



United States Power Squadrons©

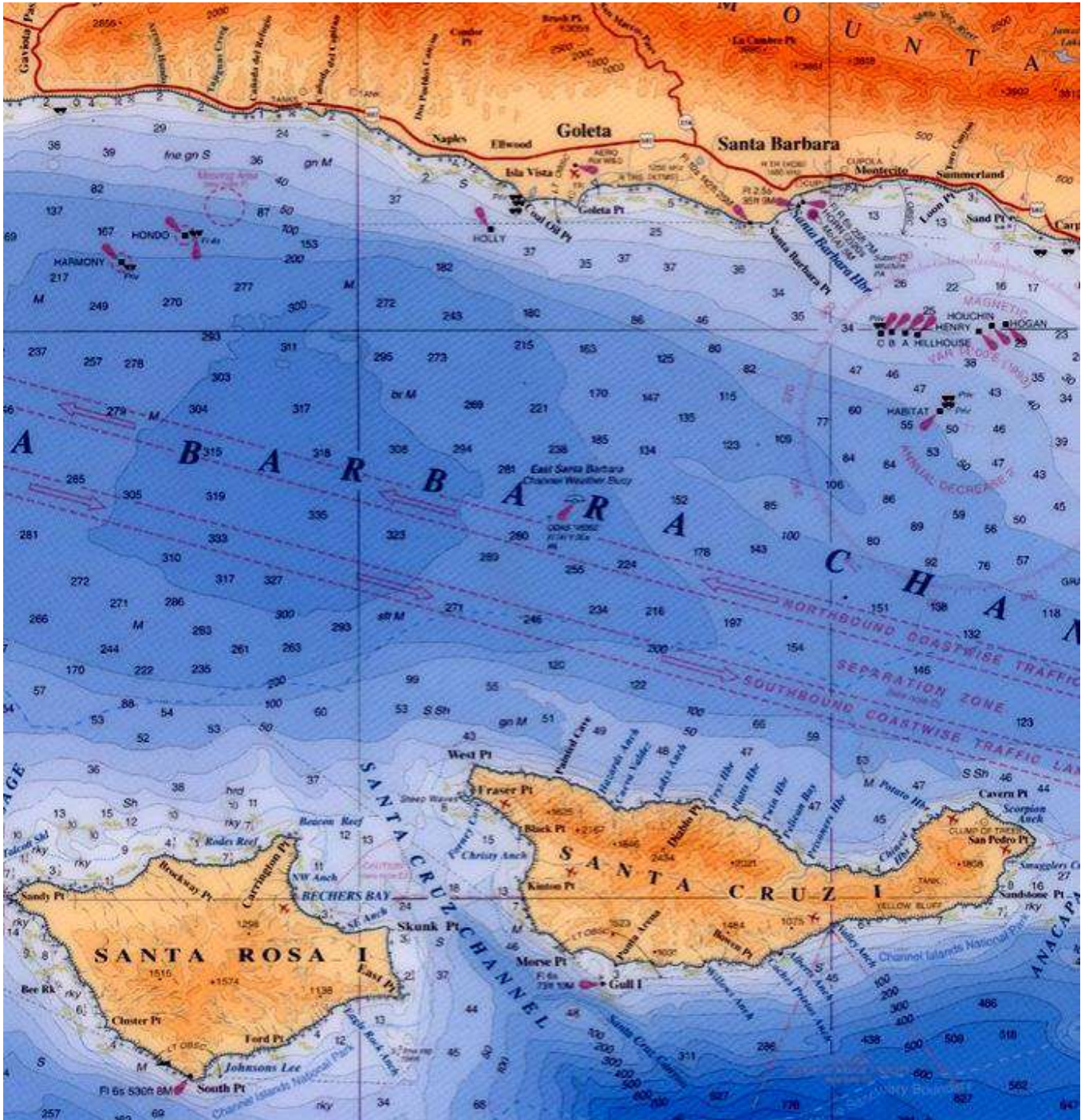


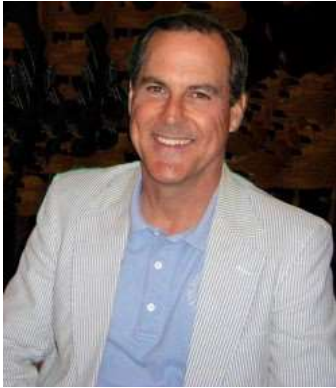
# Signal Hoist



## Santa Barbara Sail & Power Squadron

### Monthly Newsletter November 2018





## **COMMANDER'S MESSAGE**

**Cdr. Dennis Johns, AP**

While we heard there were snow flurries in Colorado and other northern midwest states, we've been experiencing weather that defies the time of year. Granted, the days are growing short but we do have an extended boating season here in the south central coast and even the wind has not been cold enough to don warm coats. Even though we seem to experience this last gasp of summer in October every year, we avoid scheduling on the water activities in anticipation of weather spoiling the event. Maybe next year we'll tip our hat to "Climate Change" and schedule an end of summer trip to the islands.

We were still treated to a variety of great October activities even if we didn't get afloat. Hope you didn't miss Mike Pyzel's Anchoring Seminar in which most of us could relate to the angst of trying to set the anchor and the nagging doubt that lasts throughout the night.

If you've never attended the dockside brunch, you've missed a meal that will easily take you through to dinner time. This traditional event was resurrected this year at Marina 1's Q4 dock where it had been held for many years aboard the Crowder's *S/V Teddy Bear*. If you missed it you can look forward to it next year.

It turned out to be a perfect day for the Harbor and Seafood Festival. Many squadron members who had participated in this event in the past were scheduled to be out of town but we managed to cobble together enough to man our booth for the entire event. In fact, having new faces in the booth may have been an advantage because of the energy they projected drew several interested parties to sign up for more information on the squadron and even attend the current ABC course.

While we all agree that our educational courses are the normal path to membership in the squadron, we are ready to try new ideas as they are presented. Member and owner of *M/V Mariposa de la Islas*, Mark Cooper coordinated a mixer on October 25 with the Graduates, a group who are relatively new to the Santa Barbara area (having "graduated" from Newcomers) to introduce the SB Ski and Sports Club and the SB Sail & Power Squadron. I was tasked with giving a 15 minute presentation and "working the crowd". Fortunately Virginia attended with me and thankfully relieved me of the second responsibility. Apparently we were well-received as we have already had some follow-

