



United States Power Squadrons©

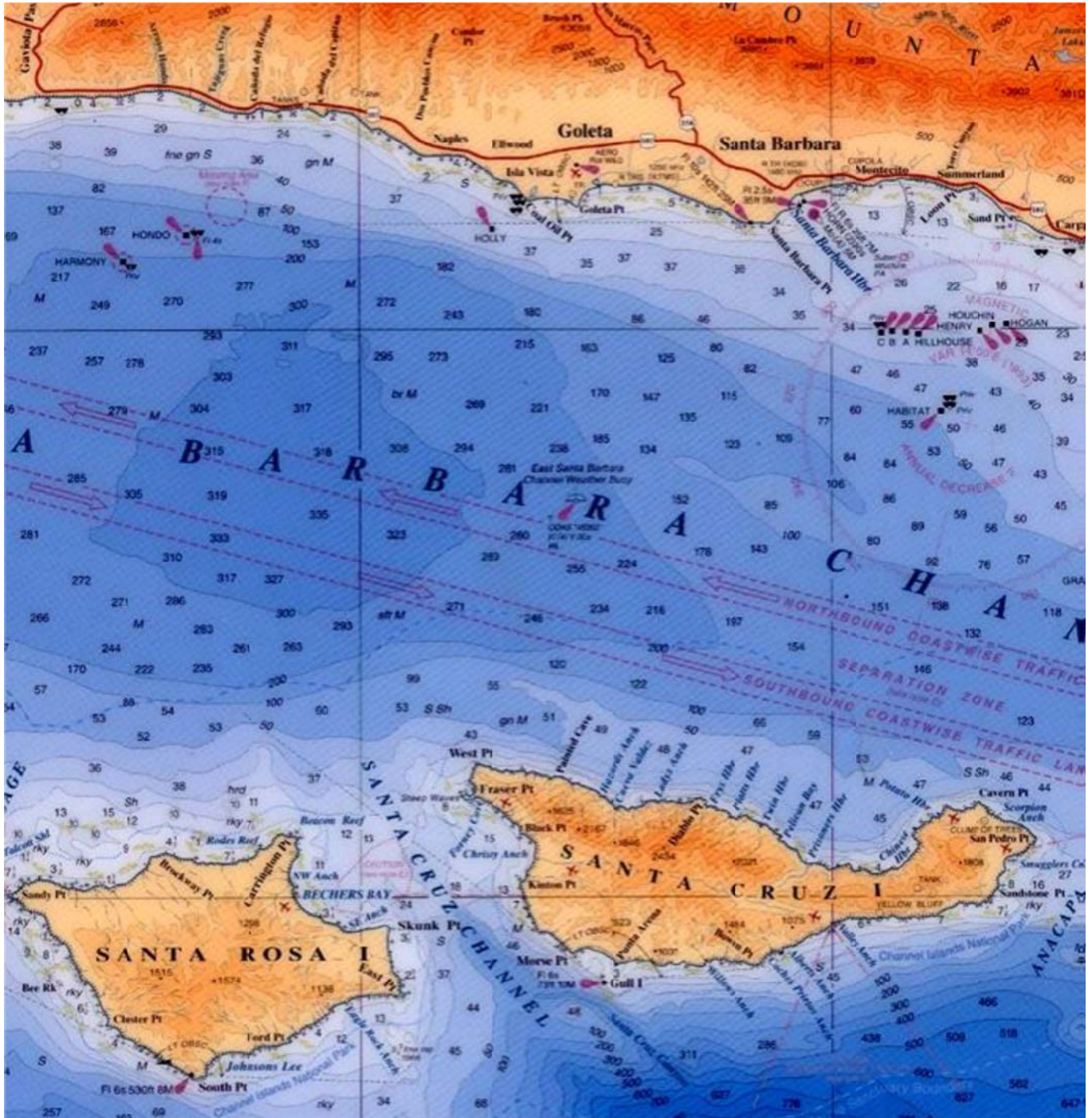


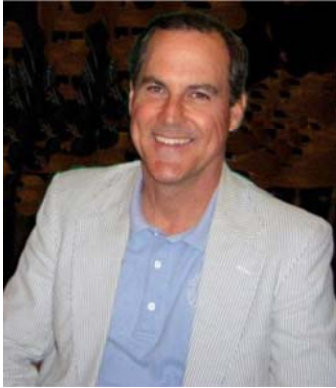
# Signal Hoist



## Santa Barbara Sail & Power Squadron

### Monthly Newsletter May 2018





## **COMMANDER'S MESSAGE**

**Cdr. Dennis Johns, AP**

I've just returned from the Spring Brunch and had a marvelous time consuming the sumptuous mimosas, pastries, pancakes, potatoes and sausage, hash brown potatoes, egg casserole, cabbage salad, and fruit. If you missed it, you missed a lot of good food and comradery. Thanks to John Profant for organizing the event and the other Past Commanders who provided the food and/or the stimulating conversation. Thank you Will and Doris Swalling for hosting us again at your beautiful home and congratulations again to Will for becoming our newest Lifetime Squadron Member.

Keep your eyes on our squadron calendar because we have several interesting activities coming in May. The May 3rd Members Meeting will be open to the public (I will be listing the meeting on Edhat, Noozhawk, and Meetup) because we will enjoy the real life experience of Jim Hirsch (member) during his voyage from New Caledonia to Australia in what was a little less than perfect weather conditions. We also will have fascinating stories by Alyssa Lewis and Patrick White about the extensive refurbishing of their sailboat –something we all wish we could have done if we had the time!?!

Next, we will be enlisting volunteers for the Santa Barbara Harbor Clean Sweep on May 5th from 8am to noon. Last year about 50 volunteers helped in removing 1.5 tons of garbage from the harbor seabed. This year the Harbormaster will be concentrating on Marina 2. If you would like to keep our harbor clean and you have some work clothes you don't mind getting dirty, let me know so I can add you to our list.

I have reserved two spaces for squadron members at the May 12 Harbor Nautical Swap Meet. After some cruising, Virginia and I accumulated equipment we just don't see us ever using now that we are in our home Channel Islands waters (i.e. 220-110 transformer, bicycle cart for hauling groceries, an extra set of sails, etc.). So perhaps you have a list of items you need to