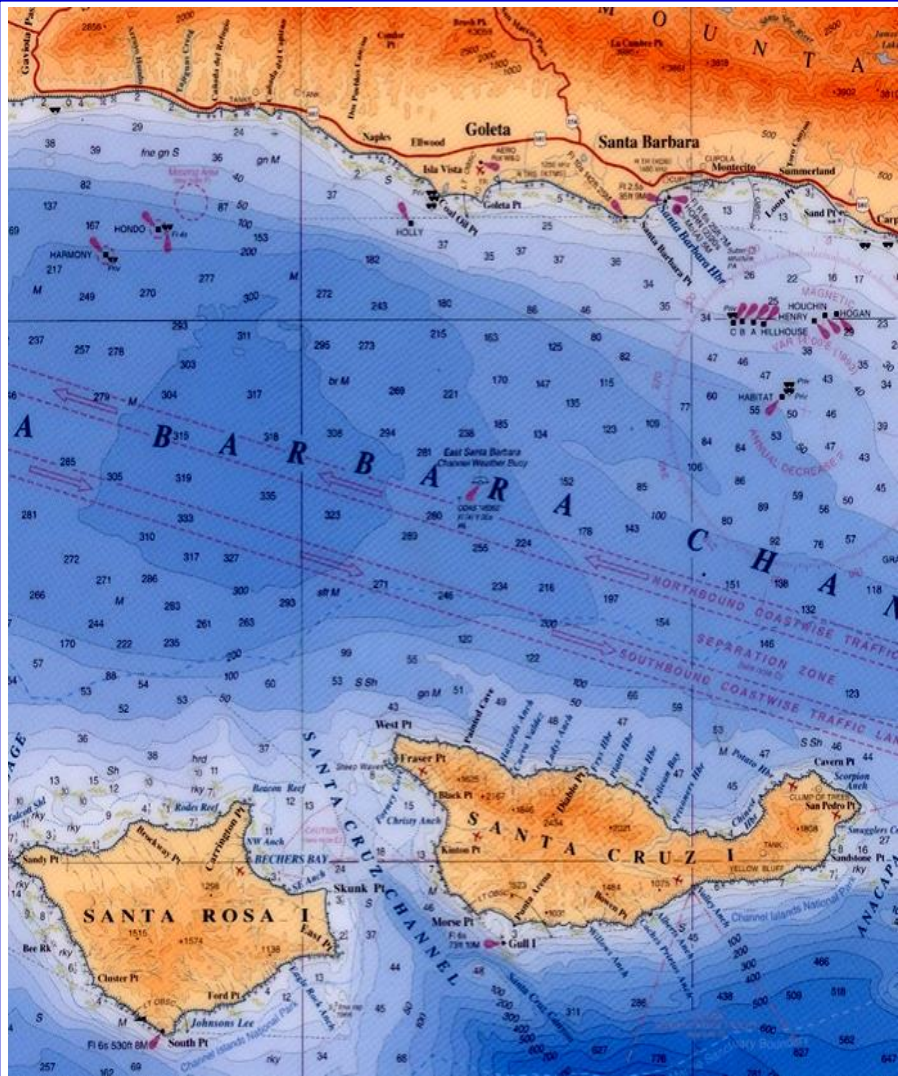
Santa Barbara Sail & Power Squadron



Signal Hoist



Monthly Newsletter September 2017



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

DATED MATERIAL
PLEASE DO NOT DELAY!!!



FRATERNAL
BOATING CLUB
UNITED STATES POWER SQUADRONS

THE SIGNAL HOIST



2017 Calendar of Events



August

- 3 Membership Meeting, 7:30pm, Marine Center Classroom
- 7 Cruise to Catalina/Isthmus
- 31 Summer Evening Cruise, 4-7pm

September

- 9 Annual Membership Meeting at Swallings
- tbd Pelican/Prisoners Cruise

October

- 5 Business Meeting, 7:30pm, Waterfront Classroom
- 14 Harbor & Seafood Festival
- Tbd Goleta Beach Cruise

