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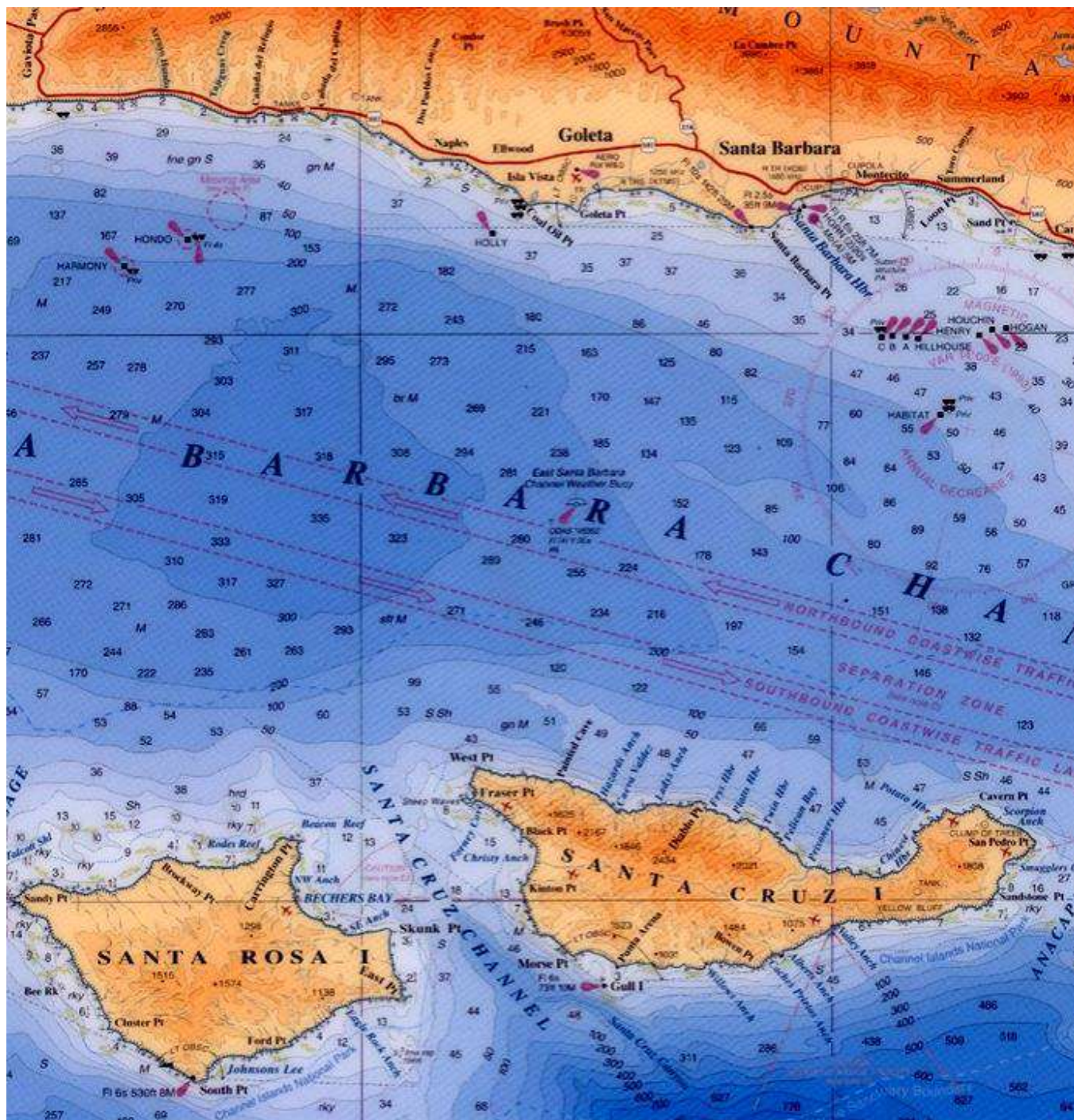


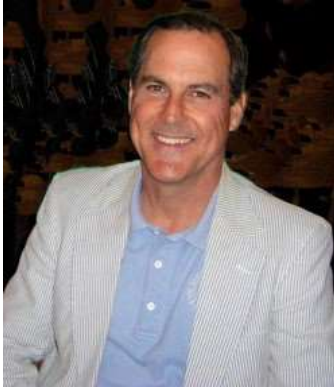
Signal Hoist



Santa Barbara Sail & Power Squadron

Monthly Newsletter December 2018





COMMANDER'S MESSAGE

Cdr. Dennis Johns, AP

In case you haven't noticed, we made a significant change in the Signal Hoist this year. Not only did we stop mailing a hard copy to a mailing list, we also moved to a new email distribution server (Globalisle.com is no longer a viable option for communicating to the squadron). We are currently using Mailchimp.com for squadron communication and will be scheduling training on how other squadron members can utilize it. The good news is that in making this change, we have saved the squadron \$1500 in printing and postage. In addition, we will continue to make changes so that the individual articles of the newsletter are more accessible on our website for easy reference.

