

# The Signal Hoist

Official Publication of the  
SANTA BARBARA SAIL & POWER SQUADRON  
A Unit of United States Power Squadrons Sail and Power Boating

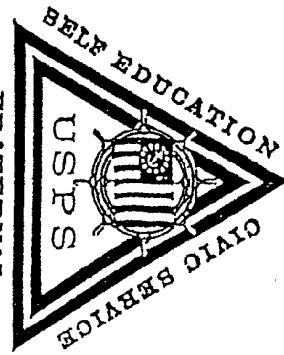


February 2011

Dedicated to Safe Boating Through Education

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

DATED MATERIAL  
PLEASE DO NOT DELAY!!!



FEDERAL  
BOATING CLUB  
UNITED STATES POWER SQUADRONS

THE SIGNAL HOIST



# 2011 Calendar of Events

February

19 SBSPS Change Of Watch, Mulligan's Cafe

**PLEASE RESERVE THE DATE**

*Santa Barbara  
Sail and Power Squadron*  
2011 Change of Watch Dinner &  
Installation of Officers at  
Mulligan's Café  
3500 McCaw Avenue  
Santa Barbara, California on  
**Saturday February 19, 2011**  
Details and Reservation Form to follow  
in next Signal Hoist.



## Notice

“The Executive Committee and Member Monthly Business Meeting” Santa Barbara Sail & Power Squadron meets the first Thursday of the month at the Waterfront Classroom at 1930. District 13 Council Meetings are usually held on the fourth Thursday of each month, except during March, October and December, at Cabrillo Beach Yacht Club, 211 W. 22nd Street, San Pedro, CA Take the 110 Fwy. South to the Vincent Thomas Bridge/Terminal Island exit. Get in the right lane and take Harbor Blvd. Exit. Turn right on Harbor Blvd. And right on 22nd St. CBYC is the bldg. Past the 22nd St. Landing Restaurant. All Squadron Bridge officers are urged to attend. Squadron members are welcome to participate in District 13 activities. Ride sharing is available.

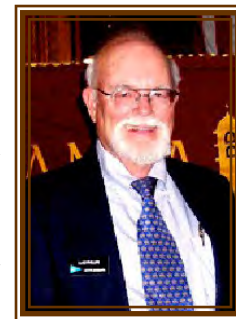
Contact Cdr Cdr. Llad Phillips, JN, Phone: 805-962-9967

## Commander's Message, Llad Phillips, JN

The Holliday Dinner and Party at Mulligan's was well attended and a big success. Our squadron had received some awards at the fall District 13 Conference in Marina del Rey and I presented these to members in attendance at the Holiday Party. Richard Rowland received a plaque for educational achievement recognizing his attainment of senior navigator, having passed all graded and elective courses. I presented Ron Slocum with the United States Power Squadron award to our squadron for Excellence in Education, in recognition for all that Ron has accomplished as Squadron Educational Officer.

There are a number of events to look forward to. The Bridge and Members Meeting will be at 1930 January 6 in our usual meeting place in the Marine Center Classroom. The Change of Watch will be Saturday February 19. The District 13 Spring Conference will be held at the Four Points Sheraton Ventura from March 4 though 6.

Ron has scheduled Advanced Piloting, taught by John Profant, to begin at 7 PM on Tuesday January 18 in the Community Classroom. Seamanship will begin Tuesday January 25 in the Marine Center Classroom.



Cdr. Llad Phillips, JN

## **DIESEL ENGINES: ARE THEY MONEY SAVERS OR WASTERS?**

**submitted by P/C Will Swalling, S**

Diesels can save some boaters money, but for most of us, they're just wasted dollars. The controversy is based on the fact that diesels use less fuel — a lot less. For example, a 300 bhp diesel might burn 17 gallons per hour when wide open, while a similarly powered gas engine would use about 30 gph. Another saving is that a diesel can typically go 5,000 hours before needing a major overhaul, compared with a gas engine, which might last only 1,500 hours. This is because diesels are made to closer tolerances and built heavier. With proper maintenance, good installation and long, steady running times (rather than a lot of short runs), a diesel can give you a lot for your money. However, while diesels use less fuel, the fuel they use is often more expensive than gas. Diesel averages about 20 cents more per gallon in most states. Diesels also cost more. For example, on a Formula 43 Cruiser you'd pay about \$55,000 more to get twin 300 bhp diesels over the standard twin 375 hp gas engines. Gasoline engines are also lighter, and less weight means less power needed to get on plane.