clear out of your bilge, boat box, or garage. You needn't spend all morning at the swap meet as there will be other members there just for the comradery and if you put a price tag on it and tell us the minimum amount you'd accept, we'll try to get it off your hands. Hazardous Waste is also being accepted that day; a coupon is included in this newsletter for use by slip owners.

One of our members, Scott Burns, is making plans for a Spring shakedown cruise to Fry's Harbor on May 18 -20 to see what needs attention prior to the summer cruising season. Libertad is planning to join him and we invite anyone else who is free that weekend to come along. Scott is notorious for getting in his dinghy and knocking on everyone's hull in the anchorage and inviting them to a happy hour on the beach. So come on out and join us for a trip to Santa Cruz to start the season (if weather permits).

If you aren't venturing out to Fry's Harbor, be sure to take advantage of Safe Boating Week by participating in or inviting someone you know to the Safe Boating Seminar our Education Department is planning for Saturday May 19. And on Tuesday, May 22 we are participating in the Harbor Patrol's flare shoot. This is where you gather up all your expired flares and find out if they are now duds. If you've never fired off a flare, it's a great exercise to get you comfortable with this piece of safety equipment. If you have fired off a flare it's just another opportunity for pyromania fun. Since we'll be on the beach, we may also have an anchoring exhibition so you can see what happens on the seabed when you are trying to set your hook. See more details for these events in the articles below.

### Upcoming Activities

<b>May 3</b>	<b>Thu</b>	<b>7:30pm</b>	Members' Meeting - speakers	Harbor upstairs classroom
<b>May 5</b>	<b>Sat</b>	<b>8:00am</b>	Harbor Clean Sweep	Harbor
<b>May 12</b>	<b>Sat</b>	<b>8:00am</b>	Nautical Swap Meet	Harbor Marina 3
<b>May 18-20</b>			Frys Harbor Cruise (Scott Burns point person)	
<b>May 19</b>	<b>Sat</b>	<b>9:00am</b>	Safe Boating Week Seminar	Harbor upstairs classroom
<b>May 22</b>	<b>Tues</b>	<b>6:00pm</b>	Flare training by Harbor Patrol	Harbor upstairs classroom