up communication of interest. If you have any ideas on how to further promote our group please don't hesitate to let me know.

This is the time of year when things begin to slow down for the squadron but nevertheless we do have two of our premier events to finish off the year. The mixer at the SB Maritime Museum on November 14 should draw nearly 60 attendees making it the largest gathering of the year and generating some of the best interaction amongst members and guests. The Holiday Party was originally scheduled for December 16 but the Parade of Lights has been rescheduled for December 9 so we have adjusted our event to match that date. Be sure to change your calendar to address that revision.

### Upcoming Activities

<b>Nov 1</b>	<b>Thu</b>	<b>7:30pm</b>	Fun and Entertainment	SB Waterfront classroom
<b>Nov 14</b>	<b>Wed</b>	<b>5-7pm</b>	Mixer at the Museum (Virginia Johns point person)	Maritime Museum
<b>Nov 14</b>	<b>Wed</b>		District 13 Fall Conference	more details below
<b>Dec 6</b>	<b>Thu</b>	<b>7:30pm</b>	Business and Member Meeting	SB Waterfront classroom
<b>Dec 9</b>	<b>Sun</b>	<b>5:00pm</b>	Holiday Party/Parade of Lights (Peggy Ciolino point person)	Moby Dick Restaurant
<b>Jan 3</b>	<b>Thu</b>	<b>7:30pm</b>	Fun and Entertainment	SB Waterfront classroom

# Obituary for Jim Havlik

by P/D/C Don Crowder, SN



Margaret and Jim at 2010 Holiday Party

I am sad of heart to have to inform you of the passing of a long time member of the Santa Barbara Sail & Power Squadron. A 50-year member, P/C James Havlik, AP, embarked on his last voyage 27 September 2018 to be with the Supreme Commander.

The tides of life have ebbed for our shipmate and we, his fellow members, should stop for a few minutes and honor his memory.

Jim joined the Santa Barbara Power Squadron in 1968, taking classes and advancing to the grade of Advanced Pilot. Jim and his wife Margaret were very active in the Squadron with Jim on the Bridge as Treasurer and on to Commander in 1986-1987. Margaret was with the Channel Bells also serving as president.

