

# The Signal Hoist

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

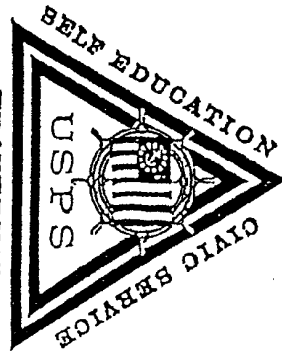


January 2011

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!!!



PHATEBNAL  
BOATING CLUB  
UNITED STATES POWER SQUADRONS

THE SIGNAL HOIST



# 2011 Calendar of Events



**January**

**6 Bridge and Member Meeting**

**February**

**19 COW check page 2 for more information.**

**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, AP, Phone: 805-962-9967

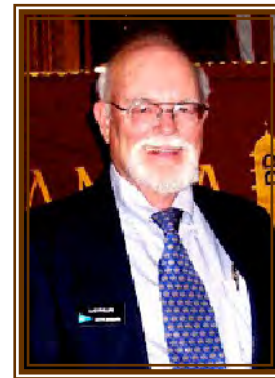
## Commander's Message

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 n 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

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**Part 4**

**Miguel via Secate by Neil R. Ablitt**

Imagine Padaro Lane before any houses were built there. That's where we played as kids and it was all jungle, cliffs and lagoons. That's what Paradise Cove was like too, but now Padaro is houses and Paradise Cove a parking lot, a restaurant and a public beach. It was what was on the beach that shocked me. A makeshift dirt road had been constructed and golf carts were running up and down the cliffs ferrying people, surfboards and every kind of ocean toy imaginable. The beach was absolutely packed including tents, food stands, music groups and more golf carts. It was a site to behold. Paradise had been discovered on this rare sunny afternoon, but it wasn't a problem for us just a surprise and we made plans to sail back to the islands first thing in the morning.

Like I said we were surrounded by seaweed, but not *in* seaweed. So the next morning in preparation to aweigh anchor I started the engine. The engine had been running perfectly - in fact maybe too perfect - for this time it started on the first revolution and in gear. When I realized what was happening and shifted to neutral we had already moved forward a boat length and were into the kelp beds and getting in deeper. Rather than scream and yell - the normal reaction - I went below to inform Sue we would not be leaving right away after all and I wanted make another cup of coffee. Good decision because by the time I had finished my coffee the boat had drifted back to the original position and once again free of seaweed. Anchor aweigh without incident and Sue at the bow pointing we managed to zigzag our escape without fouling. I like leaving early because often there is little wind and you don't have to worry about fooling with sails. And this trip was perfect for the lazy sailor - we motored all the way. Almost perfect anyway, but it was cold I did have to reassure Sue that, "No, it doesn't snow in Southern California in July".

We were returning to Smugglers to give it another chance. Chatter on VHF indicated conditions there were good. Our 260 degree compass heading assured us wind on the nose, but it was light making for a smooth motor boat ride. Seven clock hours and 7.3 engine hours and 41 nautical miles later we were at anchor off the olive trees. In fact it looked like we were in the exact same spot. Our position N 34 01.212/W 119 32.456 almost mirrored N 34 01.208/ W 119 32.450 where we anchored the last time. I got to wondering exactly how many feet were between the two locations so I got out pencil and paper and set at the nav table and began to think about it. That's when I decided it would be a lot easier just to fix dinner. Besides it was time to celebrate. Tomorrow we were heading back to Santa Barbara and expecting a great sail.

**Final Part next month**

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



Lt/C Ronald C. Slocum, AP

It's been a bit slow in the Educational Department since the Boating class ended, with 13 students taking and passing the exam, but we've been working on putting together the classes for next year. There's still more work to be done, but we do have the first two classes scheduled.

Advanced Piloting will start on Tuesday, 18<sup>th</sup> January, in the Community Room. This is the room off the parking lot behind the Breakwater restaurant. If you have taken Piloting and want to continue to add to your education, this is the class for you.

Seamanship starts Tuesday, 25<sup>th</sup> January, in the Waterfront (upstairs) classroom. This should be of interest to all who have recently taken Boating, in addition to those who have previously taken Boating but have not been able to attend a Seamanship class.

If you would like to register for either class please let me know so I can add your name to the roster.