**ADMIN OFFICER'S MESSAGE**  
**Lt/C Peggy Ciolino, S**

So far this year, we've been sharing time together at highly entertaining and educational events like the Change of Watch, Star Party and Spring Brunch. Now it's time to get dirty!! Coming up on May 5, from 8:00AM to noon, we have an opportunity to give back, by helping to clean up the harbor in Harbor Clean Sweep. Please see the Commander's message for more details if you are interested in volunteering. Then, the following Saturday, May 12, lasting from 8:00AM to noon, you can bring all your old nautical "stuff" to the Squadron's reserved spaces at the Nautical Swap Meet in the harbor parking lot. Free coffee and refreshments will be provided. And finally, we have just gotten word that our flare shoot will be May 22, and will coincide with the "Harbor Watch" meeting at 6:00PM in the marine center classroom, where there will be a discussion of different types of flares. The flare shoot will follow at 6:30PM on the beach west of the Yacht Club. It's your opportunity to get rid of your expired flares and learn from actually lighting and firing off these devices that we hope we never have to use. This is a true learning event — hope to see you there!

Present Coupon And Your Marina Slip Number Upon Delivery

**ADMIT ONE DELIVERY**  
**SB Harbor Hazardous Materials Turn-In Day**  
**Saturday, May 12, 2018**

Main Harbor Parking Lot Near Marina 3  
 8:00 a.m. to 12:00 p.m.  
 (See list for acceptable materials)

**Used Oil and  
Used Oil Filters  
Accepted**

The Santa Barbara Harbor  
Hazardous Materials Turn-In Day  
is sponsored by the City of Santa Barbara  
Waterfront Department  
and funded by grants from the  
Department of Resources Recycling  
and Recovery (CalRecycle).

**List of Acceptable Materials**  
 for Household Hazardous Waste Collection Event

Acids, Inorganic and Organic	Mercury (mfd Articles)
Aerosols	Oxidizers, Liquid
Ammonium Nitrate, Fertilizers	Oxidizers, Solid
Bases, Inorganic and Organic	Paint, Latex
Batteries, Ni-Cad	Paint, Oil Base
Batteries, Alkaline	PCB Waste
Flammable Liquids	Poison, Liquids
Flammable Solids	Poison, Solids
Fluorescent Bulbs	Propane Tanks (BBQ Type)
Labpacks - Reactive	Propane Tanks (Coleman Stove)

## Spring Shakedown Cruise to Frys Harbor May 18-20



Scott Burns is planning a cruise out to Santa Cruz Island May 18-20 aboard his boat Benchmark. He invites all squadron boats to join in on the adventure and will serve as the point person for this event.

Departure will be Friday at 8am so that if the wind picks up, we are at the anchorage close to 1pm.

Frys Harbor is the destination, one of the most protected anchorages.

Boats should stay tuned to Channel 16 for hailing each other before moving to a working channel for discussions (e.g., change in anchorage due to conditions or crowds).

Bring your favorite beverages and nibbles for a happy hour gathering on the beach Saturday.

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

Read more about Frys here: <https://sailchannelislands.com/santa-cruz-frys/>



## HARBOR WATCH MEETING

May 22, 2018

Waterfront Classroom

6:00 pm-7:00 pm

- Harbor Patrol Officer Rick Hubbard will discuss law enforcement statistics in the marinas.
- **National Safe Boating Week is May 20-26, 2017**  
We will review boating safety tips before the flare demonstration.
- **Flare Demonstration:** Have you ever wanted to launch a flare but were not in distress? Well, here is your chance! We will review the various types of flares and discuss their advantages and limitations. You will have the opportunity to launch flares from the beach. So bring your expired flares and get some valuable training.

For more information contact the Harbor Patrol at 564-5530.





## Asst. Treasurer Message

1<sup>st</sup> Lt/C Pete Segoe, P

Greetings fellow squadron members, I do hope spring is being good to you. As your assistant to the treasurer, in charge of ships stores, I want to let you know we have a few of the "ambassador jackets" (see pictures) to sell. The Commander has asked me to sell them to members at half of the original cost, so they are a steal at \$ 43.00. I have a limited selection of sizes so please contact me ASAP if you are interested.

