



United States Power Squadrons©

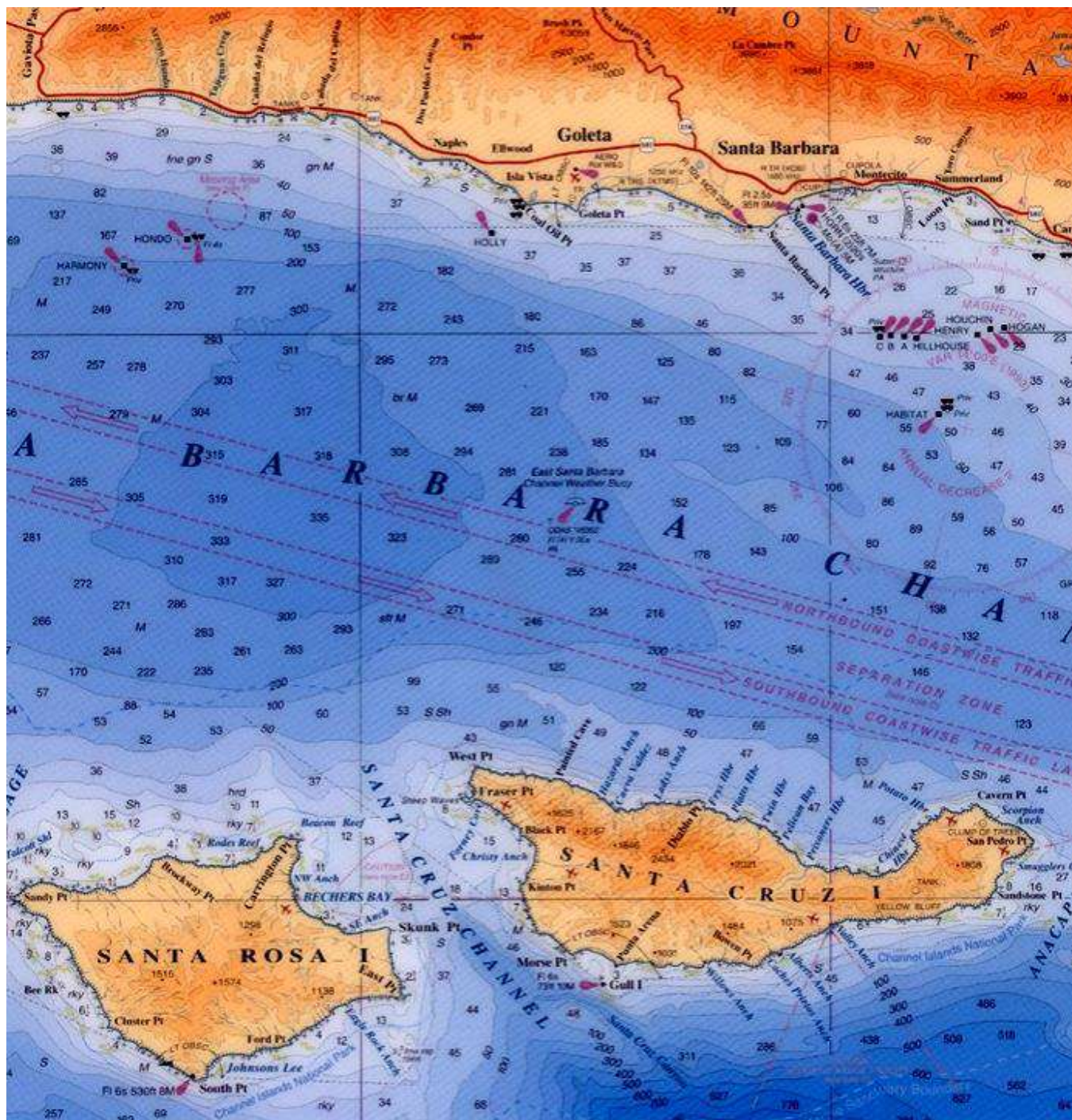


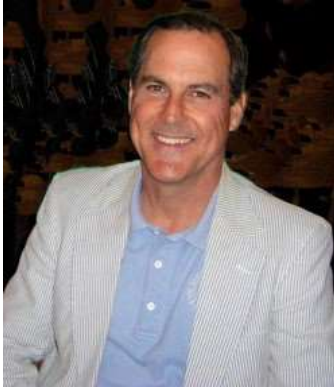
Signal Hoist



Santa Barbara Sail & Power Squadron

Monthly Newsletter March 2019





COMMANDER'S MESSAGE

Cdr. Dennis Johns, AP

We start off this year's event schedule with a Members' Meeting on March 7 that you don't want to miss. Dr. Kathryn Padgett will present a program called "Art Floats My Boat." Dr. Padgett is Past President of the Santa Barbara Museum of Art's Docent Council, is on the Steering Committee of the Museum Collectors Council, and is co-chair of the Docent Community Speakers Program. Her presentation integrates fine art with the boating community including a slide show with interesting background on the artwork she presents. She presented this program to the SBYC with rave reviews.

As we begin a new year, this is a good opportunity for me to encourage you to sign up for the online group called **Meetup**. This site is a way for people who have similar interests to stay in touch with activities happening in town. Yes, it invites another set of emails to your IN box but it is a very non-invasive method to get notices of upcoming events in which you might want to participate. I promote our Fun & Entertainment Member Meetings through **Meetup** and a reminder email goes out to each person who has elected to join my group. There are no further promotions or advertising that you will receive beyond those groups you have indicated an interest in. All you need to do is go to: https://www.meetup.com/cities/us/ca/santa_barbara/ and enter America's Boating Club into the search engine and join up. You will get email reminders and details of our future Fun & Entertainment Member Meetings without having to look back on the Activities Calendar.