They were the creative spark plugs in our squadron, as over the years we have hosted many District 13 Conferences and host rooms. Their ideas and themes were always the best. Jim was point man and treasurer for our hosted Conferences.

Jim, I know you will continue your expertise for the Supreme Commander.

Farewell shipmate and may a fair wind and calm seas be with you always.

Jim and Margaret have sailed as guests with Inge and me on *S/V Teddy Bear* for a number of cruises, always a delight to have aboard. Jim also served as crew on our trips to Mexico.

SB News-Press Obituary can be found here:

<https://www.legacy.com/obituaries/newspress/obituary.aspx?n=james-joseph-havlik&pid=190408805>



## ADMIN OFFICER'S MESSAGE

Lt/C Peggy Ciolino, S

I'm so glad we revived the dockside brunch!! We had perfect weather and of course delicious food and a good chance to socialize. Thank you Dennis and Virginia Johns for hosting this event. We're now looking forward to two fun events — the mixer at the Maritime Museum in November and on DECEMBER 9TH, the Holiday Party at Moby Dick Restaurant. I put the date in capital letters because there has been a change in the date from Sunday the 16th to Sunday the 9th. I don't know why, but the City of Santa Barbara decided to change the date of the Parade of Lights and so we changed the date of our Holiday Party, because viewing the Parade from Moby Dick will be a highlight of the party. We're hoping for a big turnout this year, as we were also hoping for last year. However last year, you will recall, the Thomas fire was raging and the Parade itself was canceled. Many members were affected by the fire and a significant number of people had to cancel. So, everyone I'm sure is hungry for this event that can be viewed perfectly from Moby Dick Restaurant. Please see the flyer in this issue of the Signal Hoist for all the details.

The membership news below was submitted by Membership Chair, Rich Ciolino. Our total membership as of October 30, 2018 is **134**. We owe much to the enrollment of new members this year which has helped a lot in us being able to show an increase in total membership for the year from last year's figure of **108**. We can attribute our increase to the addition of **41 new members** this year. Our membership roll always shows changes due to non-renewals, pending renewals, and other factors. It is interesting that all new members have come to us either directly or indirectly from our education classes. The breakdown this year is as follows:

America's Boating Course #1	15 (student does not have to be a member to take this class, but most of this group joined anyway)
Marine Electrical Systems	11 (student must be a member)
Piloting	4 (student must be a member)
Engine Maintenance	11 (student must be a member)
America's Boating Course #2	0 (it's a new small class and none have elected to join as yet)

We are pleased to welcome these new members. Our task ahead is to do our best to retain new members as well as our sustaining members by continuing to offer interesting and desired educational opportunities, boating experiences, and social events that appeal to the entire membership.



## Maritime Museum Member Mixer

Wednesday, November 14, 2018

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 comraderie - sharing nautical knowledge, boating stories, and friendship.

Presentations at 5:30pm

Hosted by

Santa Barbara Sail and Power Squadron

Santa Barbara Sailing Club

RSVP by Friday November 9 to Virginia Johns  
[sbmesafirstmate@gmail.com](mailto:sbmesafirstmate@gmail.com) or 805 770-0611





**UNITED STATES POWER SQUADRONS®  
AMERICAS BOATING CLUB  
DISTRICT 13**

**WELCOME TO THE FALL CONFERENCE  
NOVEMBER 14, 2018—WEDNESDAY  
1700 REGISTRATION  
1800 COCKTAILS  
1830 CALL MEETING TO ORDER  
1900 DINNER  
2000 MEETING**

**DINNER:  
PRIME RIB WITH THE TRIMINGS COST \$30.00 PER PERSON**

**PLEASE CONTACT ME BY **NOVEMBER 6** FOR RESERVATIONS.**

**ROSEMARIE RADOMSKY**

**310 989 4736**

**[rradomsky@att.net](mailto:rradomsky@att.net)**

**CABRILLO BEACH YACHT CLUB  
211 W. 22ND STREET  
SAN PEDRO, CA  
310-519-1694**



***Santa Barbara Sail & Power Squadron***

***2018 Holiday Party***

***Where: Moby Dick Restaurant  
220 Stearns Wharf, Santa Barbara***

***When: Sunday, December 9, 2018***

***Time: 5:00 p.m.***

***Cocktails/Appetizers : 5:00 p.m.***

***Parade of Lights : Begins 5:30***

***Dinner: 6:30 p.m.***

***Price: \$55.00 per person, (No Host Bar)***

**For full details, see the flyer with RSVP sheet [HERE](#).**

**R.S.V.P. by 3 December 2018**

**Call Peggy Ciolino (805)682-4543**

**Or Email: [PegCiolino@cox.net](mailto:PegCiolino@cox.net)**







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

Pete Seago's Engine Maintenance class will have their final exam on November 6. Pete