Virginia and I just returned from a visit to the Santa Barbara Yacht Club and their Monday Luncheon Forum. You may have received an email from me regarding these events. Last Monday (Nov. 26) was a particularly interesting program by a friend of John and Michelle Profant. The friend is a historian and enjoys faithfully impersonating President Abraham Lincoln. I'm truly sorry if you weren't able to attend, it was amazing. In the process of notifying the squadron of this event, I received several inquiries that indicated that many of you don't know the details about these events. This year, I have been trying to find ways to expand fun and entertaining events for our members beyond our traditional social events. In addition to our Fun and Entertaining meetings which have replaced eight of our yearly "business" meetings (if you haven't participated in these new meetings, you've really missed out –ask anyone who has...) I've asked John Profant (a SBYC member) to keep me abreast of the topics of the Monday Luncheon Forums so I can promote them to the squadron. Here are more details on this event: The yacht club provides this event nearly every Monday of the year (there are a few exceptions around holidays or other scheduled yacht club boating events). The forum is at noon at the yacht club. It normally lasts until 1:30pm. The topics are often nautical but can be anything that may be of interest to everyone. The yacht club opens their parking lot to anyone attending and the buffet luncheon includes salad, vegetables, potatoes, meat, and dessert for less than \$15. You do not have to be a member of the yacht club to attend as I have arranged with John that anyone from the squadron is his guest. We'd love to have a growing contingent of squadron members to these events

for showing support for the yacht club and making it an event that our members can feel comfortable attending, so keep your Monday noon open and watch for the notice of what the next topic will be. Unfortunately, the yacht club is sometimes a bit slow in announcing the topic, so I may not be able to promote it until the Sunday before.

Our Calendar of Activities has received some changes. The meeting on Thursday, December 6 is not a Fun & Entertainment meeting but is now a Business meeting. Of course any member who wants to observe the inner workings of the squadron is welcome to the Business meeting. As mentioned in our previous newsletter, the harbor rescheduled the Parade of Lights to Sunday, December 9, so we have revised our date for our Holiday Party to match that change.

Speaking of our Fun and Entertaining meetings, we have another one coming up on Thursday, January 3, 2019. I know that several of our members have participated in a Baja Ha-Ha in one way or another. I'd like to make this meeting a sort of reunion of Baja Ha-Ha veterans and give each one an opportunity to relate their experiences. Those of you who have story or two (or more) to share, please save the date and let me know you'll be part of the reunion. Consider how your contribution may inspire another member to head off on an adventure to expand their nautical experience and knowledge.

Upcoming Activities

Dec 6	Thu	7:30pm	Business and Member Meeting	SB Waterfront classroom
Dec 9	Sun	5:00pm	Holiday Party/Parade of Lights (Peggy Ciolino point person)	Moby Dick Restaurant
Jan 3	Thu	7:30pm	Fun and Entertainment	SB Waterfront classroom



SEO's Message

Lt/C Rich Ciolino, JN

Since my last message the Engine Maintenance class finished up as planned and the final exam was given to 10 students on November 6. Test results are in and I'll be contacting each student individually with their results. Thanks to Pete Seagoe for conducting the class for which he was able to bring in a lot of personal engine experience to enhance the class material and engage the students.

The ABC class resumed with its third session on November 28 and is on track to finish up on December 12 with five students - thanks to Neil Ablitt and Dennis Johns for providing a lively, entertaining, and educational treatment of topics covering introductions to piloting, anchoring, handling emergencies, and operating the VHS marine radio at Wednesday the 28th's session.

The Santa Barbara Yacht Club has contacted John Profant about us providing a celestial navigation course to their members – more on that later as discussions proceed.

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

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



ADMIN OFFICER'S MESSAGE

Lt/C Peggy Ciolino, S

Many thanks to Virginia and Dennis for all their hard work on the Maritime Mixer held at the Maritime Museum on Wednesday, November 14. We had a great turnout, delicious appetizers, an interesting presentation by Steve Hodges, and all around good time socializing with other members and potential members.