As the proud recipient of the 2018 Boner Award (I appear to be repeating regularly!) I invite our members who have not received this coveted award to make the necessary effort to earn this honor. You don't have to perform the outstanding goof on your vessel; you can do it on anyone's boat or even on a project in your garage. The key is to get going on that adventure or project and gain some experience or learn the way not to do something. Through your bungling, we all benefit from the knowledge you've inadvertently gained. This fits well with our primary mission of boating safety and education as these experiences can be easily incorporated into our boating courses to make them more interesting and personal.

In case you missed it, the recent USPS newsletter noted a new West Marine 10% Discount Coupon for safety related products. The coupon is located on the [VSC web page](#). Remember to [sign into the USPS website](#) with your certificate number and PIN. Click on Site Index at the top of the page, then click on Vessel Safety Check (near the end of the alphabetical listings). Scroll down to the SafetyOnThe Water coupon which can be printed from the PDF provided. The coupon is available in black and white or color and is meant to be printed double-sided to take advantage of all of the information. The expiration date has been extended to the end of 2020. With the Flare Shoot coming up on May 21, this coupon will come in handy replacing those expired flares we'll be firing off.

Upcoming Activities

Mar 7	Thu	7:30pm	Fun and Entertainment	SB Waterfront classroom
Mar 16	Sat	3:00pm	Ships and Dips	SB Harbor Marina
			(Steve Young point person)	
Apr 4	Thu	7:30pm	Fun and Entertainment	SB Waterfront classroom
April 13	Sat	10:00am	Spring Brunch	Swallings' home
			(Rich Ciolino point person)	



ADMIN OFFICER'S MESSAGE

Lt/C Peggy Ciolino, P

The new year for the Squadron has started off well with a well-attended Change of Watch, February 9, at the Mesa Cafe. Dessert and coffee were provided by many Squadron members. Thank-you to everyone who brought treats and to Virginia Johns for organizing this event for us and Betty for handling the RSVPs.