was able to shorten the overall schedule that was originally planned to finish on November 20. (See photo at left)



The final ABC class for this year started on Wednesday October 24, in spite of the World Series. Turnout is light with five students so far. It will run for five weeks, although not sequentially, due to scheduling conflicts and the Thanksgiving holiday. The second session will be on Wednesday October 31 followed by a hiatus until November 28 when it will resume for three more sessions ending on December 12.

Planning will begin as the year comes to an end for next year's educational offerings.

Please refer to my Membership Report included in the Administration Officer's Report for some interesting data regarding our classes and new memberships.

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**

An incident occurred near Chicago that illustrates how an uninformed or careless Captain can get in serious trouble. The incident could have been avoided by following a few safety rules.

A 56-foot yacht with 49 people on board had become disoriented in heavy fog with visibility less than a quarter mile. Without an operable marine radio to seek assistance a concerned passenger called 911 at 11 PM who then contacted the Coast Guard. The Coast Guard launched a rescue crew aboard a 45-foot response boat and began the search. The passenger who had called 911 helped guide the rescue crew toward the yacht by listening for the horn on the Coast Guard boat. Once on scene, the Coast Guard found the vessel transiting slowly with no operating navigation system. The Coast Guard guided the yacht to safety and then conducted a routine safety inspection. In addition to the inoperable navigation and radio systems the vessel did not have enough life jackets on board. The master of the vessel was issued a Coast Guard violation for negligent operations and for operating without the required navigation lights.

This incident could have turned tragic without the intervention of the Coast Guard. Following a few simple tips could have avoided the incident - and they apply to small boat sailors as well:

1. Be sure all safety equipment onboard is in proper working order, including a marine band radio, navigation lights, fire extinguishers, and sound making device (e.g. horn) for signaling when visibility is limited.
2. Have a life jacket onboard for every person onboard.
3. Always check the weather forecast and water conditions before getting underway and stay updated on changing conditions.
4. Be familiar with areas in which you operate, and have the equipment and knowledge to navigate your boat safely, especially at night and during times of reduced visibility.

(This article is based on a Coast Guard release.)

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!

## Althea Send Off

by Cdr. Dennis Johns, AP

Two of our members, Alyssa Lewis and Patrick White organized a Bon Voyage BBQ on West Beach on October 4 (cleverly titled "Althea Later"). Alyssa and Patrick had been refurbishing their *s/v Althea* throughout the summer with an October deadline for departure. If you were fortunate to have attended the Fun and Entertainment meeting we had in May you would have enjoyed a very insightful and often humorous narrative from them of the highs and lows of boat projects. They learned, as many of us have, that there is no such thing as being "ready" to go, but at some point you have to toss off the docklines with the expectation that whatever is not done will get done eventually. When asked what their plans were, the answer was rather vague. "We're headed south", was the repeated response and little more detail could be gleaned from the couple. These two relatively young people have already adopted the attitude that will serve them well in their adventure, that being "schedules are your enemy". The event featured wonderfully marinated BBQ'd tri-tip, sausage, and a myriad of potluck dishes. The meal concluded with a large cake decorated with an image of *s/v Althea*. A number of squadron members attended the event and the squadron provided the couple with two cruiser guides for the first legs of their voyage \*\*\*\*\* along with our best wishes for fair winds and following seas.

