

The Signal Hoist

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

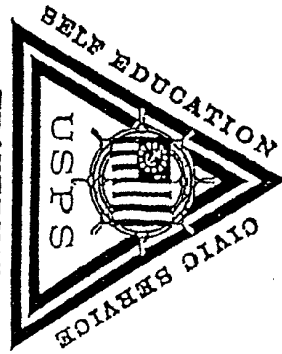


October 2010

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!!!



RECREATIONAL
BOATING CLUB
UNITED STATES POWER SQUADRONS

THE SIGNAL HOIST



2010 Calendar of Events

October

2 Cruise to Pelican

7 Bridge and Members Meeting

9 Harbor Festival

12 ABC boating course begins Tuesday evening

20 Instructor Development Course begins taught by Tom Koch

27-31 Multi District Conference at Marina del Rey

November

4 Bridge and Members Meeting

December

Christmas Party at Mulligans (date to be determined)

January 2011

Jan: 6 Bridge and Members Meeting

February 2011

12 Operations Training taught by Tom Koch

26 Change of Watch (date tentative)

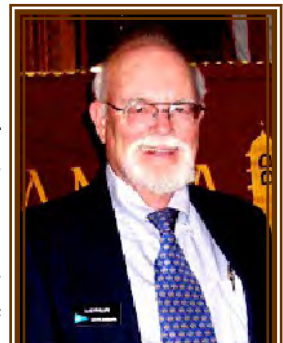
Notice

“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. Llad Phillips, AP, Phone: 805-962-9967

Commanders Message
Cdr. Llad Phillips, JN

The Annual Members' Meeting was held on Saturday September 11 in Rocky Nook Park and was well attended and a big success. The weather was nice but not too warm and the food was great. Thanks to Kevin for once again masterfully conducting the auction and thanks to Rich and the cooking crew for a job well done.



Cdr. Llad Phillips, JN



The Cooking Crew hard at work at the Annual Members' Meeting

Don and Inge will be representing the squadron at the September Council Meeting on September 24. There are a number of events coming

up including a cruise to Pelican on October 2, the October Bridge and Member Meeting on October 7, the Santa Barbara Harbor Festival on Saturday October 10, and the District 13, plus District 25 and 28, Fall Conference at Marina del Rey.

Ron is planning to start the ABC Boating Course on Tuesday evening October 13 following the Harbor Festival where the squadron will staff a table on the Coast Guard Pier. There is always lots of good food at the Festival and it is well attended by the public so it is a good opportunity for the squadron to get our message out.

Well, as I am writing this on Sept 20, summer is almost over, the Fall Equinox is almost here and the direct rays of the sun are about to pass over the equator and continue south for another quarter of a year. The days are getting noticeably shorter but there is still some good sailing weather here in paradise.



D/1st/Lt Tom Koch,

NOTICE TO ALL SBSPS MEMBERS INSTRUCTOR DEVELOPMENT COURSE



Presented by:

D/1st/Lt Tom Koch, JN

When:

Beginning 20 Oct 2010

Where:

7940 Winchester Circle, Goleta

Time:

7:00 PM, Wednesday Evenings

Duration:

6-7 Weeks (One week may be dark)

(No class: 24 Nov 2010)

Objective:

Familiarize each candidate with the basic skills and techniques needed to become an effective instructor, presenter or meeting leader.

Train “Certified Instructors” to teach and proctor the USPS Basic Boating Course., Requirements,: No prerequisites.

Each student must prepare and present a minimum of four (4) presentations to the class. Presentations are to be based on the USPS Boating Course Curriculum. Presentations are to be 1, 5, 10 and 15 minutes in length.

Result: Each student successfully completing the course will be issued a Certified Instructor card and is thereby eligible to provide USPS boating instruction to the general public.

Please call or email me to let me know if you are interested in taking the class. I will be out of the country the first week of October.