If, as you get your boats ready for the "season" you're in need of a new SBSPS burgee I have a few left at \$ 35.00.

I want to thank new squadron member Glen Fidler for the roll of fire hose he donated. I have cut it up into 12" lengths to be used as chafe gear for dock or anchor lines. They are free for the asking so please contact me if you want any.

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

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

Happy (and safe) boating,

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





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

Our "America's Boating Course" class (ABC) ended on March 20 with **14** students taking and passing the final exam. Eight of the students were pleased and interested enough to become members of our squadron. For those that want to get their California Boating Card, they can now 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.

All 14 students opted to take two more weeks of lessons covering the supplemental material in the ABC textbook 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 provides a very good grounding in the use of charts and navigation techniques while serving as an excellent introduction to our more intensive Piloting class. (National is developing a replacement for Piloting called "Marine Navigation" that is supposed to be available in 2019.)

Steve Young will be teaching our Marine Electrical Systems course on Tuesdays from April 24 to June 19. Next up is Steve York who will be teaching the Partner in Command seminar during Boating Safety Week on Saturday May 19 from 9AM to 12PM. Partner in Command covers some basic boating techniques that are useful for crew to know in general and especially if called upon to operate a boat if the captain is unable to do so. We're looking to schedule a Piloting class with John Profant during the summer, after the Marine Electrical Systems course finishes up. Following this we will be offering an Engine Maintenance course from September 11 to November 20 taught by Pete Seagoe. 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](mailto:rdciolino@cox.net) or 805-682-4543. Sail safely!





## Vessel Safety Examiner Report

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



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](mailto:johnprofant@cox.net), or (805) 455-9173.**



by Lt/C, Rich Ciolino, JN

### Carbon Monoxide Can be Alarming

I invited four of our recent America's Boating Course (ABC) class to meet on my boat *S/V Ecco Bella*, in Marina 4, to take the final exam that they were unable to take with the rest of the class due to unavoidable circumstances. I set them up below in the main cabin, on the fold-down saloon dining table, to take the test. While they toiled away on the test I moved out to the cockpit and passed the time reading over some of the ABC material.

Of note is that the fairway between our Finger B and Finger A is about 80 feet wide. Our slip is a downwind slip, so since we normally dock bow-in our stern faces the fairway,

while boats across us on Finger A are upwind slips so their sterns typically face our stern. The typical afternoon breeze is from Finger A to Finger B so a boat across the fairway that was running their engine had the exhaust spewing out their stern and the breeze picked it up and sent it over to my cockpit. It was a bit annoying to smell the exhaust but, hey, it was 80 feet or more away and didn't seem too bad.

After a while one of the students came out from below and into the cockpit to give me their exam so I could grade it. He commented on the smell from across the way. After I finished grading his exam we were sitting and chatting in the cockpit when I heard a "beep" come from down below, in the cabin, where the other students were still working on their exams. One of them spoke up and said "something is beeping down here". I went below thinking, is it the carbon monoxide detector? It was sitting at the edge of the table where they were working. Sure enough it sounded again. Holy cow, I was poisoning my students! I quickly opened the main hatch above the table they were at, opened a couple of side ports, and turned on four fans in the saloon to circulate the air while they finished working. They all felt fine, they said, and were able to finish up their exams, which they all passed – thank goodness.

What went wrong? It wasn't very warm so I neglected to open any hatches or ports to air out the cabin. While slightly annoying to smell the exhaust I didn't think much of it. Besides being in the cockpit the exhaust gas was apparently flowing down into the cabin through the open cockpit hatch, and with no way out, other than a small exhaust fan up on the bow that runs all the time, was accumulating in the saloon. Luckily that's where I had the CO detector, within a couple of feet of where the students were, and it did its thing before anyone got sick or worse.

With apologies to my students for not recognizing an apparent danger to them, and I guess to me too, I think we can all learn from this. It's a bit ironic that part of the ABC curriculum that these students just went through covers the danger associated with boating and carbon monoxide, but I think many of us are more concerned with possible exhaust leaks inside the boat from our own exhaust hoses or the danger of "teak surfing" (hanging in the water off a swim platform at the back of a boat) while moving, and being around our own exhaust at the stern of the boat; we must also be aware of it coming into the cabin from our own boat or others near us. Lastly, this was the first time the CO detector sounded for us on our boat, and I'm glad it worked as advertised – if you don't have one on your boat consider getting one.