## Anchoring Seminar

by Cdr. Dennis Johns, AP

Following our early meal at the BBQ for *s/v Althea*, we proceeded to the Waterfront Classroom for our October 4<sup>th</sup> Fun and Entertainment meeting featuring a return engagement with Mike Pyzel, this time on the art and craft of anchoring. You might imagine that any seminar on anchoring would spend a considerable amount of time on the types of anchors available and the physics of anchor design. Of course this approach would normally spark some debate amongst most mariners. Mike was wise to this and mostly avoided the topic of anchor design altogether. His message was that the technique of anchoring was responsible for 95% of the success of faithfully securing your vessel at anchor. Mike's message was supported with a slide show and drawings on the white board which either reinforced what we had already been doing or provided a better approach for what hadn't been working well. As usual, Mike adds a lighter, amusing element to his presentation by reflecting on the types of things that can go wrong with anchoring: crossed rodes, fouled anchors, failed anchoring tackle, and the fun encountered when deploying two anchors. In the end, he counseled that if/when anything undue happens; you just need to take it in stride. Mike's final recommendations reverberate even today, "Arrive early, get your anchor(s) down and secured, break out the cocktails and sit back and be prepared to be entertained by the late-comers to the anchorage."

# Dockside Potluck Brunch

by Virginia Johns, P



Saturday, October 6, Dennis and Virginia Johns hosted the potluck brunch aboard *S/V Libertad* and on the nearby dock area. They cooked pancakes and the 17 attending members brought a wonderful brunch spread of quiche, egg and sausage casseroles, crispy fried bacon, mounds of fruit, bagels with cream cheese and smoked salmon, OJ, and coffee. What a great combination with all the main food groups covered.

Fun, fun, fun!



## Harbor & Seafood Festival, October 13 by Cdr. Dennis Johns, AP

In the past, our booth space had been assigned prior to the event but as luck would have it, the organizers would move us at the last minute to improve traffic flow on the pier. This year the harbormaster didn't even attempt to assign us a location, so when Rich Ciolino arrived with the booth, we briefly discussed what we should do and then just grabbed an available space. With five of us there for setup (Rich, Dennis, Virginia, and Mark and Ellie Cooper), assembly of the booth went smoothly even though we had a year to forget how it all goes together. Rich don't ever lose that drawing!

Parking for the event seemed even worse this year than in past years as the "Lot Full" signs were out very early in the morning. The fact that there were three events going on in the harbor area may have contributed to that (Harbor & Seafood Festival, Wags & Whiskers on the SBCC west campus, and the Surf and Turf Swap Meet in the SBCC west campus parking lot). Mark and Ellie hung around after setup to man the booth in the morning while Dennis had an appointment to keep elsewhere. Andrea and Clark Bowdle showed up to cover the booth from 11 to 1pm and that seemed to be a very busy period as several names were added to the signup sheets for the either the ABC class or the "Keep me informed" list.

As the scents of boiled lobster, crab, and the big pot of paella wafted onto the pier, Mary-Louise Scully and Rich spelled the Bowdles from 1-3pm -Virginia, the trooper, stuck it out for the entire day. In past years, the weather would take a turn and cause the event to conclude early but this year the weather was perfect, so when Dennis returned for the 3-4pm shift, the crowds had not significantly diminished. Apparently Mary-Louise was having so much fun, she hung out for an extra hour and it was nice to have an extra member to talk to (after 6.5 years together on *s/v Libertad*, 24/7, Virginia and I don't have a lot to talk about). About 4pm Rich returned and advised that he'd be bringing his cart around to haul the booth to his car. Dennis, Virginia, and Mary-Louise went to work tearing down the booth and it was all packed away by the time Rich was able to fight the crowd back to the pier. We loaded up the cart and were out of there shortly bringing an end to another key opportunity to promote our organization to the public.

Don resubmitted this article, which was originally published in the Signal Hoist during P/C Richard Stull's term, 2008-2009, as P/C Jim Havlik was a part of this "very good crew".

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Our Commander Richard Stull, JN asked me to write a little history on myself for the Signal Hoist. But instead I would like to write about some of the great Crew mates that have sailed with me on the *S/V Teddy Bear*. Over the last 30 years *Teddy* has been in the water, we have cruised the Islands of San Miguel, Santa Rosa, Santa Cruz, Santa Barbara, Santa Catalina, and to Ensenada, Mexico.

Santa Barbara Sail and Power Squadron is blessed with some outstanding and experienced sailors; they are the kind of crew you would like aboard when things go wrong, be it a storm or broken hardware - guys that know what to do in an emergency. For this setting I would like to say, having a crew that is compatible and good friends works best. Also not everyone in the crew needs to be a so-called "RAG SAILOR". Part of my best crew is a power boater who claims he is not a sailor; his knowledge and ability have saved my behind many times and I will tell you the story.