Now we're looking forward to our annual Holiday Party during the Parade of Lights at Moby Dick Restaurant on **Sunday, December 9**. This is looking to be a popular event, so if you haven't gotten your reservations in yet, **please see the flyer (immediately below) and mail the reservation to me right away.**



Santa Barbara Sail &Power Squadron

2018 Holiday Party

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

Sunday, December 9, 2018

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





On Wednesday, November 14, the Squadron held our 3rd annual Member Mixer at the Maritime Museum. This year we invited the Santa Barbara Sailing Club to join in the fun. We had 60 attendees.

We are so lucky to have this great museum in our harbor playground and are very grateful to the director Greg Gorga for allowing us to host our event there. We sipped on Pinot Noir (donated by Santa Barbara Winery) and a variety of white wines (donated by the Santa Barbara Sailing Club) and savored delicious appetizers provided by Kay Bowman's Distinctive Catering. Steve Hodges entertained us with photos, videos, and yarns of some of his sailing adventures such as the Singlehanded Transpac and return which really enticed us all to get out on the water. The members from the Santa Barbara Sailing Club added another dimension to our mixing, making for a very enjoyable evening.

My thanks go to Andrea Bowdle who worked with me on all aspects of the event organization, to Steve Hodges for the thrilling presentation, and to all the folks that volunteered to take a turn at the reception desk, bar, set-up, or cleanup. Thanks Janis for the great photos!

Cheers to the Santa Barbara Sailing Club for joining in the revelry; they added to the fun! (see companion article on the SB Sailing Club in this newsletter)



























by Lt/C, Rich Ciolino, JN

Not having any "aha" moment for a topic to write about this month I looked back over the last two years to see what I've written – maybe it would jog my mind for an idea. Seems like life jackets were treated a few times, carbon monoxide danger and detection were also discussed a couple of times, several seamanship type items like keeping a lookout, using navigation lights, using autopilots, anchoring, rules of the road, and monitoring weather were discussed, and accident statistics were a topic. My review didn't help much in coming up with something new and useful as many topics were already covered – not that some don't deserve to be repeated. So, what to write about this month? The best I could come up with is a little review:

1. The Coast Guard wants all boaters to wear a Life Jacket when underway (not law yet but they are working on it). Today's Life Jackets are much more "wearable" than they used to be – Wear It!
2. Always keep a lookout.
3. Auto-Pilots are great but they only relieve one of steering the boat – see #2 above.
4. Check the weather before you go – don't go if you don't like what the conditions or forecast are.
5. Refresh your knowledge of the "Rules of the Road" as taught in our basic boating classes.
6. Carbon Monoxide (CO) can be an issue in obvious situations like sitting or swimming near your boat's exhaust but also from exhaust leaks inside the boat or exhaust from a neighbor's boat – have a CO detector on board.
7. Boating Under the Influence (BUI) is treated just like Driving Under the Influence (DUI) – don't do it while underway.
8. While we also teach how to handle these situations it's best to not a) have a person fall overboard and b) have a fire on board – it could be very difficult to bring someone back on board and a fire can be very difficult to control.

Well, that's it – I wish you all Happy Holidays and safe boating. If you have any questions or suggestions feel free to contact me at rdciolino@cox.net or 805-682-4543. Sail safely!

Recently Susan and I sailed to Santa Cruz island and stayed in Prisoner's. Lovely weather, a lovely anchorage; what could be nicer than being on a sailboat in paradise? But the fun stops when the head does, and that was the beginning of the end for that trip, so to speak....



Fig 1. The joker croaked...

This wasn't the first time the electric toilet had quit mid-trip. In the 22 years we've owned *Frolic*, I've repaired the thing at several island anchorages, as well as in the Sea of Cortez, and even mid-Pacific. Besides routine joker valve changes, the macerator blade had come loose, the undersized discharge lines had clogged, and finally, the plastic separator between the macerator and intake water chambers disintegrated. Familiarity breeds contempt, and that was my reaction to the latest breakdown: time to jettison this more than 25-year-old Jabsco system and move on to something with more regularity. But what? A visit to the internet led me to several online forums that dove into the murky depths of marine toiletry, and I came away with a Eureka moment: in simple terms, bucket and chuck it! This flash of inspiration, to go with the simplest of waste management plans, a proven effective offshore method, was quickly doused when I was reminded of several problems with that approach; for example, use in civilized anchorages or moorings, and potential guest issues. So, what next?