# "Fun Fun Fun until Daddy takes the T-Bird away" By Lt/C Peggy Ciolino, S



That song of springtime and summertime fun pops to mind when describing our annual Spring Brunch hosted by our past commanders in the Swalling's hilltop garden, now bursting forth with blooms. Well, no T-Bird, and no daddy took anything away. But, lots of fun, fun, fun and a feast to celebrate spring and to initiate the Squadron's boating activities for the year. Commander Dennis Johns took this opportunity to present P/C Will Swalling with his 25 year anniversary certificate. Thank you, John Profant for taking the helm in planning and pulling together the Spring Brunch. There were plenty of scrumptious dishes to share, camaraderie and great cheer to celebrate spring.







## District 13 Duncan Gleason Communications Contest Calling All Judges

District 13 is trying something different for the Duncan Gleason award this year. Instead of squadrons sending each judge a newsletter each time it is published, it will be a one time evaluation of something that your squadron wants to submit for judging. The purpose of this contest is to help squadrons develop and maintain methods of communicating information to their members to encourage and motivate them to participate in activities and become leaders in their squadron. These methods of communication can be published newsletters, e-newsletters, or other creative vehicles distributed to all members.

Judging will be based on overall quality of content, format, use of photos, articles of interest on boating, a calendar of events and anything else useful to members as well as members of the community.

Each squadron is asked to appoint a judge. The duties of this judge will be to read and evaluate the contest submissions in Feb, 2019. Given the new contest rules, the job of a judge will be much easier this year than in the past. If you are interested in helping the District as a judge for this award, please contact Commander Dennis Johns.



Now its time to decide on what the priorities are to get her ready for cruising. This is a bit tricky. We are not retired but our schedule is somewhat flexible so we are able to spend about 10 days a month from August thru February at the boat. Hurricane season we are home working. We are on a budget so need to decide what to do ourselves and what to hire out. Time vs money....always a compromise.

Most of the boats systems were close to 30 years old and in need of repair or replacement.

**Electronics** - this was easy, all needed upgrade. After much comparing, we went with Ray Marine since we had a contact that could get us a steep discount. New radar, touch screen multifunction display, AIS, VHF radio, wind and depth instruments. We had a friend who is good with electronics come out to help install everything thinking it would take a few days. At the end of the week, the radar was installed. Clearly, we had underestimated boat electronics, pulling the old systems out, including wiring and the challenges of working in the hot humid weather.

**Transmission** - After Clark started the boat in full gear instead of neutral and to our surprised rammed it full throttle into the dock, we knew it was time for a new tranny. The challenge of disconnecting the transmission when two of the aft motor mounts are connected to the transmission means the motor had to be jacked up to disconnect the transmission. This was a big job we decided to hire out so work could be done while we were home working. This ended up taking 3X the money and the time to get done, even using a reputable service. Reputable is difficult in Florida, lesson learned; there are lots of people wanting to make money in the boating industry not all are on the up and up and even getting someone to show up can be tough.

**Living aboard comfort** - What do we actually need vs what we want and are used to having? The air conditioner was a big decision. We didn't want to have one, we really wanted to be able to acclimate to the weather but in order to work below for much of the day in South Florida, it's a necessity. A low wattage microwave was another decision. Saves time by being able to eat in more and not have to warm up the interior using the stove top. Eventually a toaster oven joined us as well. These things may not make the cut once we start cruising but for now, we will happily enjoy them.

**Dinghy** - We bought a newer used dinghy and reinforced the davits to haul it behind the boat. We wanted a ribbed dingy light enough to manage but powerful enough to allow us to explore. We chose a ribbed inflatable with a 15 hp 4 stroke outboard.