This sailor has sailed with me on *S/V Teddy Bear* for going on 20 years. He is fun to be around, a good hand at working on engines or wood, and furthermore he speaks fluent Spanish. He keeps saying he is not a sailor; pertaining to a rag man this he is not. But sailors also run powerboats; we are all seamen. Our first trip to Ensenada, Mexico we were taking *Teddy* down to Baja Naval boat yard in Ensenada, Mexico to have the bottom cleaned and painted also the topsides. Why go to Mexico?

Well the first time I hauled the boat at Rods yard here in Santa Barbara, the travel lift broke, putting *Teddy* back in the water. Rod refused to haul me again. Next time I used the dry dock here in the harbor, it sprung a leak in the left front pontoon and was sinking with a very heavy *Teddy* in it. It twisted and sunk, *Teddy* floated free - so back to the slip for 2 weeks before repairs were completed on the dry dock; finally, *Teddy* got its paint job.

Next try was Channel Islands boat yard with a marine rail way platform; they can handle very heavy boats but the water is shallow. Putting *Teddy* back in the water I had to run the engine in reverse and also winch the boat off the car to get back in water.

Baja Naval has a very large travel lift and *S/V Teddy Bear* was now "Persona non-grata" in the yards in this area. So the adventure to Mexico.

Thanks to P/C Fred Boutwell JN, we had a new Radar aboard for this cruise. Fred is one of our many fine sailors in the squadron, with years of experience at sea in the US Navy,

sailing racing boats, and his own 30 foot yawl; he's another crewman you like to have on board, a true RAG SAILOR.

We left for Mexico, headed for Two Harbors, Catalina Island, leaving Santa Barbara Harbor at 0200 in wind and rain with lumpy seas. The seas were on the starboard quarter and *Teddy* handles them well running off.

We stayed overnight at Two Harbors and left the next day at noon. Sailed all night with a small encounter with a very large cruise ship also going to Ensenada. We arrived about 0900. The boat was in the yard about 4 weeks.

Now having the right crew really pays off. We have to clear immigration - "no problem". Now to the Port Captain to get our release papers to clear Mexico for USA, San Diego - problem. "Senor can't clear you we have no record of your arrival", in very poor English. (First big save), my crewman steps forward and starts speaking to him in Spanish; after about 20 minutes the Port Captain's face lights up - "Si, will have you arrive today and out today." Problem taken care of. Next morning we sailed for San Diego and home to SB.

(Second big save), a few years later, coming home from Mexico Baja Naval boat yard, we spent the night at Two Harbors, Catalina Island. We left early headed to Smugglers, Santa Cruz Island; the weather report was not too good. About 3 hours out just past the West End of Catalina, the wind was increasing and right on the nose (bow). We had the main sail up to stop the rolling so we changed course to keep the sail full, also changed course to Channel Islands Harbor to go into the Pacific Corinthian Yacht Club.

Wind and seas were getting bad; we take the Main sail in and set the Staysail. Wind 25 to 30 knots with big rolling seas. Off Port Hueneme we called the Harbor Master at Channel Island harbor regarding the conditions at the harbor entrance - was it passable. A voice said "let me look", 2 minutes later a women's voice said, "it's awesome out there but open, I think." At the channel entrance very large seas were rolling into the channel. Timing the rollers to catch the back side, we made a turn to the right with full power. As we got past the end of jetty I saw the foam of the bow-wave about 1/3 back from the bow - we are surfing on the wave with the bow out of the water. As the wave flattens out we drop back into the smooth water. I had done it as I learned in my USPS Seamanship class many years back on crossing a BAR when coming into a harbor in heavy seas. Some hardy souls on the jetty gave us a round of applause after the crossing.

The BIG SAVE: this crewman had a cell phone and was able to call PCYC that we were coming in and would need help on the dock taking our lines, as the wind was blowing off the dock at 20 knots or more and we would not be able to put a man ashore. The dock master was gone for the day, but they said they would send help. Having foreseen this problem after several SBSPS cruises to PCYC I had worked out a plan, I rigged 2 long lines with a large eye spliced into the end (also learned in Seamanship) through a snatch

block forward to lead to the anchor windless. The second line was aft through a snatch block to the aft sheet winch. Now we were ready.