So unless you're fortunate enough to use your boat a lot, as in hundreds of hours per year, diesels turn out to be a waste of money.

## Highlights of January 6 Meeting Lt/C Peggy Ciolino, S Secretary

P/C Don Crowder is going to attend the National Meeting in Florida on February 5. The Spring Conference will be March 4-6, in Ventura at the Ventura Four Points Sheraton. Our squadron will have a host room for one night. The theme for the conference is "Islands in the Sun."

The Fred Hall Boat Show in Long Beach will be held March 9 – March 14. The L.A. Boat Show will be March 17-20 at the L.A. Convention Center and we plan on manning the Power Squadron booth there for one of the days.

P/C Ron Matthews discussed the dangers associated with using public wifi internet connections. He has information available on how to protect oneself.



Lt/C Peggy Ciolino, S

## Technology Tapped For "Shark Repellant" submitted by P/C Will Swalling

Water enthusiasts along California's coastline are all too aware of the danger posed by sharks. Indeed, skin divers, kayakers and surfers alike are at the mercy of these giant predators, especially during peak arrivals of the great white shark.

However, the Shark Shield, a new device that emits an electronic "force field" designed to repel sharks, could have a profound effect on safe water recreation worldwide.

Shark Shield was developed over the past five years in Australia. The transmitter, rubber-coated antenna and rechargeable battery in a waterproof pack can be mounted on the back of a kayak, surfboard or even on the calf of a diver.

According to Paul Lunn of Shark Shield, the antenna produces an electronic field that extends about 10 feet in diameter to ward off sharks.

It has long been known that electronic fields can attract or repel fish. For more than 20 years, Dick Pool, a retired Bay Area engineer, studied the concept that electronic fields can attract or repel fish. According to Pool, commercial fishermen were aware that their wire downrigger lines could react in a synergism with their boat's hull to create certain electronic fields. His research showed that some electronic fields attracted bait-fish, while other fields repelled them.

So far, over 13,000 units have been sold without failure. The cost is roughly from \$680-\$800.

For additional information, visit [www.sharkshield.co.za](http://www.sharkshield.co.za). —Don Vachini

## Educational Happenings By Lt/C Ronald C. Slocum, AP

The education schedule for 2011 is taking shape nicely. AP starts on 18 Jan, with Seamanship following a week later, on the 25<sup>th</sup>.

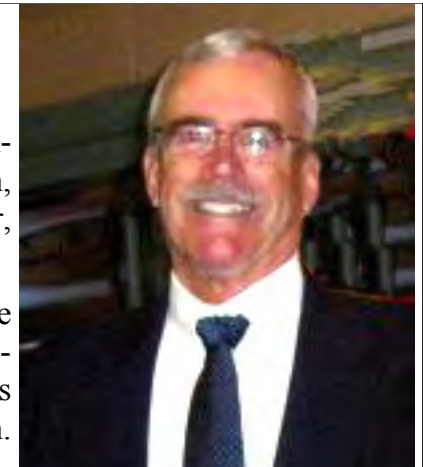
Great news! Navigator Extraordinaire Gordon Specht will be teaching JN starting 21 September. This is the class where you learn celestial navigation. Here's part of the official course description:

The course begins with the study of celestial navigation, teaching the student to take sights on the sun with a marine sextant and derive a line of position from that observation. The sun represents but a single reference point, so the student will apply the principles of the running fix learned in Advanced Piloting, and be able to plot a running fix of one's position from the sun sights. Once the student has learned the basics of celestial sight reduction, the course continues with planning, positioning, and checking one's position in the offshore environment, using both electronic and celestial tools.

So, if you will be taking AP this month, or if you're like me and stalled out after taking AP, now's the time to add to your navigation skills. I'll be there...

More great news! Steve Hodges has agreed/volunteered to once again conduct the Weather course. If you missed it when it was offered in 2009, you'll definitely want to attend this award-winning class. I'll announce the start date for the class when it's available.