Contact: D/1st/Lt Tom Koch, JN

Phone: 805-729-3385 Cell

Email: tbkoch@cox



Lt/C Virginia Johns, P

Cruise Planning: up close and personal by Lt/C Virginia Johns, P

We bought *Libertad* nearly a decade ago and the lofty goal (inconceivable dream?) then was to cruise when we retired, perhaps circumnavigate. Thus our intention was to purchase a boat that would be up to the task and with our mostly local cruising during these 10 years, we are satisfied we made the right selection. Even so, at that time it was overwhelming

to think about planning such an extensive cruise and now that our departure is rapidly nearing, I’ve been thinking back on how it all happened.

We spent the first couple years learning about our boat by cruising in the Channel Islands. We enhanced our sailing knowledge by taking every squadron course that was offered and by participating in as many of the planned cruises as our busy work schedules would allow. We also read voraciously about the topic – 4 monthly magazines (Latitude 38, Sail, Cruising World, Practical Sailor) and many personal-story and reference books. Through all this we were dog-eared the pages in the reading material and noting in the margin items that needed to be on our “list”: things to buy, things to research, things to learn. Visiting the boats of other squadron members also gave us good ideas. Together we picked away at this list over the years but it soon became clear that our approach to this task would be best served if we patterned it after our married life “partnership”. So we divided the tasks to match our specific skill sets. This allowed each of us to focus on our individual tasks and make more progress. However, it did result in some unshared expertise which we plan to remedy with cross-training once we are under way and sharing tasks onboard.

Dennis is responsible for items related to the operation of the boat and navigation. This includes not only having working systems, but also secondary systems and spare parts for all of these. He approached the task with the philosophy that if you have it, you won’t need it (thank goodness *Libertad* has lots of storage space!). For instance, for battery charging power we will have the Perkins engine, solar panels, a wind generator, a propeller shaft-driven alternator, and a portable gasoline powered generator. Squadron members who crewed aboard *Libertad* on the 2008 Baja Ha-Ha can appreciate these additions, having gotten lots of practice with hand steering and navigating with paper charts as we were unable to

recharge the batteries when all we had was the Perkins and we lost the starter motor forcing us to turn off most electronics!! For steering we have an autopilot as well as a wind vane. We've also added a watermaker, freezer, sea anchor, a main staysail, various new running rigging, and a new set of sails.

I am responsible for items related to safety and communication. Some obvious items in these areas are boat and medical insurance (including emergency evacuation), flares, life raft, satellite phone, SSB radio with pactor modem for email, website for our pictures and blog, and of course webcams for us, our parents, and son so that we can call and "visit" them using Skype. As a part of this, I am developing our reference library. I've really enjoyed that part of my job – the new Jimmy Cornell book that was released this month just arrived.

And then there is our house for which we had numerous "deferred" maintenance issues as well as preparations to rent it –we split that list too. Dennis is in charge of the remodel projects and I'm in charge of downsizing so that we don't have to store so much while we are gone. Craigslist is my new friend.

We share the rest – such as entertainment, the galley, and creature comforts. I like to sew, so I'm busy making sail covers, winch covers, sail bags, bedding; I bought a new Sailrite machine and I love it although it will require a special (read LARGE) storage space. Dennis loves his music so he is working on installing speakers "in every room". We also plan on having "movie nights", so he will be installing a flat screen that can run DVD's off the laptop. I'm loading up my Kindle with reading material so we don't have to take as many paper books and can use that space for my sewing machine –see, it all works out. Dennis is deciding which musical instrument he'll learn how to play and doesn't take up too much room –fortunately drums are out of the question.

Here are some lessons we have learned along the way.