We come up to the dock with no one there; the wind is blowing us out into the channel and a low bridge is dead ahead. At this point *Teddy's* diesel engine and large propeller saved the day. Back on the cell phone – “we are sending people now”.

For the next approach, 2 small waiters show up. We are throwing our lines ashore and these poor fellows are trying to pull a 60,000 lb. boat with 20 knots wind blowing it off the dock. I tell them to put the eye over the cleat. They don't understand. Then I hear a voice in Spanish telling them what needs to be done - hurray - they put the eye over the cleats. With P/C Jim Havlik, AP on the winch forward and P/C Dick Rowland, JN on the winch aft, they pulled the boat up to the dock. Thank you P/C Ron Mathews, AP for being there when we needed you most.

The MORAL of this true story is: not all your crew needs to be rag sailors. It's also good to have a well-prepared stinkpot sailor aboard who speaks Spanish.

P.S. After we had our regular dock lines on and *Teddy* securely tied up, The Commodore of PCYC came down in his tux and invited us to their Christmas Party. We did decline his invite to the party, as we had failed to bring our tuxes.

We did accept the use of their showers and that felt better than any party.

*S/V TEDDY BEAR* crew for that trip was P/C Don Crowder SN, P/C Ron Mathews AP, P/C Richard Rowland JN, and P/C Jim Havlik AP.

THANKS AGAIN GENTLEMEN





## **Light-Tackle, Mid-Column funfest**

by Capt. David Bacon

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

Four rods out of five aboard were bent deeply and anglers were hooting & hollering. We were light tackle fishing the mid-water column at the Channel Islands for ocean whitefish and johnny bass. On light-action rods and small spinning reels spooled with six pound line and a light drag setting, these fish were providing enough action for a fishing funfest. You can get in on this kind of action at any of our offshore islands this month. The best locations are the Channel Islands, Santa Barbara Island, San Nicholas Island and San Clemente Island.

Finding whitefish and johnny bass is easy because both species suspend up in the water column well above the rocks when they are in a feeding mode. Both species give relatively good meter marks on a fish finder, so the trick is to meter around over known rocky reefs looking for fish suspending up above the rocks. There are differences in meter marks between these two species to provide a clue to which one you are seeing on the fishfinder screen. Johnny bass have a large air bladder, so they give strong marks on a good depth finder. Ocean whitefish have small body cavities, so return less signal strength from the fish finder.

Light tackle is what makes these fish fun. Six to 12 pound is what I recommend. Most johnny bass weigh in under four pounds and you'll rarely catch a whitefish over eight pounds, so you are safe with a light outfit which will allow you to enjoy fighting these feisty critters. While both fish are fun to catch, whitefish put up an exceptionally good fight. Your rod tip will go crazy!

Johnny bass will take live and cut baits or small artificials such as swim baits or Berkley Gulp Swimming Minnows on leadheads or small jigs, but they will also readily gobble squid strips. Cast swimbaits and Gulp baits on leadheads towards boiler rocks and cliffs. Let them flutter down deep and retrieve them slowly. You may hook a prize calico bass while your lure is very near the rocks. As the lure moves further away from the rocks, you stand a better chance of hooking a tasty johnny bass.

Since ocean whitefish seem to prefer squid strips, this makes squid the logical bait to use when going after both species simultaneously. Cut squid into strips about four inches long and half an inch wide. Pin the hook twice through the squid near one end, leaving a couple of inches dangling down. Double dropper loops are common rigs, allowing an angler to work two baits.

The reverse dropper loop -- where the hook is tied to the end of the line and a small torpedo sinker is hung from a dropper loop a couple of feet up the line -- is another extremely effective rig to use for presenting baits to ocean whitefish and Johnny bass. This gives a fish the chance to nibble and work its way up the bait to the hook before an angler swings to set the hook. Picking the right moment to set the hook takes some practice, but that's half the fun of fishing!



Capt. Tiffany Vague on WaveWalker (and Manager of Hook, Line & Sinker fishing center in Santa Barbara) displays a weighty ocean whitefish taken near Santa Cruz Island.

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 or endorsement unless so designated.

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