We also plan to offer Marine Electrical Systems this year. The old Marine Electronics course has recently been expanded to three separate courses: Marine Electrical Systems (MES), Marine Communications, and Marine Navigation Systems. We're expecting to start the MES class on 7 June, so mark your calendars.



Educational Officer  
Lt/C Ronald C. Slocum, AP

## Miguel Via Secate Neil R. Ablitt

### Part 5 Final

#### Miguel via Secate

Talk about a good nights sleep. It was calm as could be that last night and we slept later than normal. In fact it was 1115 before we had the anchor up and were away. We left maybe 20 boats in the anchorage - both Smugglers and Yellow Banks - in flat overcast conditions if rather cool. Okay, I guess it was really cold, but it was still beautiful and we were used to all the overcast by then. It takes 30 minutes motoring to get around the west end of Santa Cruz and find any wind headed home. As we passed Pedro Point to port and settled on a compass heading of 344 degrees the wind kicked up just as expected. We had 11 knots out of the NW and 3 foot seas. We were soon under sail alone listening to the swish, swish which you hear so often when you head home from Santa Cruz Island. This was going to be a great sail to the end of an unplanned itinerary, colder than expected, and almost a totally overcast cruise. But we weren't complaining. Sailing was good. The Island Packer shuttle traversed our stern headed for Scorpion where there were 5 or 6 boats at anchor. More to stern we could see 3 sailboats still anchored at Little Scorpion, but we were now doing better than 7 in 11 knots NW wind. Seas were up to maybe 4 feet, but the ride was still smooth. At 1300 a rogue hit us and the decks were wet, but we were still sailing comfortably along having corrected to 333 degrees compass. We maintained 6 to 8 knots until 1400 which for us was very good, but then as often happens when you get closer to home the wind dies and you click on the engine. And as we approached the platforms *s/v Bobcat* hailed. Ron Slocum was in the area with Squadron members doing some maneuvers which worked great for us. We soon overtook them under sail and as cruisers not racers found ourselves in the uncommon position of first place. That is if you look at it as a race. Can't remember if we had the engine on or not, but it was both obvious to us and comforting to know we were beating them back to the harbor. Which we did securing our dock lines 4.5 clock hours after leaving Smugglers - which translated into two glorious hours under sail alone. Not bad for the summer. Thus bringing the Miguel/Secate trip to a close, which never happened, we did manage in 8 days to accumulate 35.4 hours on the engine, consume 19.8 gallons of fuel or .559322/gph for a grand total of 201.9 miles under the hull. Or about 9.8 miles to the gallon - but who's counting? It was a great trip even if we only had 7 hours of sun.

Next time Miguel via Secate.