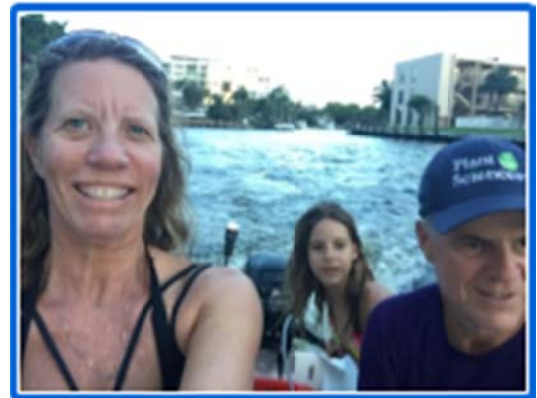
**Inventory list** - Going through everything, deciding what to keep and what to toss, then making a map and list of what was where. On a boat this size, there are cubbies and storage spots everywhere. Without a list and map we would spend much time and frustration remembering where every tool or part was. We still need to go through all of

the extra boat parts the 2 previous owners left behind, good to have them but it's a big job.

**Safety Check** - we contacted the local US Power Squadron to come help us with what we needed. They share the duty with the Coast Guard who sent out a nice young man to help us get up to date. Everything needed to be replaced, EPIRB and Life raft were last *recertified* 20 years ago! Still working on this.

By this time, we are starting to get comfortable living aboard our new boat home and learning how to function day to day in her space. We have yet to move the boat *off* the dock vs into it.

One of our favorite activities is to explore the endless waterways and fingers in Ft Lauderdale in the dinghy. With places like the shallow "Sandbar" area (where the ICW and the New River meet up) and many boaters convene for music, beer and cooling off, we are having a great time. This is also educational for us. We have a 33 ft boat in Santa Barbara so getting comfortable with motoring/sailing a 55ft boat and navigating the busy waterways of Ft Lauderdale with its endless draw bridges, currents and winds not to mention absolutely gargantuan yachts in competition for the same small strips of river can be a daunting task. The 50 mile crossing of the Gulf Stream to get to the Bahama islands was the least of our worries.



## **Submarine Catapults Attack Plane** submitted by P/C Don Crowder, SN

September 9, 1942, the I-25 class Japanese submarine was cruising in an easterly direction raising its periscope occasionally as it neared the United States Coastline. Japan had attacked Pearl Harbor less than a year ago and the Captain of the attack submarine knew that Americans were watching their coast line for ships and aircraft that might attack our country. Dawn was approaching; the first rays of the sun were flickering off the periscopes lens. Their mission; attack the west coast with incendiary bombs in hopes of starting a devastating forest fire. If this test run were successful, Japan had hopes of using their huge submarine fleet to attack the eastern end of the Panama Canal to slow down shipping from the Atlantic to the Pacific.

Meanwhile, a Nebraska forestry student Keith V. Johnson was on duty atop a forest fire lookout tower between Gold's Beach and Brookings Oregon. Keith had memorized the silhouettes of Japanese long distance bombers and those of our own aircraft. He felt confident that he could spot and identify friend or foe, almost immediately. It was cold on the coast this September morning, and quiet. The residents of the area were still in bed or preparing to head for work. Lumber was a large part of the industry in Brookings, just a few miles north of the California Oregon state lines.

Aboard the submarine the Captain's voice boomed over the PA system, "Prepare to surface, aircrew report to your stations, wait for the open hatch signal". During training runs several subs were lost when hangar doors were opened too soon and sea water rushed into the hangars and sank the boat with all hands lost. You could hear the change of sound as the bow of the I-25 broke from the depths, nosed over for its run on the surface. A loud bell signaled the "All Clear."

The crew assigned to the single engine Yokosuki E14Ys float equipped observation and light attack aircraft sprang into action. They rolled the plane out its hangar built next to the conning tower. The wings and tail were unfolded, and two 176 pound incendiary bombs were attached to the hard points under the wings. This was a small two passenger float plane with a nine cylinder 340 hp radial engine. It was full daylight when the Captain ordered the aircraft to be placed on the catapult. Warrant Officer Fujita started the engine, let it warm up, checked the magnetos and oil pressure. There was a slight breeze blowing and the seas were calm. A perfect day to attack the United States of America. When the gauges were in the green the pilot signaled and the catapult launched the aircraft. After a short climb to altitude the pilot turned on a heading for the Oregon coast.