November

- 2 Membership Meeting, Speaker (s) tbd, 7:30pm, Waterfront Classroom
- 15 Maritime Museum Mixer

**Cruise locations and dates are subject to weather conditions. Alternate locations and dates will be considered if other 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. Susan Hodges, 805 845-4149



Cdr. Susan S. Hodges, P

SBSPS SEPTEMBER COMMANDER'S MESSAGE Cdr. Susan S. Hodges, P

Greetings,

We're just back from Oregon where we witnessed the total solar eclipse—the skies were clear, despite all the forest fires, the traffic minimal, despite the predictions, and the eclipse amazing—the corona, the diamond ring, the eerie plunge into darkness—nature's wonderland. And in April 2024, another total solar eclipse will transit North America, curving from New Brunswick to Mazatlán. So if you joined the BajaHa-Ha in the fall, and cruised Baja and Mexico during the winter, that's about when you'd be ready for the Pacific Puddle Jump...hmmm.

Speaking of voyages, a huge shout-out to Virginia and Dennis Johns for sharing highlights of their round-the-world adventure with us at the August Membership Meeting. Their travels aboard *Libertad* are an inspiration, and we're fortunate to have members with their expertise in our Squadron—if you have a chance to chat with them or, even better, take a course from them, step right up!

The Squadron's Annual Membership Meeting is Saturday, September 9, noon to 5pm. Again this year, the Swallings are hosting—kudos and thanks to Doris and Will! See this issue of the *Signal Hoist* for more details.

For information on any of our classes or activities, please visit our website, sbsps.net.

So many adventures; so little time—cheers!
Susan H

2017 Calendar of Events

August

- 31 Summer Evening Cruise, 4-7pm

September

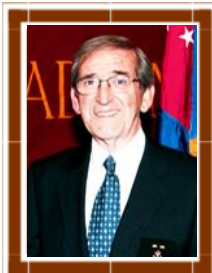
- 9 Annual Meeting, Noon-5pm, Home of Doris and Will Swalling

October

- 5 Business Meeting, 7:30pm, Marine Center Classroom
- 14 Harbor & Seafood Festival



SEO SEPTEMBER MESSAGE
Lt/C Richard Ciolino, JN



Lt/C Richard Ciolino, JN

I delivered the last of the graded Advanced Piloting exams last week. All in all it was a very successful class – thanks to instructor John Profant and a group of enthusiastic students.

As mentioned last month the Education Department is taking a summer hiatus from classes until October 24 when another ABC class will be given. Also, stay tuned for two useful seminars to be given in the Fall: Steve Hodges and Mike Pyzel will present a Weather seminar and Steve will present A Primer on Celestial Navigation seminar - dates and times to be announced. These will be one day, approximately four hours long, classes providing students with an excellent overview of the subject matter without the need to make a long commitment of time and, by the way, there's no exam either – just soak it in and enjoy!

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

SANTA BARBARA
SAIL & POWER
SQUADRON

P/C John Profant, SN

FREE VESSEL SAFETY CHECKS
Call: 805-968-8015

E - Mail sbsp.org



Very Sad Announcement

This note is to inform all Members of the passing of our dear Friend P/D Commander Llad Phillips, SN. September 16, 2017.

MEMORIAL SERVICE TIME & PLACE

The Phillips family will host a memorial for Llad at 2pm on Saturday, September 16, 2017 at Shoreline Park at La Marina and Shoreline Drive.

In lieu of flowers, the family asks that donations be made to Stanford University, with a note that they are in memory of Llad Phillips to support Dr. Gregory Heestand's Research Fund in the School of Medicine.

Gifts can be online at

<http://giving.stanford.edu/>
or mailed to:

*Stanford University
Development Services
PO Box 20466
Stanford, CA 94309*





SAFETY TIP FOR SEPTEMBER 2017

By. P/C Richard Ciolino, JN

Inflatable Life Jacket Maintenance

Inflatable life jackets provide safety, comfort, and convenience for their users. They are much less bulky than the older “stuffed with a flotation material” type, a feature that encourages boaters to wear them. All life jackets require some amount of maintenance and back in July it was reported in this space that the inflatable type requires more extensive attention than others.

