

The Signal Hoist

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

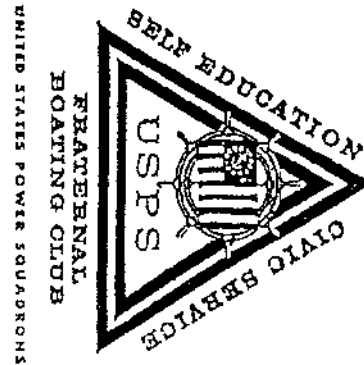


June 2011

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!!!



THE SIGNAL HOIST



2011 Calendar of Events



June

- 2 SBSPS Bridge & Member Meeting,
Waterfront Classroom
FOR INFORMATION ON THE SPEAKER SEE PAGE # 3
- 4 Progressive Dock Party (boat to boat...etc),
SB Harbor
- 24-26 Coches Prietos Cruise*
23 D13 Council Meeting, CBYC

July

- 7 SBSPS Bridge & Member Meeting,
Waterfront Classroom
- 8-10 PCYC Cruise or Drive Weekend
(Dinner Saturday the 9th)
- 30 Potluck Brunch at S/V Teddy Bear,
Marina 1, SB Harbor

August

- 7 SBSPS Bridge & Member Meeting,
Waterfront Classroom
- 11-14 Channel Islands West End Cruise,
Santa Rosa, San Miguel, etc.*
- 27 D13 BBQ, Isthmus Cove,

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. Rich Ciolino, P 682-4543

Commander's Message Cdr Rich Ciolino, AP



Cdr. Rich Ciolino, AP

To use a baseball analogy, we had two strikes on us and were about to get strike three on a wind and swell aided weather curve ball when the Ablitts singled to right field, well sorta to the right or southwest as you look across the channel from Santa Barbara! After the previous two months' cruises were cancelled due to uncooperative weather, Neil and Sue sailed over to Fry's Harbor on Friday, leaving around noon. Don Crowder spoke to them on Saturday over the VHF radio and they reported having a comfortable trip and night. They are planning on returning home today (Sunday) as I write this message. One boat may not constitute a Squadron cruise but we are looking forward to more participation as spring changes to summer. Squadron cruises offer one of the best ways for our boating members to have a great time together on the water and achieve one of our most important objectives as members of SBSPS - having FUN.

And speaking of fun, you'll see a few notices in this Signal Hoist about upcoming events such as the Progressive Dinner on the Dock Party at Santa Barbara Harbor on Saturday June 4 and the annual Cruise and Dinner at Pacific Corinthian Yacht Club at Channel Islands Marina on the weekend of July 9. These are wonderful opportunities for members with and without boats to get together for lots of fun and camaraderie and I encourage all members to participate.

I received a notice from National that summarized the Squadron's current membership renewal status and it served as a good reminder to me personally that I needed to get my renewal sent in soon. To those that might have put their renewal notice on the back burner I encourage you to make sure you get it in, via mail or doing it on-line, so as to ensure your continued access to the educational courses and social activities offered by the Squadron.

Well, I'm going hi-tech. I just signed up for a Webinar offered by National. It's a one hour internet seminar on weather forecasting that will be "broadcast" on June 14 at 5PM Pacific Time. I just clicked on the email notice and it sent me to Sail Angle to register. The cost is \$20 and you get some materials to keep. It was interesting to note that the Webinar will use a local product to make it happen - a computer software product called GoToMeeting by Citrix Corp. of Goleta - a hi-tech company right in our own backyard that provides this service. National has been encouraging members to use SailAngle (a USPS internet informational tool) and participate in on-line educational offerings and I must admit to being slow to try these new tools -

I'll let you know how this venture into the internet world of on-line education went next time.



Peter Crane

Welcome to Peter Crane Yacht Sales

Speaker for 06/02/2011 Meeting

Executive Officer, Lt/C Neil R. Ablitt, AP

Peter Crane Yacht Sales and Charters is the kind of yacht brokerage you will enjoy using and visiting - personal, knowledgeable, informal, no pressure. We want the search for the right boat to be a positive, interesting, and educational experience for broker, buyer, and seller. Our agents have extensive experience in both sail and power boats. Experience not only in at sea conditions but in outfitting, maintaining and rebuilding vessels of all kinds. Two are Coast Guard licensed 100 ton Masters with sail endorsements. We also have a skilled wood/fiberglass craftsman and an advanced electrical craftsman and engineer. Our agents' experience includes a Single Handed Transpac vet, a Fastnet and Bermuda Race vet, and two long time charter skippers in both sailboats and powerboats. Years of boat deliveries, years of fishing charters, even two licensed real estate agents rounds out our collective experience. We are willing to travel, deliver, consult, share knowledge with newcomers and eagerly learn from those with more experience.