## Where is Saito? January 18, 2011

By Lt/C Richard D. Ciolino, S

Executive Officer

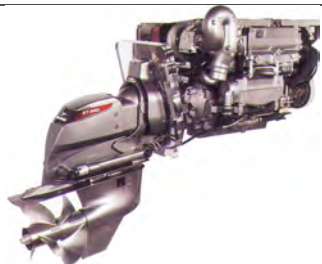
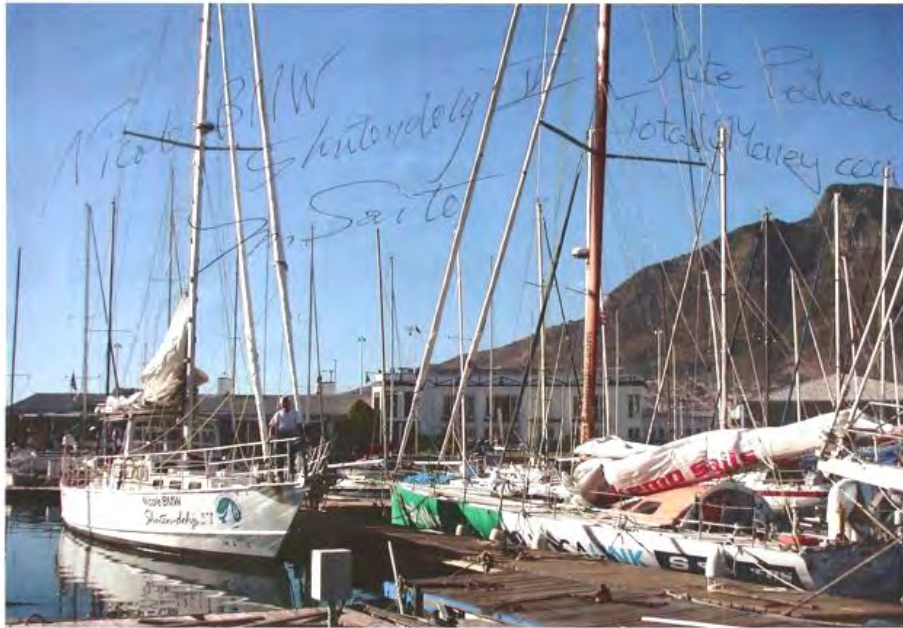
As previously reported in this magazine during the past several months, our own District 13 member, Minoru Saito of the Tokyo Sail and Power Squadron, is sailing solo around the world in a 56 foot sailboat, from east to west. The 75 year old sailor began his adventure on October 2, 2008 from Yokohama, Japan, and was planning to complete his adventure sometime in May or June of 2009, obviously this date has slipped. You can follow his progress and read his daily logs at <http://www.saito8.com/index.htm>. The Santa Barbara Sail and Power Squadron made a donation to support his venture along with a SBSPS burgee that Mr. Saito has with him. SPSPS expects to receive a photograph of Mr. Saito with the burgee after the voyage is completed.

As reported back in October Saito-san is rejuvenating himself and his boat after his harrowing turn-around voyage back to Hawaii. Repairs are being made to make his boat seaworthy again and he is looking at a mid to late March 2011 departure, after the typhoon season, to complete his journey to Yokohama, Japan.

Saito-san celebrated his 77<sup>th</sup> birthday on January 7 at the Honolulu Yacht Club as seen below. This was day 828 of his voyage.



Here is a photo of his boat in Hawaii with birthday wishes on it.



Green diesels like this Yammarr can save cash

**IS DIESEL HORSEPOWER GREEN  
submitted by P/C Will Swalling, S  
NEW DEVELOPMENT MAKE DIESEL  
GREENER AND MORE COST-  
EFFECTIVE.**

**IF YOU CONSIDERED DIESELS** just five years ago, you would have been more likely to avoid one - especially on smaller boats. Many clattered, roared, smoked, stank, cost too much and weighed too much. But today makers mate common rail fuel delivery and electronically timed fuel injectors with turbocharging and even hybrid technology to quiet engines and reduce emissions.

Now, many diesels are so quiet, smokeless, smooth and quick that it is no longer as easy to identify one without lifting the engine hatch. Couple this with dramatically improved fuel economy and an operating life three to five times longer than gas, and they have become quite desirable - at least for boats in the larger sizes. For runabouts, builders agree, fuel economy and longevity aren't likely to pay off even for kids who inherit them.

But then there are emissions reductions. "Diesels are clean enough now they are at a point where it's clean air coming out of the pipe. They are amazingly clean," said Kent Lundgren, vice president of new business development for Volvo Penta. In fact, all diesel builders have achieved dramatic reductions in emissions and particulate matter and have more things on the drawing board, such as particulate filters and catalyst processes, to diminish pollutants even more.

Computer wizardry helps make engines quieter, cleaner and more efficient. Electronic controls inject multiple "puffs" of fuel into the cylinder to get the most out of the combustion moment. Only Steyr Motors has accomplished this with a mechanical injector rather than electronics.

Though the higher cost blocks many boaters from enjoying these advantages, the cost-benefit gap is closing, according to some makers, such as Yanmar.

"Ten years ago, the upcharge for diesel was double; said Greg Eck, special projects manager for Yanmar Marine, "but if you look at our new smaller diesel built to replace a big-block Chevy engine (Yanmar 6LP2, 315 hp), you can go diesel for about 25 percent more than a gas engine. At that price, if you use your boat 100 hours a year, it will pay back"

"It takes more engineering to stand up to compression ratios of 17.5 [or] 18.5 to 1 when a gas engine typically only achieves 7.5 [or] 8.5 to 1," said Rich Alley, general manager of Steyr Motors of North America. Steyr recently introduced a hybrid diesel motor that operates on batteries at idle or boosts the diesel power on acceleration.