1. *You can't start too early.* While we wanted to purchase some of the equipment closer to our departure date so that we had the latest technology, it helped to know which items we needed in advance so that we could keep an eye on the market and focus our visits to the boat shows.
2. *The internet is indispensable.* We have spent hundreds of hours on our computers researching equipment, insurance plans, country visa and

1. entry requirements, and the like. The majority of our purchases have been over the net as well.
3. *Plans change.* We invested a lot of time preparing for our two sweet dogs to make the trip with us. But we eventually had to make the hard, emotional, decision to leave them behind. They are not comfortable with boating life and it's just not fair to them to drag them along. Anyone interested in the companionship of two weimaraners for the next couple years? Anyone need some ramps, dog life vests, boat booties, books on 'pets aboard', and doggie tranquilizers?
4. *Some things are never off the list.* After we purchased an item we would feel good about taking something off the list, only to see a related item reappear later. For instance, the life raft we purchased in 2008 needed to be repacked, the EPIRB battery had to be checked and its hydrostatic release replaced, PDFs had to be rearmed. And of course, as we learned in the Cruise Planning course, this routine will never stop – we will need to have monthly and annual maintenance lists to stay on top of things.

We are still very busy with the preparations, but our target departure date is approaching and we are getting excited for this adventure to start. Joining SBSPS was one of the smartest decisions we made early on in our planning. We have learned so much from the courses and the other members. We will keep you posted via email and our website. We hope some of you will join us for parts of the trip. And we will certainly be glad to share our 'lists' with any of you planning a similar adventure!



The Libertad



Maude, Top Shelf, Quiditty, Va Bene, Boo Pacific, Vince, Sarah, and Carolyn and Llad's Wonderful Adventure at Catalina's Isthmus Cove

Lt/C Rich Ciolino, Executive Officer

The Ablitts, Ciolinos, Osgoods, and Youngs took an impromptu cruise to Isthmus Cove on Catalina Island that overlapped the D13 BBQ. Karen and Garrett Osgood with children Bryan and Dylan aboard Top Shelf arrived on Sunday August 8th and got a choice spot in the second row from shore on the western (dinghy dock) side of the fairway. Peggy and Rich Ciolino aboard Va Bene and Steve Young aboard Quidditty left Santa Barbara on Sunday the 8th for PCYC to spend the night. Va Bene's fuel tank was topped off before leaving. Bobby Young joined us at PCYC. We had a nice meal in Channel Islands at an English pub, called The Lookout Bar and Grill, sampling such English delicacies as fish and chips, bangers, Cornish Pastie, Cottage Pie, mushy peas, and hot Treacle Pudding with Custard – all well received after a long day at sea. Both boats set out early Monday morning for Catalina. We motored for about 7 hours and with about 17 nm to go turned off the engines and began sailing – we got about 3 ½ hours of sailing in. Steve ran up his new spinnaker that can be seen in the accompanying photo.



Quidditty looking dashing flying her spinnaker

We arrived at Isthmus Cove at about 18:00 and pretty much had our choice of spots. We selected

two moorings next to each other on the eastern side of the fairway, not realizing that it's better protected over where the Osgoods were – I think we had more wind and bumps during our stay than we would've had over on the west side because it is better protected by a high cliff to starboard (as the boat sits in its mooring) and land structures off the bows. The only disadvantage on this side is the sun dips behind the cliff early creating shade before you get it over on the east side.

Steve pulling Va Bene over for dinner aboard Quidditty. Simple going One of the nice features of being next to each other was that we could pull one stern over to the other when needed to transfer between boats. We did just that on Monday night with Rich throwing Steve a line and

Steve pulling Va Bene over for dinner aboard Quidditty. Simple going back, just pull on the stern mooring line to bring Va Bene back to its in-line position. After dinner the youngs and Ciolinos played a rousing game of Catch Phrase. We reversed the process the next night and had cocktails and hors d'oeuvres along with the Osgoods – see next photo. Oh yes, Painkillers were served to wet the appetite. The Osgoods returned to their children for dinner and the Ciolinos and Youngs had dinner aboard Va Bene, followed by a lively game of Mexican Train Dominoes (thanks to Al Rice for introducing us to this fun game)



Peggy, Bobby, Karen, Garrett (sorry for chrome mustache), Steve and Rich aboard Va Bene

Our son Vince arrived by ferry on Wednesday at 16:00. That evening we tried another method to get over to Quidditty – we strung a line between the boats and got in the dinghy and pulled ourselves over. While there we had a fine dinner and dessert followed by a five handed game of Mexican Train Dominoes.