Report on Yellowbanks Cruise, (Or a course correction)

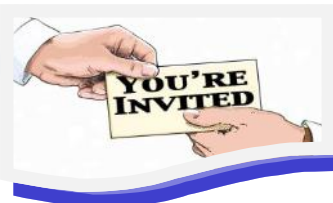
Executive Officer, Lt/C Neil R. Ablitt, AP

Due to a number of reasons, mostly unsettled weather forecasts, Maude was the only vessel heading out on the scheduled Yellowbanks Cruise, Friday 20 May. Departing the harbor at 1100 in Force 0 wind conditions and a smooth sea, but receiving several cell calls from other skipper explaining their reasons for not going, cast some doubt on the decision to leave. When in doubt it's best to be cautious so a phone call was placed to Peter Crane, avid channel islands cruiser/yacht broker for over 30 years. Citing "possible" NE winds on the south side Peter recommended Fry's so a course correction was in order.

Being the only boat in the anchorage at Fry's is an uncommon condition and that was the prize. Motoring all the way with winds barely reaching the high end of force 4 in windy lane it was a pleasant passage. And the return was a motoring trip as well with winds not even reaching force 4. Bottom line - you never know. Word on the VHF from fishermen was that the "back side" never experienced any of the forecast winds as well. While Fry's was beautiful - you could see bottom in 35 feet, many sea lions on the beach and circling the boat and bald eagles being chase by seagulls, it would have been warmer on the "back side" of the island. If there was a down side it was cold. **Beautiful, but cold.**

PS While preparing to leave a 20' power boat with a young couple aboard came along side and asked if they could follow us back to the mainland. Seems he had dropped his GPS in the water and had no compass!

It really happens out there.



To The SBSP Squadron Third Annual Progressive Dinner Party.

This will be your chance to enjoy a variety of fine food, tour the host boats, see your friends and make new ones.

We are looking for host boats to participate in this fun social event coming up on Sat., June 4th. A host boat provides one course of the dinner: appetizer, salad, main course or dessert. The dinner will start around 4:00pm and go until about 9:30pm. It would be great to have host boats from all marinas!

If you are a new member this is an opportunity to meet other squadron members in a casual and fun atmosphere. There is no charge for this event and we appreciate an RSVP to assure enough food for all. Please bring your own beverages, plates and silverware.

**Contact Lt/C Garrett S. Osgood, AP
Phone: 963-3977 to RSVP or ask questions.**



Education Department Update By Lt/C Ron Slocum, SEO



The Boating class is winding up, with only one more class remaining. The instructors have done a wonderful job, and Neil Ablitt has added a great deal with his weekly special topics.

Then it's on to Marine Electrical Systems, starting on June 7th. Class will be held in the upstairs classroom, and will begin at 7pm. Students will be taught by electrical wizards Lloyd Taylor and John Profant.

This course is quite a bit more comprehensive than the old Marine Electronics course. The Marine Electronics course has been split into 3 separate courses: Marine Electrical Systems, Marine Communications and Marine Navigational Systems. By focusing on one topic only, each course has been expanded and contains considerably more information than was previously possible.

Not familiar with Ohm's Law (no, it's not a TV show) and don't know the difference between galvanic and stray current corrosion? This course may be for you, especially if you may be called upon to do anything electrical on a boat.

If you're interested in attending the class, and haven't done so already, please let me know so I can add you to the roster and ensure we have materials for you.

YOUR NEW MONTHLY SAFETY TIP

By Executive Officer, Lt/C Neil R. Ablitt, AP

For June



Men hold the distinction of drowning in boat related incidents at a greater rate than women. Why? One reason is men tend to be alone in boats more often than women. When a man is in a boat he usually stands up for one of two reasons. The first is to cast, retrieve a line or make adjustments. The other has to do with what is called "the call of nature". It has been reported in various boating publications that a good 50% of men who drown are pulled out of the water with their fly unzipped.