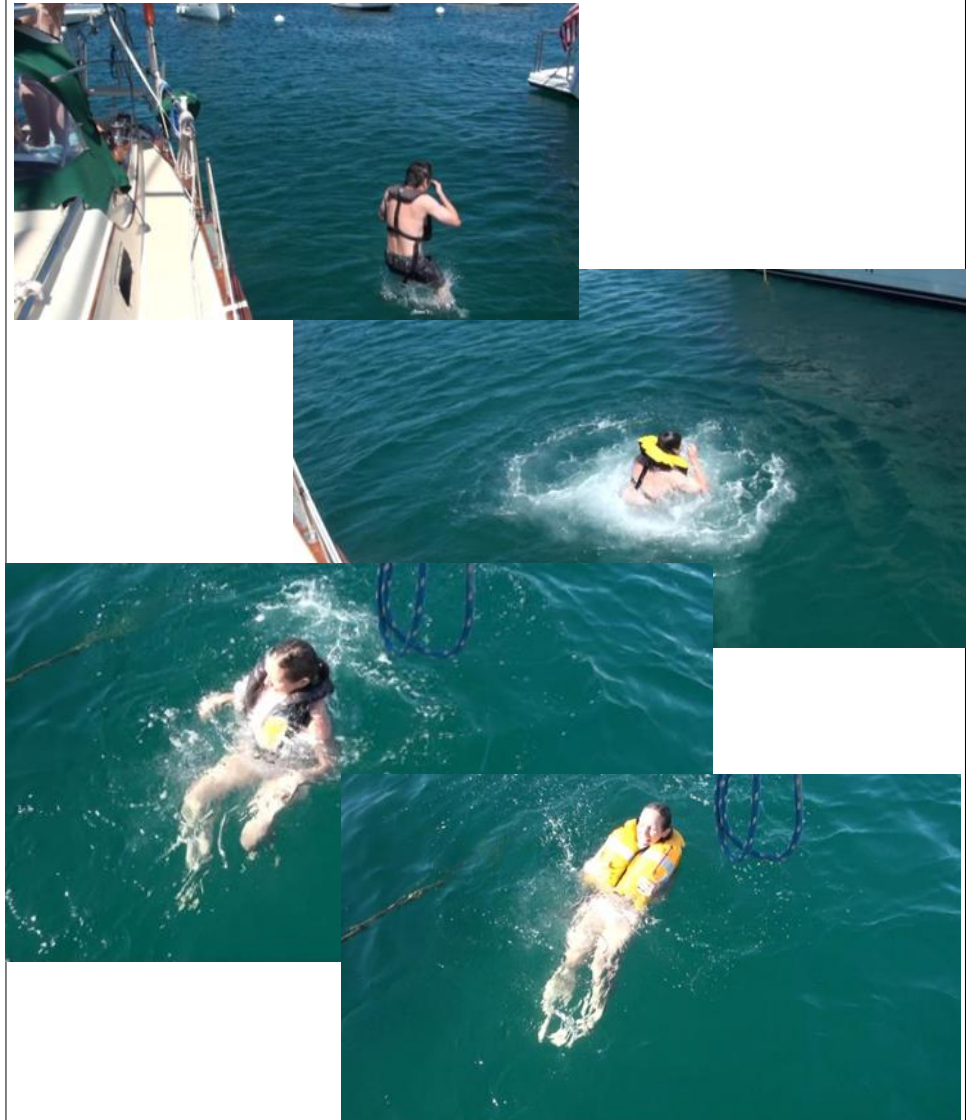
One of the main requirements is to periodically replace the CO2 gas cartridge and the water sensing trigger device. This device could be a simple pellet that dissolves in water thereby triggering the CO2 piercing, or as complex as a water pressure detector and trigger that pierces the CO2 cartridge. We have a mixture of types including two with the pressure detection triggers. One of the unexpected “features” of the simple pellet type was that it could go off if it simply got wet from water spray or rain without being in the water. The pressure type requires the sensor to be at least 4 inches under water to activate the trigger. Our particular life jackets require that the entire trigger and inflation sensor be replaced every five years (they are date marked as to when to replace them), and of course the replacements parts are available through West Marine, at no small cost – but it’s all for safety and convenience.