**Plastic Surgery  
NEED A NEW WATER TANK?  
READ THIS FIRST  
submitted by P/C Will Swalling, S**



**CHANCES ARE THERE'S PLENTY OF WATER** under your boat, but is there enough inside it to drink? Or what about the water you need for showers, dishwashing, and freshwater wash-downs? Chances are you'd like to haul more freshwater, but your boat lacks enough water tankage. And do you want to know what's worse—much worse—than that? A lack of *waste* water tankage. As you know, adding any kind of tank to your boat is a big problem. Irregular-shaped compartments below decks, a lack of good access, and the difficulty involved in removing old tanks makes installing a new tank a nightmare. At some point, however, one of your old tanks will spring a leak, and you'll have no choice but to get to work. Come to think of it, few failures are as predictable yet as hard to fix. Fortunately, there's a revolutionary new type of water tank in town—and it solves all of these problems.

**-LENNY RUDOW**

Continued on page 11

**Va Bene Awarded First Place for Sail Boats in 2010 Parade of Lights**  
by  
**Lt/C Richard D. Ciolino, S and Lt/C Peggy Ciolino, S**

Thanks to moral support from Peggy and fabrication support from friend Doug Pilkington S/V Va Bene took first place honors in the sail boat category of the Santa Barbara Parade of Lights on Sunday December 12. For those who attended any of the pre-parade festivities at the harbor or stayed to view the parade it was memorable because the weather was absolutely superb! It was better than a typical summer day and evening - warm, sunny, and clear, with flat seas making for shirt sleeve sailing (motoring) weather on the water. After the parade the City hosted a great buffet dinner at the Carriage Museum where the award ceremony took place. The theme was "Silver Bells and Winter Sells" and we decorated our boat with lights to form a Christmas tree with "silver bell" decorations and some swells along the starboard side starting from the stern and building to a big swell on the bow. Each of the first two swells had a fish in them and the large bow swell had a white dolphin surfing the crest. All the lights are LEDs so the total power consumption is pretty low, about 100 watts. We've got the lights on a timer so they can be seen from about 5 to 9 PM for the rest of the year. While we don't have an official picture as yet taken from Stearn's Wharf here are a couple of photos taken at the dock upon our return.



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**Enjoyable Evening Had by All at Annual Holiday Party**  
By Lt/C Richard D. Ciolino, S

Forty two people attended SBSPS's annual Holiday Party at Mulligan's Café on Wednesday December 1. People began arriving at 1800 hrs for cocktails and hors d'oeuvres. The banquet room was beautifully decorated for the holidays including lovely table centerpieces. Green and red wrapped presents brought by the attendees were placed under a nicely decorated Christmas tree. Dinner was served at about 1915 hrs with selected entrees of either prime rib or salmon. Dessert and coffee completed the meal service at which time the green and red gift exchange began. A good time was had by all and we look forward to more enjoyable gatherings such as this in the future. Betty and Tom Koch took many photographs to document the party, some of which are included in this issue of the Signal Hoist. Happy New Year to all!



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Enjoyable Evening Had by All at Annual Holiday Party



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Enjoyable Evening Had by All at Annual Holiday Party



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**Enjoyable Evening Had by All at Annual Holiday Party**



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**Enjoyable Evening Had by All at Annual Holiday Party**



↑  
/C Richard Rowland,  
SN received a plaque  
for educational achieve-  
ment

←  
Lt/C Ronald C. Slo-  
cum, AP received  
the United States  
Power Squadron  
award to our  
squadron for Excel-  
lence in Education.

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Continued from page 4

**Advances** in the addition and replacement of water tanks have made an enormous leap. Case in point: The Vetus Easy Tank (wwwvetus.com), winner of a 2009 NMMA Innovation Award. The Easy Tank (which, depending on size, holds 15, 26.5, or 39.6 gallons) is a flexible tank that can be folded or rolled



and squeezed into remote compartments and bilges. But it doesn't remain flexible. Once you have it in place, it can be made rigid. How? UV-activated fiberglass is the key; the tank has a canvas cover over a layer of pre-impregnated fiberglass. Screwed into the tank's connection port is a UV light that when turned on hardens the fiberglass. The tank is lined with a flexible, food-safe PVC coating, which can suitably hold drinking or waste water. After the tank has hardened in position, the UV light can be swapped out for gauge senders and hose connections. -

**Adding** tankage is as simple as putting the Easy Tank in place while it's still flexible, then allowing it to conform to the shape of the compartment in which it's been set. What makes this job a piece of cake is an air valve that serves as one of the Easy Tank's fittings. Simply attach your air compressor or pump to the valve and inflate the tank. It will expand to the maximum size and shape allowed by the compartment. Remove the air pump, install the UV light, and turn it on. The tank will soon harden into a shape that perfectly fills the available space. Installed properly, the tank can't slide around or shift. There's no chafing to cause leaks—a big worry for boaters who operate with bladder tanks. The Easy Tank also allows for venting, which is another advantage it has over bladder tanks.