Generally speaking the weather during our stay was very nice. Mostly sunny days, warm to hot as long as a wind wasn't blowing, which it did often, with clear nights displaying a brilliant display of stars, meteors, and the Milky Way. While things outside got wet in the evening they were dry by morning.

On Thursday we took a hike following the trail blazed by Steve and Bobby the day earlier. We went over to Catalina Harbor then east up the hill at the entrance to the harbor. You can get high enough to see both harbors as seen in the next picture. The land separation between the harbors is about half a mile. Oh yes, along the walk between the harbors we encountered two buffalos lazing under a tree – these animals are big as seen in the picture. History tells us that the herds of buffalo living on Catalina Island are the result of buffalo being brought over during the 1930's for filming of western movies.



View of Two Harbors, Cat harbor to the left and Isthmus Harbor to the right.



Two buffaloes along the trail between Isthmus and Cat Harbors

On Thursday we took Va Bene over to the fuel dock for fuel, water, and to dump our holding tank – you can't have too much fuel. Thursday was a night out for dinner ashore at the Harbor Reef Restaurant (more history – this is where Natalie Wood had her last meal before mysteriously drowning). Even without knowing this, we elected to be civilized and take the water taxi ashore and back this evening.

The Young's daughter Sarah arrived by ferry on Friday. They did some hiking and stayed ashore for dinner that night.

Also on Friday our daughter Ashley arrived at the Isthmus aboard a rented sailboat (Boo Pacific) out of Marina Del Re for a weekend visit with here boy friend and two other couples. They arrived at about 16:00 and found, not to anyone's surprise, that there was no room at the inn, all the moorings were taken by then. We anticipated this when we arrived earlier in the week and asked the harbor patrolman if they could raft with us, and he said sure, people do it all the time. So, after being told by the harbor patrolman that there were no more moorings and the only options were to get on a waiting list or anchor, our daughter asked if they could raft with us and he said they indeed could and that he would lead them over to us, which he did. The following picture shows Quiddity on the left with Va Bene and Boo Pacific on the right.



Quiddity with Va Bene rafted with Boo Pacific at their moorings.

The rafting was good but we did learn some things to do smarter next time. As it was with the bumpy seas at night there was a lot of rubbing of fenders between the boats as they never seemed to rise and fall together. We made some more Painkillers and hors d'oevres for Friday night and had the Boo Pacific crew over before dinner – see next picture.

Crew from Boo Pacific aboard Va Bene for Painkillers and hor d'oevres

We each prepared our own dinners on our BBQs and after dinner we stepped over to Boo Pacific for dessert and played Pictionary until bedtime.



On Saturday morning Peggy, Vince and I went snorkeling and saw lots of Garibaldi, sting rays, and several leopard sharks 3-4 feet in length. Water was cold all week and even our wet suits were a bit chilly. Peggy and I went ashore afterwards to shower and get over to the D13 BBQ that started at noon. We were fashionably late and enjoyed the company of Sue and Neil Ablitt who had arrived with their boat Maude on Thursday, and Carolyn and Llad Phillips who came over on the ferry. The BBQ was very well attended and we had a lovely time. (See the Commander's report in this Signal Hoist for more details about the BBQ.)

When Neil got back to Maude he used his new 3-point harness to haul the dinghy aboard as seen in the following picture.



**Neil easily hauling
Maude's dinghy
aboard using his new
lifting harness.**

On Saturday night the Ciolinos plus Ashley's boyfriend stopped by on Quiddity for, you guessed it, some drinks and hors

d'oevres. Sarah made up some very delicious Margaritas for us all and we didn't quite until the tequila was gone. Steve rowed us back to Va Bene, another way to get back and forth, and we cooked up some hamburgers on the barby that we had purchased at the general store.