Speaking of Paradise Cove

By Lt/C Neil R. Ablitt, AP

A while back I wrote about anchoring at Paradise Cove surrounded by seaweed and watching a zoo of humanity and multiple golf carts running up and down the beach. Well Sue points out that the March 2011 issue of Vanity Fair has an article, "LA's Hippest Neighborhood," on it 3-page-fold-out-risque cover. It's an eye-opening article with great photos telling you all about it. Well, "all about it" except they fail to mention who owns the property. You see it's a trailer park and those golf carts belong to the folks who live in those trailers who just happened to be the LA/Hollywood elite. Names like Otis Chandler, James Garner, Christopher Nolan, Pamela Anderson and many other actors and directors have lived there, but I didn't recognize many of the other names now living there because I don't follow the movies. But a trailer in this park just sold for \$2.5 million – and you don't own the land! But you do own Italian-granite countertops and Sub-Zero appliances. And, while Paradise Cove has been around for some time – the Beach Boys' Surfin' Safari album cover art was shot there as was the TV series the Rockford Files, it apparently is only recently that "Paradise Cove has become one of the grooviest places to live in Malibu," at least according to the article. But I believe it after seeing it and anchoring there last summer. But at least now I have a much better idea of what is going on in Paradise Cove – at least on the beach. But now I'm wondering about the trailer park. The article said, "If you need privacy, this is not the place, and if you don't like gossip, this in to the place." Very interesting, but I think the next time we go to



Catalina we'll anchor at Santa Barbara Island on the way. I know there's a museum there now, but still no trailer park. At least I don't think so.

"Boating is fun...we'll show you how"



D13 Annual Isthmus Bar-B-Q

Saturday, August 27, 2011

Catalina Express Schedules

Depart San Pedro 0800 be there by 0700

Depart Two Harbors 1800

(Departure times subject to change)

Bingo, Poker Run, Raffle, Our Famous Tri Tip, snacks, Soda, Beer. Prizes and more. Come one come all.

Roundtrip Fare Adults - 60.00

Children 2 - 11 - 51.00 Infants - \$4.00 (Fares subject to change)

Reservations for Catalina Express will be accepted by Cruise Chair D/Lt/C Ed Wylie until **Aug 1, 2011**. After this date, please make reservation directly with Catalina Express 800-805-9201. Indicate that you are with the D/13 group.

Dinner Reservations

Make Dinner Reservations by Aug 15 and save \$5.00

Number of Dinners _____ @\$15 ea. =\$ _____

After Aug 15 _____ @\$20 ea. =\$ _____

Name _____

Address _____

City _____ St _____ Zip _____

Phone: _____



Catalina Express Reservations

Final date for reservation and payment is Aug 1, 2011.

Number of Adults _____ @ \$60.00 ea. =\$ _____

Number of Children under 2 to 11 yrs. _____ @ \$51.00 ea. =\$ _____

Number of Infants under 2 yrs _____ @ \$4.00 ea. =\$ _____

Transportation Total=\$ _____

Transportation and Dinner Total \$ _____

Make check payable to: D/13 Isthmus Cruise
Mail to: D/Lt Ed Wylie
1751 N. Pheasant Street
Anaheim, CA 92806
714-528-5369

Highlights of the May 5, 2011 Bridge Meeting Lt/C Peggy Ciolino, S Secretary



The speaker for the meeting was one of our new members, Mark Cooper. He spoke to us about his 10-day trip to Antarctica in January of last year. He said that the Drake Channel is known to be the roughest water in the world, but he had a calm crossing. He recommends the trip to everyone for the ability to see fantastic scenery and get up close to many different kinds of wildlife. Going with a small group of less than 100 is a must if you want to see wildlife, because groups greater than 100 are not allowed to go ashore. With many fascinating personal photos and a DVD, it made us all want to take that trip.

Lt/C Don Crowder, SN told about an article that he had just read in *Boat U.S.* about banning copper bottom paint. He is concerned because there isn't anything to replace copper paint and he wondered why it's being banned, since copper is a natural element.

P/C Lloyd Taylor, SN will help anyone who has a VHF DSC radio interested in getting an MMSI registered number and connecting the GPS to the radio. This is a safety issue, so that in an emergency you can be located by the Coast Guard.