How do you justify the cost? Longevity is one way. The huge compression ratios mean the engine works harder in one way but it generates impressive torque at much lower rpm, reducing engine wear overall.

"Gas engine life is about 2,000 hours. Diesels can live 5,000 to 10,000 - the number goes up the more you use them; Eck said. Most brands show a 50 percent upcharge per each, but in all cases there are strong reasons for it - one of which is many boats operate comparably well on fewer diesel horsepower, offering cost savings.

Another green benefit comes from fuel dynamics and improvement in mileage.

"Diesel is more dense and has more energy per pound than gasoline, and the diesel combustion is also about 50 percent more efficient," Eck said.

Because diesel is easier to refine and more can be drawn from a barrel of crude for less energy, there's an additional "green" impact. Bottom line is that, if today's diesels can improve mileage, reduce emissions, extend the life of boats and stretch the world's oil en'n reserves at today's costs, they've become a responsible choice we can't afford to ignore.

Bottom line is that, if today's diesels can improve mileage, reduce emissions, extend the life of boats and stretch the world's oil reserves at today's costs, they've become a responsible choice we can't afford to ignore. — **Randy Vance**

- Diesel is denser than gasoline, giving more energy per pound.
- Diesel is easier to refine from crude, giving more net pounds per barrel.
- Diesel engines can be up to 50% more efficient than gasoline engines.
- New technologies have made many diesels virtually smoke-free.
- There are more environment improvements on the horizon

**WHY DO THEY THAT** submitted by P/C Will Swalling, S  
A collection of nautical expressions and other stories With A Pinch Of Salt.

*From the beginning of time, salt has been a valuable commodity, not only for the preservation of food but also for enhancing its flavor. This was especially true in wanner countries. Trade routes were established from the coastal regions of the Middle East, where salt water could easily be trapped and left to evaporate in the tropical sunshine, leaving a residue of salt crystals. These crystals were then shipped across deserts and other inhospitable lands to supply the needs of the wealthy further inland. Of course, this was centuries ago, before television, and storytelling onboard was a favorite pastime. A little enhancement or embellishment, a pinch of salt, 'here and there, would often improve a storyteller's yarn, just as a little salt would enhance or improve the flavor of food. With that in mind, here is some interesting history behind a few of the terms we often use today, from my recent book With a Pinch of Salt.*

- 12:00 to 16:00 afternoon watch
- 16:00 to 18:00 first dog watch
- 18:00 to 20:00 second dog watch
- 00:00 to 04:00 middle watch
- 04:00 to 08:00 morning watch

**08:00 to 12** The origin of the term "dog" is in dispute, but could be linked to dodging the daily routine. Another theory relies on the fact that the evening star Sirius, also known as the Dog Star, was generally the first Star to appear in the evening sky that could be used for navigational purpose. Between the hours of 16:00 and 20:00 was the time the navigators would watch for the dog.



**Bite The Bullet** - To accept something for what it is, even if not totally pleasant. Prior to the days of anesthetics, if a sailor was wounded in battle, the most common method of helping the injured person overcome his pain was to have him bite on a lead bullet. This also prevented him from screaming out too loudly, something that other members of the crew found upsetting. Much of the success of this treatment depended on the sailor having teeth.

**Mayday** - The international distress call used by ships when they're in serious trouble. The term originates from the French m'aidez, meaning "help me." Or so all the dictionaries tell us. The French for "help!" is actually *au secours*, of course.

**Touch And Go** - Meaning it could have gone either way. If a ship had the misfortune to run aground and was then fortunate enough to lift off again very quickly, a crew might be heard to exclaim, "Phew, that was touch and go."