Most of us are spoiled by the seemingly transparent simplicity of home toiletry. We are usually blissfully unaware of the complex infrastructure that those easy-to-use systems are based on. Flush and forget. Not so in a boat, where the world is small, and ***you*** are the water and sanitation department, and there are many more options and possible outcomes.... Including, if the installation doesn't take into account that much of the plumbing is below the waterline, sinking the boat. Instead of the simple wax ring that seals terra firma toilets, the typical boat head relies on gaskets, hoses and clamps, and seacocks to protect living areas from bad water. Generally speaking the marine toilet options, in kind-of increasing levels of complexity, are

- Bucket-and-chuck it
- Port-a-potty
- Composting
- Hand pump
- Electric, sea water (macerator)
- Electric, fresh water (macerator and vacuum systems)

In spirited tête-à-têtes the options were debated.... Port-a-potties were rejected for similar reasons as the bucket, including the risk of spillage and other logistical issues associated with disposal of stored materials. Composting toilets are large and require separation of liquids and solids, and frequent emptying of the liquid receptacle, a la port-a-potty, as well as the need to have certain types of peat mulch on hand, and then periodic disposal of the compost.... So that option, while initially tempting (no plumbing needed), was nixed. Also, *Frolic* has a nearly new, well vented 13-gallon holding tank, with a fancy Y-valve to choose between deck or overboard pump out, so if we're going to have a toilet, why not use it? At this point in the evolving logic, I thought a tried-and-true hand pump toilet was the way to go. I liked the idea of a manual system because I find them simple to use, and they eliminate another beef I have with electric (macerator) systems: noise. But Susan (who has never used a hand pump toilet) looked into it and discovered that one must turn valves this way or that in order to complete the flush cycle, which seemed way too complicated, especially for some visitors and grandkids. Since our electric toilet had never had an electrical problem, and we're losing our hearing anyway, I couldn't argue. So, electric--but would it use fresh or sea water to flush? They are, among other things, distinguished by a propensity for odor.

By this point in my online “research” I had found a frequent voice-of-reason on these matters, and a frequent contributor to the Cruiser’s Forum (<http://www.cruisersforum.com/forums/f115/>), Peggie Hall. Peggie, known as the Head Mistress, wrote the book on yacht odors, and I highly recommend it if ever you desire to plumb these depths.

Fig 2. The good book... <https://www.amazon.com/New-Get-Rid-Boat-Odors/dp/1892399784/>.

I consulted with Peggie, and she really is a wealth of practical information and fun to chat with. She is a proponent of fresh-water flushes because a common source of odors is old sea water left in the plumbing; the abundant marine critters that live in seawater die and then stink. I was tempted but concerned about using more water since *Frolic* only has a low-capacity manual water maker, and I have no plans to add an electric one. Peggie pointed out that I could get around the sea water aroma issue if I purged the toilet lines with fresh water before leaving the boat for long periods. In fact, she said, if I teed off the head sink drain, I could not only easily purge the system (by closing the sea cock and filling the sink with fresh water and then flushing), but also eliminate the intake anti-siphon loop. (Of course, an anti-siphon loop is still needed for the discharge; on *Frolic* that’s mounted out-of-sight in the sink cabinet directly above the seacock.) The loss of the intake loop was great news as it simplified installation, and there was some Admiralty contention regarding my plan to mount the (in my lonely opinion, lovely bronze) anti-siphon loop on the teak bulkhead.... So we had a plan: an electric sea water toilet fed from the sink drain sea cock.

I went with the Raritan SeaEra toilet (with the integrated pump) because it is reputed to be reliable and relatively easy to maintain. I saved some money by combining Raritan’s manual-to-electric conversion kit with our old porcelain bowl, as there was nothing wrong with the latter! Electric macerator toilets offer the option of using one-inch discharge hose, but don’t do it! All our clog issues were associated with the one-inch discharge plumbing, so I switched to 1-1/2 inch hose and fittings throughout. Since *Frolic*’s system can select, via a Y-valve, whether to pump to the holding tank, or dump directly overboard, the change also meant a larger valve. I chose the Jabsco 45490-1000 and am impressed by its quality and relative ease of installation (the two outlet ports rotate).

