



United States Power Squadrons©

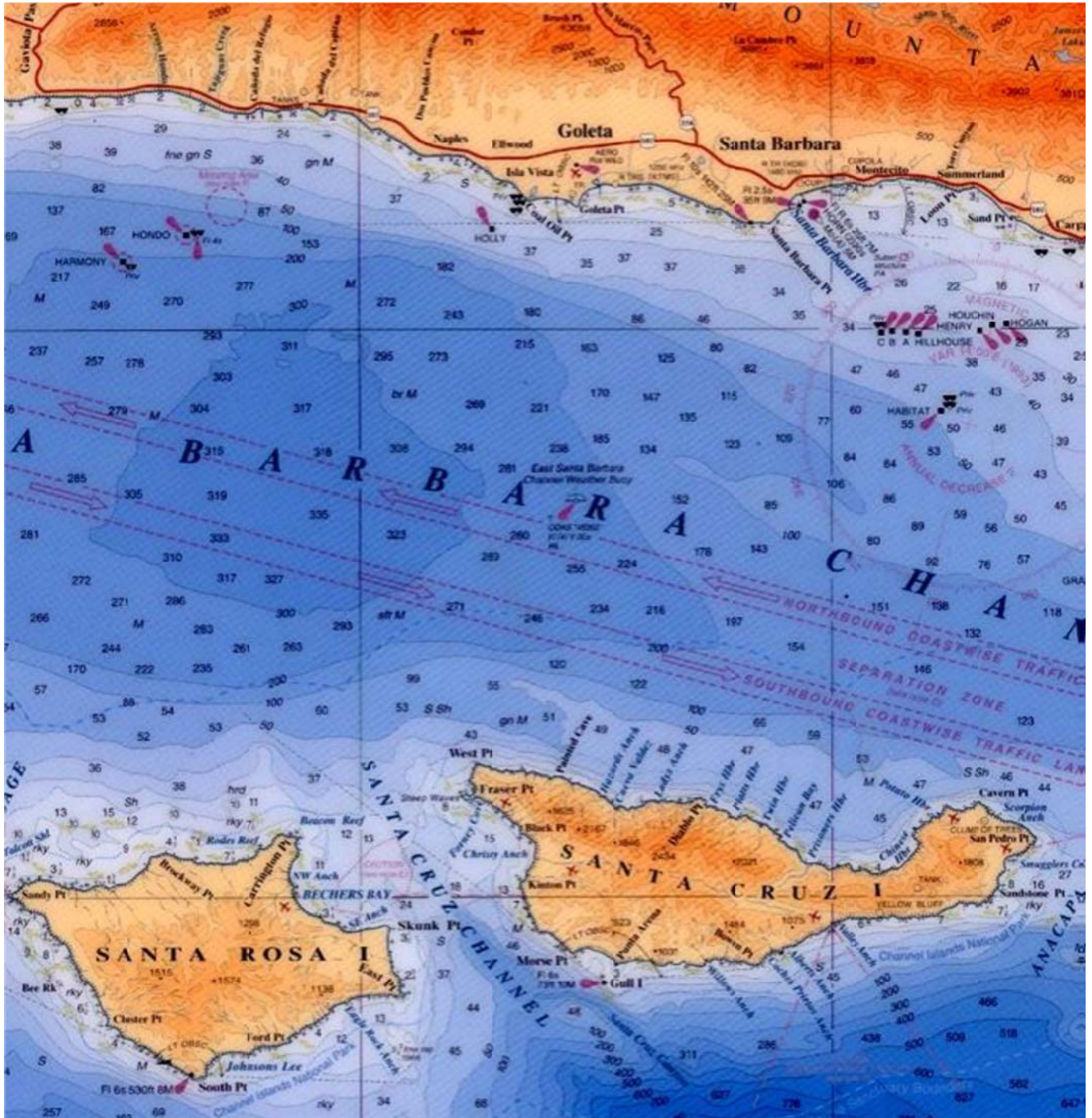


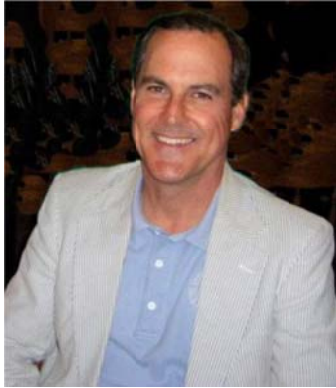
# Signal Hoist



## Santa Barbara Sail & Power Squadron

### Monthly Newsletter April 2018





## COMMANDER'S MESSAGE

Cdr. Dennis Johns, AP

By the time you read this, we will have had our first two social events of the season, the Star Party and the Ships and Dips. Thank you to Peggy Ciolino who organized the Star Party. Your commander could not attend as he was still recovering from a three-week long cold, but he heard that the skies were clear and the event was inspiring. Thank you also goes out to Karen Osgood for organizing and publicizing the Ships and Dips event and thank you to the squadron members who opened their boats for more than twenty of us who came to view and admire.