We are now able to offer students in the navigation classes a sextant to use. Because of Gordon Specht and his involvement in the ExxonMobil Foundation Volunteer Involvement Program, a significant amount of money has been contributed to the Squadron over the past few years. At Gordon's request the ExxonMobil contributions to the Squadron for the immediate future will go to purchase five metal sextants that, with the existing high quality plastic and metal sextants owned by the Squadron, will allow all future Navigation class students to use a quality sextant. **We are all grateful to Gordon for these donations to the Squadron.**

"SailSim" — You want to be the talk of the yacht club? Then you'll have to start winning those races, and SailSim can help. You can use this sailing simulator while you're on dry land, to discover how changes in boat heading, the set of the sails, centerboard, and boat speed relate to wind direction. As you turn your boat (just turn your smartphone), wind direction stays constant relative to the boat but the sails adjust and change shape as they would in real life". It's available for both *Apple and Android* products. Price: \$0.99; www.thedigitalforce.com

**Vessel Safety Checks Offered
During National Safe Boating Week
Cdr. Rich Ciolino, AP**

As part of the start of National Safe Boating Week Lt. Al Rice and Cdr. Rich Ciolino spent a very enjoyable morning and early afternoon on the Santa Barbara Harbor Breakwater, near the Harbormaster's office, offering passersby the opportunity to have their boats' safety equipment inspected by our qualified vessel safety examiners. About 10 VSC brochures with contact information were handed out to interested boaters as they walked to and from Marina 1. It turned out to be a lovely day after the fog lifted, as seen in the picture below.



**SANTA BARBARA
SAIL & POWER
SQUADRAN**

AL RICE

**FREE VESSEL SAFETY CHECKS
805 570 2991**

**aandrrice@aol.com
sbps.org**

**Where is Saito?
May 20, 2011
Cdr. Rich Ciolino, AP**

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 74 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 since February 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 but no firm date has been given for his departure on the last leg of his journey to Yokohama, Japan. As of this writing he has been at sea or ashore for repairs and supplies for 943 days, he hasn't been home in all this time, and he has had 3 birthdays during the voyage – he is now 77 years old. The latest post on his web page is a short YouTube video of Saito-san providing words of encouragement to people in Japan after the earthquake that struck there back in March.

Making Sense Of Towing Vs. Salvage

submitted by P/C Will Swalling, S

A towing service profiles towing and light ungroundings, boat insurance policies cover salvage.. How can a boat owner tell which is which?

A few months ago, a grounded sailboat was narrowly saved one stormy night from being battered to pieces against a stone jetty at Oceanside Harbor on the California coast. After informing the owner that his boat would be salvaged, Captain Robert Butler of BoatU.S. Vessel Assist Shelter Island worked quickly and skillfully to get the boat back to open water before low tide. It was a textbook example of what it takes to complete a successful salvage on open water. The \$19,000 salvage fee — 20 percent of the boat's post-casualty value — may seem high considering the rescue was done in a few hours, but for centuries, courts have allowed

"excessive compensation" when a salvor voluntarily rescues a vessel and/or crew from peril. This is done in order to encourage mariners to invest in equipment and take risks that will save lives and property. More recently, courts have added peril to the environment as a determinant in awarding salvage claims.

Defining Salvage

When Butler informed the skipper that his boat was being salvaged, it was more than just a casual comment on how hard it was aground; it had to do with the cost of the work that was about to be done and who would eventually be paying. Towing services provide assistance for routine breakdowns — boats that are out of fuel, have dead batteries, bent props, and so on. A salvage claim — the successful rescue of a boat from imminent peril — is not provided by a towing service. In those instances, the cost of salvage is covered by the skipper's insurance policy. Note that there is always some degree of peril, however slight, when a boat is disabled on open water. But the definition of "a high degree of peril" can sometimes be fuzzy, for example, when wind and seas are moderately large. This gray area still exists throughout the industry. The question for a boat owner is, how do you tell the difference?

Disagreements Over "Peril"

A sailboat gliding quietly through the water is stopped suddenly on an unseen pile of rocks. Within seconds, the boat is firmly aground. High tide — the last good chance for the sailboat to be lifted off the rocks — is only a half-hour away. A VHF call is put out to the Coast Guard, but before a boat can be sent, a private towboat is standing by offering assistance. The skipper is told that his boat will need to be salvaged, and the beleaguered boat owner agrees.