It was time to replace the sensors and we decided to wait until we got to Catalina on a recent trip where we could have two “test dummies” (sorry, daughter and son-in-law) demonstrate the life jacket while being safely moored in Isthmus Cove. They graciously, in the name of science and with some urging, agreed to each don a life jacket and jump into the chilly water to see how the life jackets worked. They worked fine and we then deflated the life jackets, removed the used trigger devices, installed new ones, and refolded them to put them back into ready condition.

In the following pictures we see test subject #1 (son-in-law) entering the water after jumping from the boat and then emerging from underwater after about 3 seconds (deep emersion) with a fully inflated life jacket. Test subject #2 (daughter) entered the water from the steps so she wouldn’t go very deep underwater and out of view. Her first photo shows the yellow right-hand side of the life jacket just beginning to inflate. A frame by frame look at the video showed a progression



from the right-side inflating, then the neck support, and finally the left side (as viewed in the pictures). The entire process took about one second as shown in the next photo. They both demonstrated the life jacket’s ability to float them on their backs with their heads out of the water, and to also turn them over from a face down position to their backs. We were impressed with the life jacket’s performance, their ease to re-arm them, and the test subject’s enthusiasm. Videos of these demonstrations can be seen at our squadron website sbps.net.






SAVE THE DATE
Mixer for members and students of our courses

Wednesday, November 15, 2017 5:00 to 7:00 p.m.
 Free Wine and Appetizers
 SB Maritime Museum

We will have the Museum all to ourselves.
 Join us for two short hours of comradery
 sharing nautical knowledge, boating stories, and friendship.

Hosted by Santa Barbara Sail and Power Squadron

RSVP to Virginia Johns
sbmesafirstmate@gmail.com or 805 770-0611

Isthmus Cruise Week

by P/C Rich Ciolino, JN, and Lt/C Steve York, P

Turns out that only two boats participated in the cruise to Isthmus Cove on Catalina Island but that did not deter the Ciolinos and Yorks from having a great time. It definitely is worth the long sail to get there and the trip presents lots of opportunity to use one's seamanship skills and learn some new ones, like picking up a mooring.

Steve and Eleanor York aboard *S/V Peregrine* departed Santa Barbara on the 8th of August and Rich and Peggy Ciolino aboard *S/V Ecco Bella* departed on the 13th. We both took the same route by sailing to Channel Islands Harbor the first day to experience the hospitality of the Pacific Corinthian Yacht Club (PCYC) by docking at their guest dock for the night. This leg of the trip takes about five hours and usually gives us a chance to sail. The next leg is usually about a 10 hour combination of mostly motoring with some sailing after mid-day having the objective to arrive at the Isthmus around 1600 hrs.

This second leg involves crossing through the shipping lanes below Port Hueneme.



The shipping lanes were quite busy for *Ecco Bella* especially the southbound lane where we had three cargo ships in view at one time. We were in the separation zone watching the last of the south-bounders and for the first time we actually had the ship "talk" to us: I had taken a hand bearing compass reading on the ship of 270°M and was waiting for 10 minutes or so to take another reading when the ship blew its horn – very loud! Sure enough the hand bearing compass reading was 270°M again – we were on a collision course. We turned *Ecco Bella* to port to parallel the southbound lane and the ship immediately sounded its horn again announcing that they observed our corrective action. They were about a half mile from us as they sailed by.



One nice feature about going to the Isthmus is that family or friends could easily join up by coming over on the Catalina Express from San Pedro. Soon after *Peregrine* arrived at the Isthmus Steve and Eleanor were joined by their son, daughter-in-law and two grand-children girls plus dog for a week long visit *Peregrine* was quite crowded

with six people and a dog on-board along with fun play things like a SUP on-deck so some imaginative accommodations had to be made including having the family camp out on shore two nights and Steve and Eleanor moving up to the Banning House for three nights and taking a trip to Avalon for two nights. Here's a shot of some of the toys on *Peregrine* and the family enjoying them.