**Shanghaied** - The city of Shanghai, located on the eastern coast of China, was one of the main trading ports of the Far East and attracted ships from all over the world. The journey there was long and dangerous, often meaning that a number of the ship's crew didn't survive the trip. Others, once they arrived, found life to be somewhat more agreeable ashore than aboard their damp, cramped ship with only stale food to eat. Captains finding themselves short of crew to work their ships would resort to any fair or foul means to get replacements. For a small payment, gangs of unscrupulous men would roam the bars and back streets of Shanghai and, if they came across a likely candidate, would either administer a sleep-inducing drug or simply hit him over the head, knocking him unconscious. The next thing the poor chap knew when he woke up was that he was on the high seas. He'd just been shanghaied.

**One Good Turn Deserves Another** - We're all familiar with this expression, and again it stems from the days of sail. To secure equipment aboard ship requires tying it down. To make sure the end of the rope was secure, it was often wrapped around bits, bollards, or belaying pins. Just to finally make sure, a canny sailor would put an extra turn around the bits.

**By And Large** - An expression meaning for the most part, or something that's quite well designed. To sail by the wind means to sail with the wind close to the bow of the ship. To sail large means running free with the wind from astern. A ship that was good at sailing in both ways could be described by saying, "By and large, she's a fine ship."

**Scuttlebutt** - A term used to describe gossip, originating from the combination of the words scuttle and butt. A butt was the common name given to a water barrel and scuttle meant to cut a hole. A hole or scuttle was cut in the barrel was at this barrel that sailors were very fond of congregating to exchange gossip or general news - the 18th Century equivalent of the water-cooler moment. If a captain wished to know what was happening on board his ship, he would just ask a trusted crew member what the scuttlebutt was, or in other words, if there was anything he should know.

**Khaki** – In the early 18th Century, it was discovered by the British serving in India that if they took some locally made cotton and soaked it for two days in a mixture of mud, coffee, and curry powder, it came out in a color that blended in particularly well with the surrounding countryside. This material was then fashioned into military uniforms and has since provided soldiers with a high degree of camouflage. The only trouble was that the enemy could probably smell the troops long before they came within view.

**Scot-free** – Many words in the Scottish language are derived from the close connection with the Nordic peoples and Scotland. It was those insatiable seafarers, the Vikings, who invaded and populated much of the Highlands and islands of northern Scotland. The Nordic word for tax is "skatt." In the Middle Ages, the government of England imposed a tax, mainly in Scotland, as a means of helping to sustain the war against the Scots. Not surprisingly this tax was quite unpopular, for two very good reasons: 1) nobody likes to pay taxes, and 2) the Scots were not particularly keen on paying for a war against themselves. Those who did manage to avoid payment were said to get off skatt-free.

**Square Meal** – A description of a good and wholesome meal. In the 17th Century, and even today in some cases, food at sea was not necessarily of the highest quality. Breakfast and the midday meal would usually consist of a slice or two of bread, perhaps some cheese if you were lucky, and liquid refreshment to wash it all down. A much more substantial meal was served in the evening, which would include meat (of varying quality). As the quantities served in the evening were much larger, a tray was required to hold all the food. For ease of stowage, trays were square - and hence evolved the term "a square meal."

**Stateroom** – Used to describe passenger accommodation aboard a cruise liner, it derives from the days of the paddle-wheel steamboats that cruised the rivers of the U.S. The better rooms on these steamers were named after states such as Pennsylvania, New York, and New Jersey — hence stateroom.

**The Whole Nine Yards** – Today it means giving a task all effort possible. A typical square-rigged sailing ship had three masts, each with three sails. Each sail had a yard supporting the upper portion of the sail. That meant a typical ship had nine yards. If all sails were set, she was said to be going as fast as possible, the whole nine yards.



## DISTINCTIVE COMMUNICATOR AWARD FOR 2010.

**P/C Kathleen Lambert, AP  
Squadron Newsletter Advisor for D13  
PLEASE READ**

Dear Doris,  
Congratulations on receiving the Distinctive Communicator Award for 2010. Your hard work and dedication as editor of the Santa Barbara *Signal Hoist* has paid off and you justly deserve the recognition of the USPS National Communications Committee.