**What about cutting** out and removing old tanks? No worries. Leave them inside your boat. Just cut a hole into the old tank and slip the Easy Tank inside. Then inflate the Easy Tank and allow it to harden into position. The rigid port cover of the Easy Tank is narrow enough to fit through the smallest access plate. No matter where there's a tank placed in your boat, an Easy Tank can be slid inside it.

Once the Easy Tank has hardened in place, you can choose fitting kits that are appropriate for either water or waste. The Easy Tank meets ABYC and CE standards. The downside? Price. The 26.5-gallon tank will break \$1,000 by the time you add a fitting kit into the mix—a comparably sized poly tank with fittings costs more like \$200. It's hard to part with that kind of cash...but considering all the time and labor involved, you'll be more than thankful after you're fully tanked.

# The Fishing Corner

By  
Capt. David Bacon

## Born to fish, forced to work, Capt. David

Stuff this mental image into your pipe and smoke it (but DON'T inhale, in case you ever want to run for Pres.)... cruising at 25 knots, leaving a long straight wake across a placid reflective sea, as the sun pops over the eastern horizon and fires a surge of intense colorful light across the breadth of the horizon. Everyone onboard is staring in awe at the glory of a winter sunrise off the SoCal coast, and enjoying the site of dolphins racing for a chance to ride a bow wave, while a migrating California gray whale exhales a misty spout a hundred yards off the port beam. All of this and you still get to catch fish?! Sheesh, some folks want it all... heh, heh. Well, me too!

Just because we can't target rockfish and lingcod doesn't mean that there aren't some mighty fine options swimming hungrily about. Check out this list of very real options: white seabass, calico bass, yellowtail, halibut, sand dabs, sharks, sand bass – and that's leaving out the often less desired species such as mackerel and white croaker. With all of those to fish for, being flat busted from Christmas spending is the only valid reason I see for not getting out there during the winter - in the calm periods between weather systems.

At those times when the prevailing weather suggests that it might be wise to stay within a short run of harbor, first try the mid-depth structure spots, at say 40 to 100 foot depths for calico bass and sand bass. Just remember to fish a little lower and slower than you would the rest of the year, because these bass are operating with a lower metabolism now. Soak a live bait near the bottom for a long time, or work a plastic swimbait ever so slowly along the bottom.

Next, try a halibut drift with a large and very lively bait such as a sardine or small mackerel. Concentrate on sandy or mud bottoms from 50 to 150 foot depths.

The Channel Islands beckon strongly on clear calm winter mornings. The reward for the beautiful cruise across the Channel, besides the stunning scenery described above, is a surprising number of fish species to target.

# The Fishing Corner

By  
Capt. David Bacon

We get some wintertime yellowtail bites going at Anacapa and along the backside of Santa Cruz Island. These wild fish will hit live squid on a dropper loop or sliding sinker rig, a lively fin fish bait, or a yo-yo'd jig. White seabass fishing can be good to great at Santa Rosa Island spots like Eagles nest and Bechers Bay, at Santa Cruz Island locales such as Yellowbanks, and Chinese Harbor, and also along the backside or off of the east end of Anacapa Island.

Mako sharks cruise and feed along long current breaks a few miles off the backside of Anacapa and Santa Cruz islands, and off of the west end of San Miguel Island. Halibut may be found at Chinese Harbor and the west end of Santa Cruz Island, Skunk Point and East Point of Santa Rosa



“Capt. Tiffany Vague with a calico bass in one fist and a sand bass in the other.”

Island, and Cuylers Harbor and Simonton Cove at San Miguel Island.

There really are plenty of fish to target during the January/February groundfish closure in SoCal. The splendor of a winter morning on the water as the sun comes up and kick-starts the day, is a plenty good reason to bust a case of cabin fever.

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

<b>Commander</b>	<b>Cdr. Llad Phillips, JN</b>	<b>962-9967</b>
<b>Executive Officer</b>	<b>Lt/C Richard D. Ciolino, p</b>	<b>682-4543</b>
<b>Educational Officer</b>	<b>Lt/C Ronald C. Slocum, AP</b>	<b>685-2142</b>
<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>
<b>Secretary</b>	<b>Lt/C Peggy Ciolino, S</b>	<b>682-4543</b>
<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  
Lt. Daniel Collie, N

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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