One way to get away from the crowded boat was to have a nice dinner on shore, which we did at the Harbor Reef restaurant.





We got together with Steve and Eleanor while they were up at the Banning House which has fantastic views of Two Harbors.

One of the things to do at the Isthmus is hike into the back



country. We were told that the Bison were back in the area and to be on the lookout. (On our last few trips to the Isthmus we had not seen any Bison because of the drought, we guessed, and the terrain around the Isthmus is much greener now.) Well, sure enough we spotted

one lounging in the grass and Steve spotted one up near Banning House. In the photo below I've marked the Bison.

We have a sailing attachment for our dinghy and I got it installed to sail around the cove a bit. Last time we used it here Peggy and I were sailing amongst the moored boats in a very stiff off-shore breeze that would not let us tack our way back to *Ecco Bella* and we had to get towed back by a friendly SUPER.



Well, there is something about Catalina I guess, but after a nice morning of sailing around I was heading back to *Ecco Bella* to pick-up Peggy when the rudder bolt snapped dropping the rudder to the bottom in about 25 feet of water. As I wandered about without a rudder I bumped into two nice guys in their dinghy who graciously towed me back to *Ecco Bella*, again. Peggy was able to spot the rudder at the bottom while swimming over it with her snorkel on, and as luck would have it the York's

son is a trained diver, free and SCUBA, and he volunteered to come have a look. He too spotted it and did one free dive to get it. Check out his diving form and the recovered rudder below (thanks Eric).



While the York's son was retrieving the rudder, the Yorks went to Avalon for 2 nights and one day. It has been a number of years since we were there so it was great to see that the charm and atmosphere of the town is still there. At this time of year it is filled with tourists - we heard a number of different languages and watched people streaming off the Express for the day. The highlight of our visit to Avalon was the gleaming new Catalina Island Museum which just opened this spring. This museum replaces the old museum in the bottom of the Casino - and boy, what a difference! To commemorate the opening, they have an exhibition of Chihuly glass from his private collection. All of the works have a sea and ocean theme and are fantastic. Here are just three of the



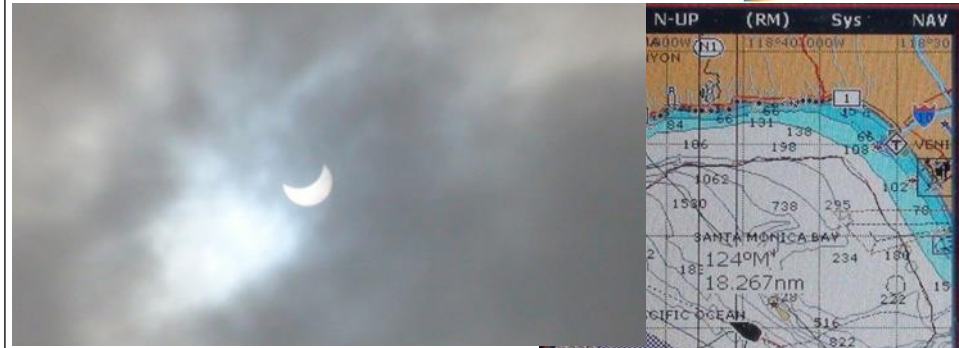
of the more than 30 pieces on display.



It's hard to believe these are all made of the most delicate yet colorful glass. This exhibit was worth the trip. If you've never seen a Chihuly exhibit before, I highly recommend them.

Peggy and Rich's daughter and son-in-law came out by Catalina Express for two nights and all had a very relaxing time before heading back which included inflatable life jacket re-arming as described in the Safety Tip article elsewhere in this issue. We left on Sunday morning with the kids and made a stopover in San Pedro where they could pick up their car. It was overcast with flat seas and light wind for the four hour crossing. We stayed overnight in the Cabrillo Way Marina which is very nice and reasonably priced; headed out the following morning for PCYC and were at sea when the eclipse occurred. The following pictures show where we were (sailing across Santa Monica Bay) and what the partial eclipse looked like, when we could look at it that is.