**One of the things that I like about your layout is that you have the date of the edition very prominent in your newsletter header. If I might suggest, it would also be helpful to mention District 13 in your header. I also think you have a nice newsletter layout and good use of pictures.**

**On another note I have attached the USPS Editor's Handbook. With squadron COWs coming up I like to remind editors to let their new squadron commander know what is expected of them by way of Commander's Message. For my own squadron I usually give him/her page 8-9 that has the "Leadership Article" expectations and recommendations. I also find it helpful to let the commander know the article length expectation. Of course people's styles vary and we're don't expect everybody to be great writers but at least this gives them something to aim for. I find I usually have to edit the cdr message so that it conforms to the USPS style of dating, member names with rank and title, etc. But then that's our job as editors.**

**Again, congratulations and keep up the good work.**

**P/C Kathleen Lambert, AP  
Squadron Newsletter  
Advisor for D13**

**I think it would be a good idea if everyone on the  
NEW BRIDGE  
would receive a copy  
of the handbook.**

Doris



# The Fishing Corner

By  
Capt. David Bacon

## Winter is for Skill-Building and Gear Maintenance

My outdoors equipment waits for this time of year. Wintertime is when my rods & reels receive the best maintenance, my boat gets deep-scrubbed, my tackle is sorted out and organized, my guns are cleaned more thoroughly and my sports clothes get scrutinized. It is good to have a slow season because it always amazes me how much attention my gear needs and how much time is required for thorough annual maintenance.

For those who aren't completely comfortable tearing down sporting equipment, using the right products to deep clean everything and then putting it all back together in perfect working order.... this is the season to take rods & reels to your favorite fishing tackle shop or your guns to a reputable gunsmith for proper inspection, repair and maintenance. You will be happy with your confidence later in the year when setting the hook on a big bass or drawing a bead on a buck. Confidence in your equipment and in your own skills is of paramount importance.

Winter is also the best time to pick up new sporting skills. Here is a classic example. Folks are taking more to fly-fishing on the salt water these days. Some of the best fly-fishing is done around kelp beds for calico bass. Fortunately that is one of the species we are allowed to catch and keep at this time of year. Working the kelp beds holds great fascination for fly-fisherfolk because skill is required to put a fly right into one of the open pockets or precisely between kelp stringers. The reward can be a surface-busting bass assaulting your fly and wringing out your adrenaline glands.

This is the time of year to take a class in fly tying so that you can put together some great patterns for both fresh and salt water. You might learn about other classes or self-instruction books by checking with your favorite fishing tackle shop.

A wise learning opportunity is a California hunter safety class for those who want to get into hunting, or even as a brush-up for those who haven't hunted in some time. My Dad was a state hunter safety instructor. I have always been thankful for the skills he taught me. Thanks to his careful teachings I have always felt safe and confident. Sign up your kids, grandkids, nephews/nieces or neighbor kids and watch their interest and confidence grow in the shooting sports.

Another wise learning opportunity is the public boating and safety courses offered by the U.S. Power Squadrons and the Coast Guard Auxiliary. I took the Power Squadron course myself and subsequently became a member to advance my own studies and help teach others. I'll be blunt here and state that I wish these courses were required for licensed boat operation. I have shared the ocean with too many people who had no idea about rights of way on way on the water, lights, horns, dayshapes, buoys or any other rules of the road matters. Rules of the road are laws and standards put into effect to keep us safe on the water. Intoxicated boaters are the worst of my professional nightmares as a charter captain. The designated driver program should extend to boating. Take a course if you are going to operate a boat. You will be very glad you did. So will I, come to think of it.

## Santa Barbara Sail & Power Squadron 2010—2011 Executive Committee

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<b>Assistant SEO.</b>	<b>Lt/C Lincoln (Link) Thomas</b>	
<b>Admin. Officer</b>	<b>Lt/C Dennis Johns, AP</b>	<b>966-4679</b>
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<b>Treasurer</b>	<b>Lt/C Steve Young, P</b>	<b>884-9490</b>

**Immediate Past Cdr. P/C. Richard J. Stull, AP 965-1643**

**Members at Large Lt Gordon D Specht, SN  
Lt. Andrew Linebarger**

**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 to the Editor by the 20th of the month in order to be published in the next issue. We solicit the submission of your articles on safety, cruising stories and member and boating photographs. We encourage articles by our members. Send us your true or tall tales. Articles, opinions and advertisements published herein do not necessarily reflect USPS policy nor endorsement unless so designated**

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