Fig 3. Y-valve of choice... <http://www.xylemflowcontrol.com/marine-and-rv/toilet-system-accessories/45490-1000-jabsco-y-valve.htm>

The other vital tip Peggie offered was to use only high-grade sanitation hose, specifically Raritan Saniflex, which, after some price matching, I bought for \$10 per foot (what a deal!). Peggie suggested using K-Y jelly and heat to make it easier to install the hoses, and that was a great help in making the tight fits that are needed to prevent noisome leaks. And another important tip: only use unperforated 316 stainless steel hose clamps. Many of the perforated clamps in our ~15-year old plumbing were badly corroded, and some broke apart as I removed them. The unperforated clamps, installed about the same time, were in much better condition, and none had failed. And, to ease installation, use a socket wrench to tighten the clamps, rather than a screw driver!

Fig 4. Unperforated hose clamps... https://www.westmarine.com/buy/aba-of-america--heavy-duty-316-stainless-steel-hose-clamps--P011_333_002_002?

Bottom line: With only a few bumps, scrapes and back pains (boat yoga?), and costing less than a boat buck, the new system is in, and it works. Bonus: though still noisy, the new toilet is quieter than the old one. So far, we are flushed with success....



Fig 5. The new head...



Santa Barbara Sailing Club



The Santa Barbara Sailing Club is located in Santa Barbara, California, approximately 100 miles north of Los Angeles. Our mild Mediterranean climate allows us to sail year-round.

Santa Barbara Sailing Club (SBSC) was established in 1959 to promote primarily one-design class sailboat racing in the Santa Barbara harbor area. Since then our activities have expanded to include PHRF race categories and cruising activities. Affordable access to the sport of sailboat racing has been a primary objective of the SBSC.

SBSC is a member of the ISAF, US Sailing, the Southern California Yachting Association (SCYA), and the Association of Santa Barbara Channel Yacht Clubs (ASBCYC). We have an active inter-club racing program to accommodate all levels of racing skills and inclinations. Besides being represented at various class regattas and ocean races, SBSC stages annual regattas and is co-sponsor with the Pierpont Bay Yacht Club of the Hardway Race (Santa Barbara to Ventura around Santa Cruz Island).

SBSC History

A group of Corinthian gentlemen recognizing the need for an organization devoted primarily to one-design class racing in the Santa Barbara harbor area, gathered on October 28, 1959 and laid the foundation for what is now the Santa Barbara Sailing Club. The first proposed name was the "Small Sailboat Racing Association" but the membership officially adopted the Santa Barbara Sailing Association as its name. Rawley F. Hayward, C. Roger Roessler, Gordon Butcher and Glen Reitz were elected as the original Board of Directors. Each board member represented a class fleet in Santa Barbara. John Yabsley was instrumental in recruiting new members. An Inaugural Regatta was held in the Fall of 1959 with a turnout of 57 boats, consisting of Mercuries, Blue Jays and Flatties (now called Geary 18's), Lido 14's, Sea Shells, and Sea Mews. In early 1960, the Association built its first boat storage yard on Ledbetter Beach Road, and the club boasted a roster of 97 boats.

Under the leadership of Commodore Gordon Butcher in 1961, the Association joined with other clubs in challenging the Santa Barbara Yacht Club for the Adams Trophy. Since each yacht was required to fly its club's burgee during the race, Betty Butcher hastily de-signed and fabricated one. It was later adopted as the official burgee of the club. During the same year, the Top Skippers' Race was also introduced. Two years later, when the City of Santa Barbara began to extend Shoreline Drive, the boat yard was

moved to its present location in the harbor complex. During this time, Commodore Jack Nerdrum succeeded in obtaining an Affiliate Membership

in the Southern California Yachting Association, thus enabling our members to race with other recognized yacht clubs.

On the 6th of May, 1965, our club was incorporated, changing the name to Santa Barbara Sailing Club. The members of the Board of Directors and signatories to the incorporation were Walter H. Hoag, Jack Nerdrum, Allan Beaufait, Carolyn Nerdrum, Wally Short, Robert Barker, Ray Ahlman, Fred Moran, Ken Kirkwood, Dudley Wahner and Hal Pettegrew. During its early years, the club had acquired the use of the Coast Guard Auxiliary Building which we referred to as "The Hut". The first Opening Day Breakfast and Ceremonies, instituted by Evert Prince and his wife Marylee, were held in the Hut in 1969. Ron Ousey planned and supervised the breakfast in following years. The Goleta Race and Picnic became a tradition after Ray Ahlman planned and provided for the first picnic which was held in Tucker's Grove. The event was later moved to Goleta Beach to accommodate those who wished to sail to the picnic.