We will be having our first squadron business meeting on Thursday, April 5, at 7:30pm at the Waterfront Classroom as usual. Well, it's not really as usual because we are only having one business meeting every three months. The first scheduled squadron meeting of the year was a fun and entertaining event and those who attended on Wednesday, March 7 appeared to have a really good time. I was a little surprised by how many attending had not seen the movie *Captain Ron* before but it was great to listen to the laughter from both first time viewers and those who deemed it worthy of another watch.

As with the movie night, all members are welcome to the business meeting and encouraged to attend to find out what issues and decisions are being made to improve our organization. Your input is welcome and we hope to see you there.

I want you to mark your calendars now for our next fun and entertainment night which will be May 3. I plan to have at least two speakers who will relate their boating experiences. Those of us who may have had similar experiences can empathize with the speaker and may be empowered to add additional perspective to the speaker's account and those of us who may have yet to have the experience can stash away all the information provided for future use.



## ADMIN OFFICER'S MESSAGE

Lt/C Peggy Ciolino, S

Things have been pretty quiet since the publication of the March Signal Hoist. Right now we're happy for the rain, but keeping our fingers crossed as several rain storms make their way through Santa Barbara. We hope that there are no more mudslides in Montecito and that, Friday and Saturday, March 23 and 24, will be dry and allow our planned Star Party and Ships and Dips to proceed. If we need to reschedule, we'll let everyone know. (The weather was fine as reported in this issue – see Star Party and Ships and Dips.) Coming up on Saturday, April 21, is our Spring Brunch, held again on the comfortable garden patio of the Swalling's hilltop home. John Profant is our lead on this event and he will be contacting all former Commanders for their signature culinary creations for this annual event.

Remember to start setting those items aside that you'd like to offer to someone else, at the Nautical Swap Meet on May 12.

### Upcoming Activities

<b>April 5</b>	<b>Thu 7:30pm</b>	Business Meeting	Harbor upstairs classroom
<b>April 21</b>	<b>Sat 10:00am</b>	Spring Brunch	Swallings' Home
<b>May 3</b>	<b>Thu 7:30pm</b>	Members' Meeting	Harbor upstairs classroom
<b>May 5</b>	<b>Sat</b>	Harbor Clean Sweep	
<b>May 12</b>	<b>Sat</b>	Nautical Swap Meet at the Harbor	
<b>May 19</b>	<b>Sat</b>	Safe Boating Week Seminar	
<b>May 22</b>	<b>Tues</b>	Flare shoot and possible anchoring demo on the beach	



# SBSPS Spring Brunch

*Hosted by your  
Past Commanders!*



Date Saturday 21, April 2018 10:00 AM at  
The Swallings Home, map attached  
2106 Mt. Calvary Rd. Santa Barbara, Ca.



**ALL MEMBERS, FAMILIES AND  
GUESTS ARE WELCOME!**

**PANCAKES, EGGS, BACON,  
SAUSAGE, FRUIT, AND LOTS MORE!**

**SILVERWARE, PLACE SETTINGS,  
Supplied by the Squadron**

Please call in your reservations to:  
**P/C John Profant, SN**  
**455-9173 or [johnprofant@cox.net](mailto:johnprofant@cox.net)**