Using the spinnaker halyard, the towboat's captain deftly heels the sailboat and in a few minutes, the sailboat is re-floated. To the salvor, the sailboat had been in peril on the rocks and in danger of breaking up, in what he claimed were two- to four-foot seas.

The tide was almost high, and would soon begin falling, so the towboat captain further reasoned that his quick response prevented an already bad situation from becoming worse. Damage is limited to a few scrapes and a slight gouge on the keel. The salvor presents a bill to the boat owner's insurance company for \$16,000.

The owner later objects that his boat was not in peril and says he only agreed to let his boat be salvaged because he was afraid it would be badly

damaged when the tide started dropping. But his explanation fits the legal definition of a high degree of peril.

Many times, marine insurance adjusters investigate such an incident and negotiate with the salvor, resulting in a final payment less than the initial demand. In this instance, the bill is eventually negotiated by the insurance company to a much more modest \$2,900.

If a skipper believes his boat is not in peril, and only needs to be towed, he or she has the option of calling another commercial towing company.

Is It Towing Or Salvage? Four Cases

While fees can vary, the four cases below give examples of the different types of work and subsequent fees that are liable to be charged by towers/salvors.

High And Dry Grounding

The Incident: A 42-foot powerboat winds up on a sandy beach in Southern California after its owner turns on the auto-pilot and goes below. The boat is stranded in a sheltered area away from breaking waves, in no danger of further damage.

The Outcome: The owner calls his insurance company, which solicits bids from multiple salvage companies for "pre-arranged salvage." The winning contractor, TowBoatU.S. Mission Bay, digs the boat out and uses a 1,200-foot towline to pull it back to deep water without further damage. The \$60,000 cost is paid by the insurance company.

Leaking Fuel

The Incident: The diesel fuel tank on a 43-foot motoryacht in Ohio is leaking fuel into the bilge and then overboard via the bilge pump. A large slick extends over much of the marina. The marina manager calls the local fire department. After examining the boat, the fireman calls the local TowBoatU.S. licensee, which shuts off the boat's electrical system and bilge pump. They then use floating booms to contain the slick and tow the boat over to a Travelift so it can be hauled out.

The Outcome: The owner is billed \$1,200 for time and materials, including the towboat, two men, and floating oil-spill containment booms. The cost is covered by the boat owner's insurance policy. (Note: Leaking fuel should always involve the fire department. Even small amounts of gasoline in the bilge pose a significant risk of explosion and must be neutralized. Diesel fuel, while far less dangerous in a bilge, poses an even greater risk to the environment if it's pumped overboard. **With any fuel spill, vessel owners are required to call the National Pollution Center: 800-424-8802.**)

continued in next issue

The Fishing Corner

By
Capt. David Bacon

Sheephead fishing is GREAT at the Channel Islands. For example... I had a charter group out last week. They wanted to target sheephead. I was more than happy to oblige since that is one of my own favorite fish. They fight powerfully and they taste great. Come to think of it, they look great in photos, too.

We fished the front side of Santa Rosa Island, in shallow water (less than 35 feet) over a reef zone, using squid strips and shrimp for bait on dropper loops. Our rigs were Penn Torque rods with Penn International 975LD reels spooled with 25 pound Trilene Big Game line. These were the perfect rigs for this kind of fishing.

We baited up, dropped the rig to the rocks below and waited. The bites were not at all subtle. Instead, these big brutes would danged near yank an angler off the boat. The fish would be ahead in the battle and then we would slowly turn the advantage to the angler. That was a good trick since many of these fish were in the 15 pound range. If you fish for sheephead, you know those are very nice fish. Well, they did seem nice until a monster 21-pounder came aboard. Suddenly those 15 pounders didn't look quite so magnificent. But I still have a tremendous appreciation for a 15 pounder.

Santa Rosa Island doesn't get a lot of fishing pressure because of the distance and the prevailing wind and seas. A fishing trip out to this special Channel Island is always a treat, though not always attainable. I wish I could be out there twice a week.

Enjoy the fishing photo.



Santa Barbara Sail & Power Squadron 2011-2012 Executive Committee

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