During the ensuing years, many awards and new races were added and still continue – the Sewer Outfall Trophy and the Soggy Sponge Award in 1971, the Triple Grand Slalom Regatta in 1974. In 1975, the club was advanced to associate membership in SCYA. Also, that year saw the introduction of the "Tom Jackson Memorial Trophy Series" for PHRF Boats, in memory of our Staff Commodore. The beautiful silver cup on the trophy was donated by club member Ron Ousey. In 1980 Ed Shipe, Fleet Captain, conceived the idea for a new ocean race to Channel Islands Marina, 'The Hard Way' - around Santa Cruz Island. He enlisted the Anacapa Yacht Club as co-sponsor and the first annual race was scheduled for May, 1981. The race is now co-sponsored with the Pierpont Bay Yacht Club. The race includes a non-spinnaker class that sails directly to the Ventura finish line. In 1983, John Bugay interrupted his single-handed South Pacific Cruise to return to Santa Barbara with a trophy to be awarded for a notable single-handed journey or to the winner of a single-handed race. Thus, the John Bugay Single-handed Trophy Race was created to allow sailors to compete in a Singlehanded Ocean Race.

In honor of Ray Ahlman's years of dedicated service to the Santa Barbara Sailing Club and his unfailing devotion to the Victory Fleet, a new trophy series was organized in 1983 for Victory Fleet Sailors - The Ray Ahlman Perpetual Trophy.

Editor's note:

For information on the current activities of the SBSC, see: <http://www.sailsbasc.org/>

(Sounds like a way for Dennis to get more active with our Lido 14!)



National Geographic spent some time on Catalina Island, a popular cruising destination for members of our club. The link below is for an episode of their Explorer series that has four stories, one of which is on the Catalina Island Bald Eagles.

"This is perhaps the best effort I have seen to document the story of our eagles, with some incredible in-nest footage." Afishinados Charters

Click → [Catalina Island Eagles](#)



Chasing Cabezon in the Shallows

by Capt. David Bacon

www.hooklineandshooter.com

Cabezon are not often targeted by big open-party sportboats because they do not usually fish in spots favored by "cabbies"... very tight to shoreline structure or shallow reefs. Private boaters catch their fair share, yet kayakers rule the rocky inshore environment because they can put themselves right on top of a cabezon hot spot.

A cabezon diet consists primarily of crustaceans, yet they sure enjoy anchovies and other small baitfish. Cabezon lie-in-wait for prey, while blending in well with rocky habitat, thanks to their mottled coloration. Large pectoral fins and powerful tail allow them to blast off the bottom to inhale a passing meal.

Good cabezon catches occur at most of the various small structure spots throughout the SoCal Bight. Some favored spots include; Coronado Islands, Dana Point, Points Fermin and Vicente, Point Dume, Carpinteria Reef, Goleta and Point Conception. CenCal anglers have scads of inshore rocky reefs around which to hunt them. In general, anglers tend to catch more cabezon along the mainland coast, and fewer but larger specimens in the shallow rocky areas around our offshore islands.

To get inshore fish to bite, try chunking anchovies, sardines, and squid for chum. Take the dead baits out of the bait tank and cut them into chunks an inch long so they sink out rapidly. Cut whole squid into rings an inch wide. Toss a couple chunks of chum every twenty seconds or so... enough to give the appearance of a steady stream of food flowing with the current to the waiting fish.

Rigging and technique ranges from simple to complex. Tie up a dropper loop, reverse dropper loop, or sliding sinker rig, pin on your bait of choice and drop it down. This is a great application for drop-shotting with a Gulp! jerk shad. Remember that the baits should be fished within inches of the reef, because these fish hold tight to the rocks. Anglers working plastics - very slowly over shallow rocky terrain - also stand a chance of having their offering pounced on by a large cabby. For added appeal, add a strip of squid or a piece of shrimp to the leadhead hook.

A wide variety of other baits work just fine too, such as; sand crabs, mussels or clams, blood worms, shrimp, squid strips or rings, chunks of bait fish, and one of my own concoctions... I wrap a strip of squid once around a chunk of anchovy, so there is a tag end of squid strip left to undulate in the current. I then pin a hook through the bait, leaving the loose piece of squid strip, and drop the rig to the rocks below. I call it a pizza roll.

Once a cabby takes a bait, you had better be focused. When a pickup is detected, wait a moment before setting the hook, to give the fish time to take the bait all the way into its mouth. Then set the hook and reel simultaneously so there is no slack line after the hookset.



Capt. Tiffany Vague of Hook, Line & Sinker fishing center in Santa Barbara with a nice-size cabezon

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 20th 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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