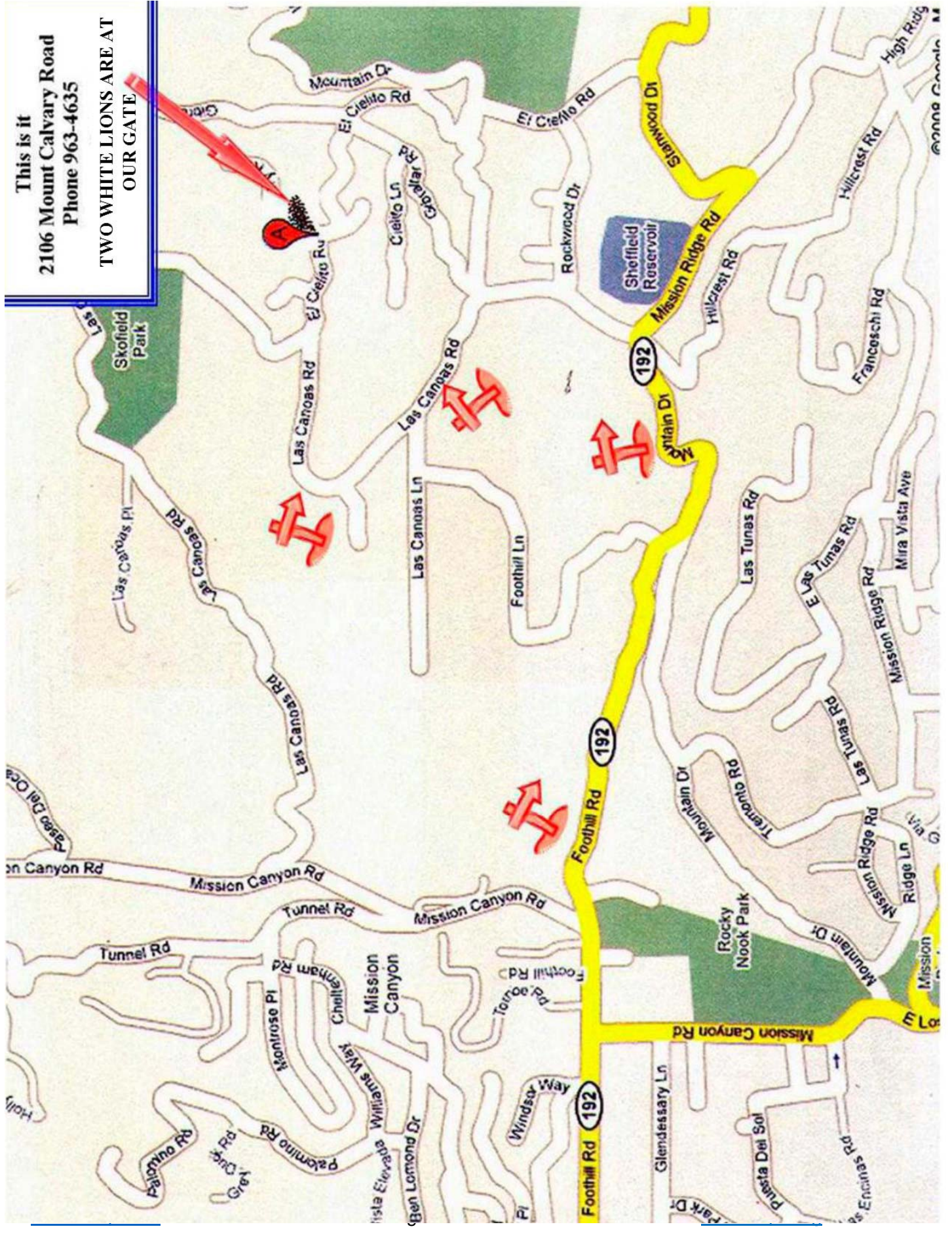
**By Thursday 19 April**

**We don't want to run out of food!  
We don't want to have to call you!**

**For your convenience, we will assist you with parking.**



This is it  
2106 Mount Calvary Road  
Phone 963-4635  
TWO WHITE LIONS ARE AT  
OUR GATE





## **Webmaster's Report**

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

The entire issue of the Signal Hoist has always been available on our website

[sbsps.net](http://sbsps.net)

as a PDF - and will continue to be there. However, if you only wanted to look at the Commander's monthly report or that of another Bridge officer, you would have to open up the entire issue and scroll through it to find the one you wanted. We're now offering some new ways to present and organize all the Signal Hoist articles.

Consequently we've been working with Virginia Johns to take portions of the monthly Signal Hoist and have them more easily accessible on our website. Under the main tab - News And Articles - we have added a tab for "Monthly Reports". There you will find the latest monthly reports from the various Bridge Officers. There is no need to find the issue of the Signal Hoist and then find the Bridge officers report.

In addition, Virginia is now taking individual articles submitted by members, which were included in the Signal Hoist, and posting them individually under the "Member News and Articles" tab. These are now more readily accessible and not buried in a particular issue of the Signal Hoist.