I got up at 6:00 on Sunday morning to get things ready to depart. Vince and Peggy joined me soon after and we dropped the mooring (tied Boo Pacific to it) at about 7:00. We took Vince over to the boat dock and dropped him off so he could catch the ferry back to San Pedro at 9:30. We said our goodbyes and were on our way at 7:20. Maude had left their mooring about an hour earlier and we both were heading for PCYC at Channel Islands.

Top Shelf had left Catalina on Saturday and made it to Channel Islands Harbor so they were soon to be on their way to Santa Barbara as we were leaving the Isthmus. Maude, Top Shelf, and Va Bene kept in communication on the VHF radio all the way on Sunday. Maude went directly into Channel Islands and reported some heavy chop in the area. We motor-sailed with our main up and elected to lollygag a bit and sail for a while as we got closer to Channel Islands, which kept us out at sea a bit longer than Maude - we paid for it with quite a big chop and 24 knot headwinds as we approached Channel Islands, but we made it fine and in time for a lovely dinner at PCYC with Sue and Neil. Maude got off at about 9:00 and we took Va Bene over to the fuel dock for, yes, some more diesel before heading to Santa Barbara. We arrived at the breakwater at 9:20 and found a thick fog waiting for us, with about 100 yards visibility. Peggy dutifully blew the horn every minute and we headed west to get away from that pesky eastern shore. We encountered three fishing boats crossing our path in the fog before the fog turned

patchy then to sunshine at noon. That's about when we turned north to lay Santa Barbara but the wind was not quite able to support that course. Since we were anxious to get home at a decent hour we continued motoring until we got to the 5 mile platforms when we unfurled the jib and started sailing. We sailed all the in to Santa Barbara, in the sun, a perfect end to a great week - 15:30 and nicely tucked into our slip. Maude had arrived about an hour earlier.

I learned later that Quiddity stayed on almost another week until Friday. Steve dropped Bobby off at PCYC on Friday night and sailed home Saturday the 21st. The wind was on the nose back to Santa Barbara at about 15kts, but he was determined to sail all the way. It took 9 hours but Steve felt a sense of satisfaction knowing that the boat can be used as a means of transport, not just as a way of having fun!



*Greetings From A Very Cold
Germany
Doris and Will Swalling*

The Fishing Corner

By
Capt. David Bacon

Late summer fishing action off of the Ellwood area had private boaters and charter boat passengers cheered wildly while enjoying white seabass (WSB) action during a full-on squid spawn along the mainland coast near Naples Reef the past two weeks. Rods bent deeply and frequently and each time it was either a “mud marlin” (bat ray) or a braggin’-sized WSB.

Rod-n-reel fish were running 20 to 40 pounds with a few bigger ones while free divers working nearby kelp spots were spearing WSB to 50 pounds. Rod-n-reelers were able to jig up a sufficient quantity of live squid for use as candy bait especially in the mornings, however there were plenty of baitballs of sardines in the area, so the big fish also readily bit finfish baits. When the bite was one (best in the early mornings) fisherfolk could do no wrong.

The best rigs were sliding sinker rigs and dropper loops. Monofilament line is good and fluorocarbon line is best because of its nearly invisible quality underwater. On the sliding sinker rigs, a half-ounce weight allowed the bait to flutter enticingly down the water column. On dropper loop rigs, 3 to 4 ounce weights dropped the baits to the bottom and held well in the current.

While many folks groaned when a mud marlin came to color, because they were hoping it was a monster white seabass, those who already had a seabass aboard were plenty happy because a bat ray makes good runs and puts up an overall good fight. The rays ranged in size from 15 to 80 pounds and the larger units really stress-tested rods, reels and anglers. Most folks do not eat the rays, however some like to cut up and deep-fry the wings. I’ve tried it and it is passable, but the WSB is definitely a superior quality fish.



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Santa Barbara Sail & Power Squadron
2010—2011 Executive Committee

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Educational Officer	Lt/C Ronald C. Slocum, AP	685-2142
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Lt. Andrew Linebarger
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