The new Squadron calendar for 2019 was shared and we only have two more opportunities left for members to have the FUN and feeling of FULFILLMENT one gets from becoming a point person! One chance is being the point person for the Annual Meeting on September 7. Glad to say, there's not a lot to do for this because we have the place (Swallings) and what we need is someone who can make a run to Costco for tri-tip, chicken, pick up ice for drinks and collect rsvps. It's not a huge commitment, but it may fit well with a busy schedule. The other opportunity is on October 5, for the dockside brunch. There is a requirement on this one and that is having a boat at the harbor. That doesn't mean that one person couldn't have the boat and join with another member (with or without a boat) to organize this event. The lucky person who volunteers for this duty will need to take rsvps and organize areas on board or on the dock for serving potluck dishes brought by members. Remember, we only have these two opportunities left! Thirteen other point positions have already been taken, so let either Betty or me know ASAP if you would like to fill one of these fulfilling positions! Betty and I are happy to be your helpers on either of these events. Peggy: 805-682-4543/pegciolino@cox.net or Betty: 805-729-3386/betty.koch01@gmail.com.

Our next meeting will be on Thursday, March 7, 7:30PM in the Harbor Classroom.

Santa Barbara Sail and Power Squadron

2019-20 New Year Kick-off Celebration

Saturday 9 February 2019

7-9pm

Mesa Café

1972 Cliff Drive, Santa Barbara



Installation of Officers:

**P/C Don Crowder (representing District Commander Ronnie Mann) installed the
2019-2020 Bridge**

Commander Dennis Johns, AP

Executive Officer Virginia Johns, P

Education Officer Lt/C Richard Ciolino, JN

Assistant EO 1st Lt. John Profant, SN

Administrative Officer Lt/C Peggy Ciolino, P

Secretary Lt/C Ronald Slocum, AP

Treasurer Lt/C Steve York, P

Assistant Treasurer 1st Lt. Peter Seagoe, P



Awards

Presented by Ron and Vicki Slocum

(in their usual heartwarming and entertaining style)



Al Lincoln – Steve Young, JN

Given to member who inspiring leads in class instruction or sets a noteworthy example of instruction.



Commander's Trophy – Tom Koch, SN & Betty Koch, P

Given by the Commander to a member in recognition of their extraordinary efforts to the Squadron.



Most Valuable Player – Andrea Bowdle, S

Awarded to a member who has provided a valuable service that wouldn't have been done if they didn't do it.



Marcia Rowland Award – Janis Johnson, S

To recognize members for their watersports activities



Power Boat Award – Pete Seagoe, P & Suzette Seagoe

Made significant use of his/her power boat



Sailing Award – Eric Petersen, AP

Made significant use of his/her sailboat

(This year, someone else's sailboat)



Santa Maria Award – Jeff & Rachelle Swaim

Recognizes most active new member



Boner Award – Cdr. Dennis Johns, AP

Winner from among 9 nominations for outstanding blunder on a boat



Nominations:

try and guess the incident and nominee

Next year you will want to be there to hear the full stories!



#8 Most prepared

#7 Best reason for not sailing to PCYC



"I can't, I have to
pick up Duane!"

Followed by: "No you can't have him"

When another member volunteered to get Duane

#6 Best hindsight



What John should have said...

“Just add or subtract
180 degrees !!”

#5 Cleaning up after the clean-up



Putting the rock back
where it belongs

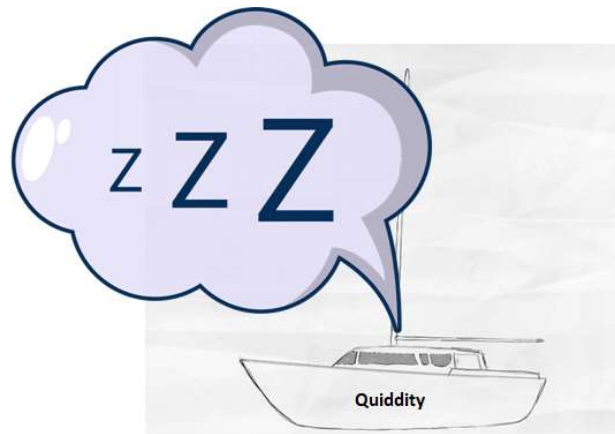
#4 Poorly marked channel? (or too much comraderie)



#3 The fuel tank must be full



#2 What a nice night at anchor!



#1 Good news, you can tell your wife we found your new dinghy



And the Winner is....