These individual posts on our website may not show until a few days after you receive the PDF Signal Hoist.

Virginia and I encourage you to take a look at the new organization of the articles on the website and give us your feedback. Let us know if it does or does not work for you! Thanks.





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

Our "America's Boating Course" class (ABC) ended on March 20 with 10 students able to take the final exam. Four other students were unable to attend but will be given the opportunity to take the exam soon. For those that passed the exam, all of them, and want to get their California Boating Card, they can go online to the California Department of Waterways to apply for their Card. It's a simple process that requires the submittal of \$10 and a copy of the certificate of completion they received from us.

The ABC class uses a USPS textbook that contains two supplemental chapters on navigation and charting. While this material is not required to obtain a certificate of completion from us or to obtain the California Boating Card, it can provide a very good grounding in the use of charts and navigation techniques, and it will serve as an excellent introduction to our more intensive Piloting class. I polled the current class and they are very much interested in learning this material so we will be presenting these chapters to the current class in two sessions on March 27 and April 3.

We've also made good progress in scheduling more classes for this year. Steve Young will be teaching Marine Electrical Systems from April 24 to June 19 and Pete Seagoie will be teaching Engine Maintenance from September 11 to November 20. We've also scheduled Steve York to teach the Partner in Command seminar during Boating Safety Week on Saturday May 19.

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!



by Lt/C, Rich Ciolino, JN

The following Marine Safety Alert has been issued by the U.S. Coast Guard:

The U.S. Coast Guard is concerned about the sale and availability of unapproved recreational and commercial vessel navigation lights. Purchasers of such lighting should be aware replacement lighting may be improper for its application due to the failure by manufacturers to meet technical certification requirements. Furthermore, technical advances in marine lighting, such as the use of Light Emitting Diodes (LEDs), rope lighting, underwater lighting, and other various types of decorative lighting, may violate navigation light provisions of the Nautical Rules of the Road.

Some manufacturers are producing and distributing navigation lights that do not meet certification requirements. These lights are typically less expensive, making them a tempting choice for uninformed consumers. Use of lights that do not provide the proper chromaticity, luminous intensity, or cut-off angles could result in the issuance of a notice of violation or potentially cause an accident. Recreational boaters should ensure each purchased navigation light contains the following information on the light or its packaging:

USCG Approval 33 CFR 183.810

MEETS ABYC A-16 or equivalent TESTED BY (an approved laboratory)

Name of the light manufacturer

Number of Model

Visibility of the light in nautical miles

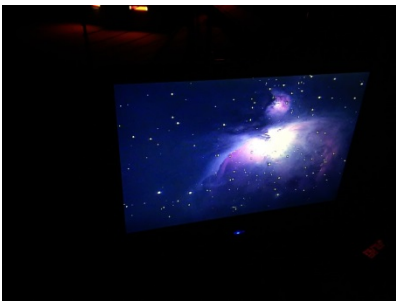
Date on which the light was type-tested

Identification and specification of the bulb used in the compliance test.



## Star Party by Lt/C Peggy Ciolino, S

In preparation for our sail to Mexico several years ago, I took Spanish at City College. I should have also taken astronomy, so I could have more easily identified all the wonders in the night sky while on watch in the middle of the night. On Friday, March 23, the first clear day and night after several days of rain, the Squadron was given a mini-lesson in astronomy and telescopes by Tom Whittemore, professor of astronomy at Westmont College and fellow members of the Santa Barbara Astronomical Unit, Chuck, Martin, and Tom at Westmont College's Observatory. Four different telescopes were set up and we were able to view the moon, the Orion nebula, and many other stars and constellations and hear stories about all of them. One that stuck in my mind was the star Canopus which is in the constellation Carina, and represents the keel of a boat on which Jason and the Argonauts sailed. It is the second brightest star in the sky after Sirius, but isn't always easy to see because it doesn't rise very high above the horizon in the southern sky. The Astronomical Unit sets up all over Santa Barbara over 200 times each year. I'm sure you can find them at [sbau.org](http://sbau.org) and next time we have a Squadron night at the Observatory, we hope you'll be able to come out. Even though it was a nippy night, although warmer than last year's event, the enthusiasm and stories of these incredibly knowledgeable guides kept us warm...along with a little hot chocolate!