Eleanor and Steve York were back at the Isthmus for the eclipse. They made their eclipse viewer using Internet instructions for a Cheerios box with a pinhole viewer as they were too late to order glasses before leaving for Catalina. While we were out on the foredeck with our Cheerios box, a couple cruised by in dinghy and said it looks like you could use a pair of glasses.



They each had one and said they were fine sharing so they gave us a pair. The viewing was so much better with the glasses compared to the Cheerios box viewer – we can't thank them enough!

Ecco Bella made another stop at PCYC on the way home, thank you PCYC, and left the following morning for Santa Barbara, during which we got to sail about three hours. As it turned out this trip the only sailing we got to do was in the Santa Barbara Channel on our first and last legs – I guess that's a good way to start and finish a lovely trip like this. Likewise, *Peregrine* made their stop at PCYC on the way home from Catalina a day after *Ecco Bella* stopped there. Brenda at PCYC is always so accommodating to Squadron members. We both stopped there on days that PCYC is closed but they are able to leave a key out so that we would have the use of their facilities even if they are not there. Our trip back to Santa Barbara was all motoring as we had the breeze on our nose (seems like that'd so often the case) and it was good to be home after 2 and a half weeks.

Coast Guard partners to deter search-and-rescue hoax calls

There is a growing hoax-call problem on the Channel 16 mari-time distress frequency, which mariners rely on for radio com-munications in our nation's ports and waterways. Hoax calls can disrupt and divert the U.S. Coast Guard's operational response to legitimate mariners in emer-gency situations. Regrettably, perpetra-tors often go unpunished due to a lack of offshore geolocation capability on the part of the Coast Guard and local law-enforcement investigators.

To address the issue, Coast Guard representatives have part-nered with an academic-research team from Carnegie Mellon University (CMU) that specializes in voice forensics and audio analytics. The overall project employs enhanced direction-finding equipment and social media monitoring and awareness efforts to identify potential hoax callers. But the real crux of the prosecutorial value lies in CMU's audio-forensics capabilities, which essentially create an audio "fingerprint" of callers on suspicious maritime search-and-rescue emergency calls.

All involved say this collaborative effort can deliver substantial gains in the battle against hoax callers. Anyone with knowledge of a hoax mayday is urged to contact the nearest Coast Guard unit or the Federal Communications Commission.



A Mexican TIP Experience

by Dennis H. Johns, AP

I wish to share with the squadron a recent wearisome experience with Mexico's requirement for a Temporary Import Permit (TIP). Rich Ciolino also had an issue with the TIP during his recent trip to Mexico which emphasizes the need to address this process with anyone who has plans to visit Mexico.

Mexico's TIP is their way of keeping track of vessels visiting their shores. It is understandable that they would wish to do this because they receive so many visitors. In addition, in the past, vessels have been bought and sold in Mexico without them being "imported" for this purpose resulting in a considerable amount of lost sales revenue. So the purpose of the TIP is understandable but what is less reasonable is the lack of bureaucratic efficiency to manage the process. Thus my story begins.

Libertad was delivered to the port of Ensenada (Baja Naval Marina) and this is where I was tasked to enter Mexico and apply for the required TIP. Libertad participated in the 2004 Baja Ha Ha and secured a TIP in La Paz at that time. That TIP was valid for ten years and was still valid when we started our circumnavigation in 2011 which began in Mexico. However it expired in 2014 while we were in Turkey. I heard through the cruiser grapevine that letting a TIP expire may represent a problem when applying for a new TIP because the old TIP had to be cancelled first. If your TIP expired while the boat was in Mexico, it presents an even greater problem. With these as possible hurdles, bright and early Monday morning I enlisted the assistance of Baja Naval personnel to help me to first cancel my expired TIP and then to apply for my new one. I presented my expired TIP and documents proving Libertad was in Turkey (to avoid the difficulties of having a TIP expire while in Mexico) to the folks at Baja Naval and the first issue they identified was that they thought I did not have the original TIP document. They were looking for a document measuring 5-1/2" x 8-1/2" but the 13 year old document I had from La Paz measured the standard 8-1/2" x 11". Even though my document had what appeared to be official stamps, they said, "No problem, we'll just tell the customs officials that you lost the original" (it did not sound like the best approach to me but they had been doing this for years so who was I to disagree?). They pointed out other possible problems but they thought they could talk their way through them as well. On the way to Aduana (customs office), my interpreter from Baja Naval (Carlos) explained to me that there was a nice lady official and a mean