The "Glen" was launched via catapult from a I-25 class Japanese submarine. Johnson was sweeping the horizon but could see nothing; he went back to his duties as a forestry agent which was searching for any signs of a forest fire. The morning moved on. Every few minutes he would scan low, medium and high but nothing caught his eye. The small Japanese float plane had climbed to several thousand feet of altitude for better visibility and to get above the coastal fog. The pilot had calculated land fall in a few minutes and

right on schedule he could see the breakers flashing white as they hit the Oregon shores.

Johnson was about to put his binoculars down when something flashed in the sun just above the fog bank. It was unusual because in the past all air traffic had been flying up and down the coast, not aiming into the coast. The pilot of the aircraft checked his course and alerted his observer to be on the lookout for a fire tower which was on the edge of the wooded area where they were supposed to drop their bombs. These airplanes carried very little fuel and all flights were in and out without any loitering. The plane reached the shore line and the pilot made a course correction 20 degrees to the north. The huge trees were easy to spot and certainly easy to hit with the bombs. The fog was very wispy by this time.

Johnson watched in awe as the small floatplane with a red meat ball on the wings flew overhead, the plane was not a bomber and there was no way that it could have flown across the Pacific, Johnson could not understand what was happening. He locked onto the plane and followed it as it headed inland. The pilot activated the release locks so that when he picked the bombs they would release. His instructions were simple, fly at 500 feet, drop the bombs into the trees and circle once to see if they had started any fires and then head back to the submarine.

Johnson could see the two bombs under the wing of the plane and knew that they would be dropped. He grabbed his communications radio and called the Forest Fire Headquarters informing them of what he was watching unfold. The bombs tumbled from the small seaplane and impacted the forests, the pilot circled once and spotted fire around the impact point. He executed an 180 degree turn and headed back to the submarine. There was no air activity, the skies were clear. The small float plane lined up with the surfaced submarine and landed gently on the ocean, then taxied to the sub. A long boom swung out from the stern. His crewman caught the cable and hooked it into the pickup attached to the roll over cage between the cockpits. The plane was swung onto the deck, The plane's crew folded the wings and tail, pushed it into its hangar and secured the water tight doors. The I-25 submerged and headed back to Japan.

This event, which caused no damage, marked the only time during World War II that an enemy plane had dropped bombs on the United States mainland. What the Japanese didn't count on was coastal fog, mist and heavy doses of rain made the forests so wet they simply would not catch fire.

Fifty years later the Japanese pilot, who survived the war, would return to Oregon to help dedicate a historical plaque at the exact spot where his two bombs had impacted. The elderly pilot then donated his ceremonial sword as a gesture of peace and closure of the bombing of Oregon in 1942.



## Fishing Report

by Capt. David Bacon

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



Boats out of Santa Barbara fishing structure spots on out to 160 feet came up with more sheephead than is typical for this time of year. Shallow spots help hungry bass, both calico and sand bass. Deeper spots gave up big counts of impressive rockfish and lingcod for party and charter boats. Shore fishers caught perch and a few halibut.

Boats working inshore and mid-depth spots caught an impressive variety of fish. Capt. Tiffany Vague on 6-pack charter boat *WaveWalker* said, "I'm amazed at the number of sheephead we're catching and the variety of baits they are biting... shrimp, squid, anchovies and Gulp! baits. Besides the sheephead, Santa Barbara nearshore waters are packed with bass and when we get a load of live bait, this place is going to bust wide open with bass." One 9-year old birthday boy (Andrew Hansen) on Saturday got 3 sheephead all by himself.

At Hook, Line & Sinker fishing center in Santa Barbara Yvonna sold custom Vague rods in the 20 to 40-pound class to rockfish and lingcod anglers going out on their own boats, fishing on a friend's boat, on a charter boat or on party boats *Stardust and Coral Sea*. Fishing was exceptionally good thanks to nice conditions so those Vague rods were frequently loaded up nicely with lengthy lingcod and chunky reds and coppers from Deeper spots off of Santa Barbara and off of Santa Rosa and Santa Cruz islands.

Surf fishing was still mostly about barred surf perch and sharks. Leopard shark activity picked up along the Cemetery and East Beach and fish up to nearly 5 feet were hooked. The bigger ones often broke off in the surf zone. At the entrance to the harbor a few halibut were caught on swimbaits and Lucky Craft 110 Flash Minnows. Everyone is waiting for a load of live bait to light up the halibut action.

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.

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