# Ships and Dips

by Virginia Johns, P

The Santa Barbara Sail & Power Squadron held our annual Ships & Dips party down at the harbor. Our hosts were Mark and Ellie Cooper, Ron and Vicki Slocum, and Dennis and Virginia Johns.

We enjoyed good weather, good food, good stories, and good views.









## Vessel Safety Examiner Report

**1<sup>st</sup> 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 you 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](mailto:johnprofant@cox.net), or (805) 455-9173.**



## Safety at Sea for Me by Steven Hodges, N

The number of requirements for sailboat racing, especially offshore races, has been increasing steadily. The pace has quickened noticeably since 2012 and 2013 when three accidents with fatalities occurred in California: Low Speed Chase at the Southeast Farallon Island, Aegean at North Coronado Island, and Uncontrollable Urge at San Clemente Island. And since 2013 then there have been several accidents with fatalities during the Clipper round-the-world race.

[https://en.wikipedia.org/wiki/List\\_of\\_fatal\\_accidents\\_in\\_sailboat\\_racing](https://en.wikipedia.org/wiki/List_of_fatal_accidents_in_sailboat_racing)

<http://www.yachtingworld.com/news/106809-106809>

Completing a Safety at Sea (SaS) course is one of race requirement that needs to be attended to at least every five years. I've been taking these classes since 2004, Susan since 2009, so we have witnessed some of the changes first hand. Most recently, Susan and I completed the US Sailing SaS offshore course at Berkeley Yacht Club. Approaches to being safe while at sea is a dynamic topic that has resulted in advances in equipment design, for example, life jackets, jack lines and tethers. And safety-at-sea is not a topic limited to racers! The classes I've taken are applicable to any type of sailing. In US Sailing's words:

*"Why take a US Sailing Safety at Sea Course?*

*Ever wonder what you would do if someone fell overboard from your boat?*

*Do you have a plan to deal with heavy weather if you can't reach a safe harbor?*

*Interested in selecting the right emergency communications equipment or storm sails, but you're not sure what to buy?*

*If so, a US Sailing Certified Safety at Sea Course is for you."*

<http://www.ussailing.org/education/safety-at-sea/>

If you sail, especially if you go to our lovely Channel Islands, I recommend participating in one of these classes as they are informative, led by highly experienced sailors, and include the opportunity for hands-on exposure to the latest advances in safety methods and equipment.

# Our Migration

By Clark and Andrea Bowdle, S

We finally did it, took the plunge, jumped off the edge, started on the journey. Whatever you want to call it, we bought THE boat. Not just any boat, the boat that will take us on our grand cruising adventure. Our search included several years, continents, countries and vacations to make the decision. We were looking for a 1990's Beneteau, 43-47'. We ended up with a 1985 Tayana 55'. Not at all what we expected but we fell in love with her. Here's why:

- **Quality of construction and reputation.** It's a true blue water cruiser. Migration's first owners circumnavigated with her, we have charts from all over the world left for us. We also have spent time cruising with friends who are currently circumnavigating on their 46' Hylas which is very similar to the Tayana. The interior has generous amounts of beautiful teak, an open salon floor plan, three staterooms/heads, a work/tool room and enough storage to take our large family on board at the same time. And let's not forget the all important PHRF rating of 54 which is what sold Clark. The exterior space is just as open and enticing, a center cockpit, a large flat deck in back to store toys, sun and work on projects.

- **Location.** We decided to narrow our search to California, Florida and Mexico - areas that would be fairly easy to reach since we would be going back and forth working on the boat and working at home to pay for the boat for the next year or so. Proximity to parts and service providers was also key. We found her in the boating capital of the USA, Ft Lauderdale, Fla. Easy, cheap flights and the home of the flagship West Marine store (it's HUGE).

- **We got a good deal.** We bought Migration from her second owners who sailed summers in the Med for 16 years minimally maintaining her and adding a bow thruster. They had the boat for sale for 5 years and had turned down higher offers. We took on long time friends who wanted to take a chance on an adventure as partners and bid low. The owners wanted out and a deal was made. Everything on the boat is 20 years old or more. Most major systems need work or replacement. We think of it as buying a big old house 'as is'. We know there are going to be surprises, big and small but we want to spend a good amount of years cruising so if we have to work for a little longer to get better quality and replace some of the major systems on the boat, we will be safer and happier in the long run.

**Our plan:** take a few trips out there, offload the 30 years worth of stuff left behind, install new electronics, new rigging and sails, maybe a new transmission and off to the Bahamas for Thanksgiving. Needless to say, that's not what played out. It took most of 3 trips out just to go through all the stuff in the boat and land storage locker and that was just the beginning...