lady official and hopefully we'd get the nice one. When we arrived at Aduana, we did indeed get the nice lady who was in her twenties (apparently she hadn't been on the job long enough to become jaded -I'm not making this up, this was explained to me by Carlos). Carlos described the situation to her and she responded that she would fetch us a form for me to fill out explaining that I lost my original TIP. While she was gone, the mean lady came into the office and asked if she could help us. Not wanting to shine her on and get her mad at us, Carlos explained our purpose there. She examined the documents we brought and revealed that the 8-1/2" x 11" document I had was in fact the original TIP. She had been on the job long enough to become jaded but she was also the only one who could identify that 13 year old document. She sat down at her computer to begin the cancellation process, so Carlos and I thought we were home free. But then the young official returned with her form and the older official took the opportunity to verbally berate her in front of us for an embarrassing long time. Eventually she went back to her job of cancelling the expired TIP and after several minutes of tapping on her computer she advised that my TIP was not in her computer and they would have to send the original documents to Mexico City to have it sorted out. Carlos and I thought that would be the end of our day but the lady suggested that we head over to the "other" customs office to begin the process of applying for our new TIP with an explanation of what her office was doing. If I've lost you already, there is a customs office where you must go to cancel a TIP and different one where you apply for a new TIP -the plot is just starting to thicken. Off to the second customs office and we submitted our documents (USCG Certificate of Documentation and my recently granted Immigration form) to the official there explaining what had happened at the first customs office and that that office was in the process of cancelling the original TIP but Mexico City needed to be involved. After tapping on her computer for a few moments, she asked if Libertad had applied and received a TIP in La Paz in 2004. I said yes and she advised that my old TIP was indeed in the system. The problem was that when the TIP had been input to the system, the data processing person had transposed the document number. My document was 141-2004 and what was entered in the system was 414-2004. This is somewhat understandable because when Mexico brought up the new system several years back, they probably had hundreds of thousands of old TIPs to enter into the data base. Of course the lady at the first office had unsuccessfully searched on the number shown on my document. We were instructed to return to the first customs office and advise the official there of the data processing error and have her pull up the old TIP under



the incorrect number and go ahead and cancel it. Back at the first customs office, we explained the situation to the older official and the younger official just happened to be nearby while we did. The attitude of the older official suddenly changed. She took great pains to drag out the cancelling process, carefully reading and re-reading each document that was included in the old TIP file. I would occasionally look over at Carlos with a questioning look as if to ask if this was normal and he would just wave me off, hoping the official would not notice my concern. Finally she advised that while she had done what she could on her computer, the documents would still have to be sent to Mexico City to have the old TIP removed from the system and that wouldn't happen until Friday. BUT she gave us a copy of the old TIP and stamped it CANCELLED with a big official-looking stamp and told us to take that back to the second customs office to begin the new application. On the way back to the second customs office, Carlos explained to me that it was clear that she could have located the TIP using the same search technique that the official at the second customs office used and in explaining how the error was found, we had embarrassed her in front of the younger official. Still following me? Now back at the second customs office, we presented our documents again along with the newly cancelled and stamped copy of the old TIP. The official at the second customs office advised that she could do nothing until the old TIP was completely out of the system, even though in the system it was marked cancelled and the paper document verified it. It was now past two in the afternoon and I was not prepared to wait until Friday to begin the new TIP application, so we arranged that I would authorize Baja Naval to apply for my new TIP when they were advised that the old TIP had been dropped from the system. I caught the last bus out of Ensenada that afternoon and arrived home in SB at 2am Tuesday. On Wed morning I received an email from Baja Naval advising that they had received notice the day before (Tuesday) that the old TIP had been dropped from the system. At this point, they suggested that I apply for the new TIP online and I did and I received it in the mail seven days later.

A couple of lessons to take away from this story:

Cancel your TIP before it expires and before you leave Mexico if it will expire before you return to Mexico.

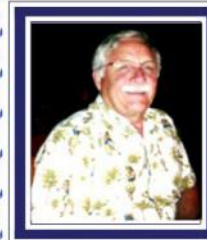
If you buy a boat, be sure the previous owner did not have a Mexican TIP or make sure he cancels it (whether or not it has expired) before you finalize the purchase –this addresses the issue Rich had to deal with.



If you ever need a new TIP, apply for it online, your sanity will be secure.

If you ever have to deal with Mexican customs officials because of any of the problems noted above, be sure to have someone along who speaks fluent Spanish and embrace the virtue of patience.

Your SBSPS Nautical Store is open



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.contpanycamals.chazsportswear.com then contact me at ipseago@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 bur-gee 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.



**At your service,
Lt. J Peter Seago, P**



The Fishing Corner

Yellowtail Time in SoCal

By: Capt. David Bacon

Visit www.hooklineandshooter.com

August means drag-burning battles with wild ‘tails throughout the SoCal Bight. This season is not letting us down, as evidenced by numerous catches over the past couple of weeks at the customary hotspots and for anglers who knew what to look for and how to fish effectively for these maniacal members of the jack family of fishes. Kinda busy with family stuff? No worries... the action should last well into September.

Here is where to hunt yellowtail in SoCal waters: Coronado Islands, under free-floating kelp paddies off of San Diego and Orange counties, Catalina, San Clemente and Santa Barbara islands, Tanner and Cortez banks, the backside of Anacapa and Santa Cruz islands and near East Point on Santa Rosa Island.

Here are some things to watch for and how to take advantage of opportunities which usually pop up fast: Investigate large groups of birds working over baitfish skittering across top water near our islands... when you find this situation, run hard and fast towards the action and slide up to the edge of it as quietly as possible. Fire a surface jig into the feeding frenzy, and have someone else aboard cast a fly-lined live bait. One of those techniques may just result in a hookup. When it does, have everyone aboard try the same thing.

Watch the fish finder for baitballs and squid marks. When located, have one person yo-yoing a jig by bouncing it off of the bottom a couple of times, reeling it up at high speed, and doing it all again. Assign another angler the happy task of dropping a mackerel, sardine, anchovy, or whole squid down to the fish on a dropper loop rig (weight at the bottom and a hook attached to a dropper loop a couple of feet up from the weight).

Slide up to free-floating kelp paddies, and fire jigs and baits. Have someone working deep under the paddy, because the ‘tails are often many feet below the canopy of kelp. It is easy to spend a full day paddy hopping, and it can be a lot of fun. There is a kind of numbers game involved. Typically, you will fish a large number of lifeless paddies before finding that magic one with scads of big fish underneath. This means that patience must be employed in admirable quantities. It can be a day-long hunt.

Once hooked up with a yellowtail, the burn begins. That fish is heading for tall timber at sizzling speed. Bend the rod and make the fish work for every foot of line. Follow your fish around the boat in order to prevent a tangle with other lines or breaking off. Net smaller fish so you can let them go without injury. Gaff larger fish. Take good care of that meat by filleting or gutting the fish as soon as feasible and get it on ice. Remember, never put a yellowtail in a gunny sack sitting in the sun. Keep them cool and preferably on ice.



**Captain Dave Bacon and Sarah Crandall
and
two Yellowtail.**



Santa Barbara Sail & Power Squadron 2017 - 2018 Executive Committee

Commander	Cdr. Susan Hodges, P	805 845 4149
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Educational Officer	Lt/C Richard Ciolino, JN	805 682 4543
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	P/Lt Janis Johnson, S	2 Years
	Jim Hirsch	3 Years

Auditing Committee	P/C Pernilla Hallstrom, SN	1 Year
	P/C Tom Koch, SN	2 Years
	Bill Goodale, P	3 Years

SBSPS.net

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