**Migration**



**Migration Salon**



**Migration Crew**

## 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?



## Go Armed With Exotic baits

by Capt. David Bacon

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



Our local fish have exotic tastes but live on a squid and baitfish budget. Substitute champagne taste and a beer budget, and many of us can feel a little empathy with these fish. We can come to their rescue with some exotic baits that I've seen fish respond to with surprising zeal. Let's talk baits...

Most of the time we all blast out of the harbor with a tank of live bait and a few pounds of thawing squid, figuring we're quite well-armed. We certainly do catch a lot of fish with this standard fare and I won't argue with success, but I will list some uncommon baits I've used aboard my charterboat, the WaveWalker, to post some great catches of coastal and island fish all throughout the year.

**Crawdads:** Fished in a rocky area with plenty of surge - such as just outside of boiler rock areas - crawdads will draw a quick response from the biggest sheephead in the vicinity. These little critters look just like a baby lobster, and that fact isn't lost on a hungry sheephead which will usually hit it hard and fast because they know how fast a little lobster can scoot. I recommend fishing a fairly stout rod and 20+ pound line on a reel with the drag buttoned down. A 3/4oz to 1oz sliding sinker will put it on the bottom, where the sinker doesn't bother the fish because it looks like a naturally occurring stone.

**Crabs:** Buy or gather (or pay some kids to gather) some rock and sand crabs. These baits work well in shallow water right up tight to a shoreline because that's where they're most natural. I've seen thousands of calico bass spit up small rock crabs after they were caught, so I'm convinced that crabs are a dietary staple that we're not taking much advantage of. Sheephead and shallow water rockfish such as sugar bass and johnny bass also love munching crabs.

**CLAMS/mussels:** Smash the shell of a small clam or mussel and pin it on the hook. Cast it near some rocks and it becomes as natural a bait as a fish could ask for. There seems to be something about the smell of freshly smashed crustaceans that the fish swarm to. Some of my urchin diver friends say that when they smash an urchin, nearby fish lose their inhibitions and just barge right in to feed on the scraps.

**Worms:** Some worms are natural in salt water environments and some aren't, but they all seem to catch fish. Surf and pier fisherfolk use bloodworms frequently, yet it is rare to see a package of them aboard a boat. Nightcrawlers are effective too. They don't live long in saltwater, but are limber and shaped like food so they get bit well even after they're dead. One nice thing about worms is that they become lethal

baits at mid depth and deeper structure spots. I fish these on rocky structure over 100 feet deep, and even as baits for deepwater rockfish. Nearly every fish down there grew up feeding on worm-like creatures.

Weird stuff: Well, you knew I was going to get weird on you in a column about exotic baits, and here it is... waterdogs, lizards, rats, pork rinds, and chicken skins. Hey, don't laugh until you've tried them all! I've seen every one of these baits aboard the WaveWalker.

Waterdogs and lizards both have a very appealing motion in the water and draw strikes quickly - which is good because they don't live long. Small rats don't live long either but display frantic action (I admit that I do feel a twinge of regret watching someone hook up a rat and cast it into its worst nightmare).

Pork rinds make sense. They have a scent and even undulate a little when pulled through the water. Yes, I'm aware that pork rinds aren't exactly natural in the ocean, but then I don't believe that freshwater bass are in the habit of eating pigs either. My point is simple - you can catch saltwater fish with them. Since they are a sturdy bait that stays on the hook well, I like to use them for rockfishing.

Chicken skins seem a bit weird, but so many people bring along some chicken to eat during a break from the action, that the more experimental souls among us anglers are sure to pin a piece on the hook to see if it works. And work it does, for bass and rockfish.

Fishing is a fun pastime, and having watched folks have fun experimenting with non-standard baits, I can assure you that bringing along some weird stuff for the hook can make your day on the water just that much more enjoyable. It also gives those fish a taste of something exotic. They may appreciate you so much that they join you for dinner at your place!

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 nor endorsement unless so designated.

**Editor:**

**Virginia Johns, P**

**Proofreader:**

**Lt/C Richard Ciolino, JN**

**Squadron Photographer:**

**Lt/C Peggy Ciolino, P**

**SBSPS Website Manager:**

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

**Website address:**

**[www.sbsps.net](http://www.sbsps.net)**