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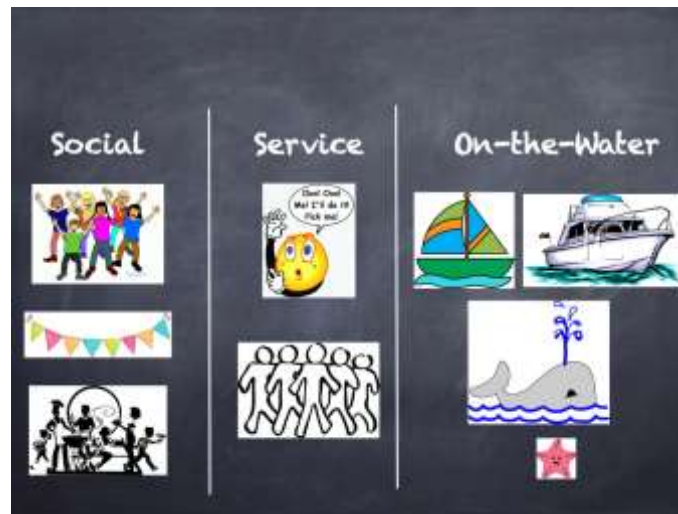


2019 Calendar of Events

Presented by Lt/C Peggy Ciolino, P and Betty Koch, P



Peggy and Betty broke down our many events this year into three categories with their audience group participation game.



There are a variety of ways to feel a part of the Squadron.

[2019 List of Activities](#)

[2019 Activity Calendar](#)







Thank you Janis, Peggy, Susan, Vicki, Virginia (and their helpers)!!!

Their generous donations of home made desserts allowed us to make this a very affordable, and delectable, event for all.



SEO's Message

Lt/C Rich Ciolino, JN

In my report last month I mentioned that we had a relatively low turnout of five students in the final ABC class of last year and that it would be interesting to see whether it was an anomaly or is it indicating a new normal. Our first ABC class of 2019 was set to begin on Tuesday February 26 but even though I had five phone call/email contacts from prospective students no-one showed up. Going into preparation for the class I was not too concerned because past experience showed that even more students show up than actually make contact, and about 15 contact tabs were taken from the advertising posters distributed throughout the harbor area indicating a good level of interest. So, the last two ABC classes have attracted only five students and we will look into how to address these results.

While we sort this out we will prepare for our next planned class which is Boat Handling (A new version of our regular Seamanship class) – it is scheduled for an April 2 start. The class essentially takes the same topics covered at a very high level in the ABC class but covers them in far more detail making it an extremely useful educational experience.

Our national education department is in the midst of implementing sweeping changes to curriculum and curriculum delivery methods in order to better serve today's boating public. Their plans (including the Boat Handling course) were discussed at the recently completed (February 23) National Meeting in Orlando, Florida, and made available to squadrons shortly afterwards. I will report on these results next month after I've had a chance to digest the changes.

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



Ships and Dips

Saturday March 16 3:00-6:00

The Santa Barbara Sail & Power Squadron is hosting our annual **Ships & Dips** appetizer party down at the harbor. Come and enjoy good food, good stories and good views.

We have four boats who will be graciously hosting us and the schedule is as follows for Saturday, March 16th:

3:00 - 4:00pm Marina 4 B-57 Peggy and Rich Ciolino

4:00 - 5:00pm Marina 1 H-3/5 Vicki and Ron Slocum, Sue and Neil Ablitt

5:00 - 6:00pm Marina 1 Q-4 Virginia and Dennis Johns

Please bring an appetizer or dessert to share and whatever you fancy to quench your thirst!

Any questions, call or text Steve Young, JN (805 252 3641).

Cruising the Channel Islands

by Scott Burns



**Spring
shakedown
cruise will
be to Fry's
Harbor**

I plan to sail out to the Channel Islands monthly and have volunteered to be the point person for squadron boats (and their friends) interested in joining these adventures.

Given that it is easier to cancel a trip because of weather than to schedule something on all our calendars, I am proposing we have a few trips planned in advance.

The trips are planned to leave Friday morning and come back Sunday afternoon. Bring your favorite beverages and nibbles for a happy hour gathering on the beach Saturday.

May 10th- 12th Fry's

June 14th -16th TBD

July 12th-14th Yellowbanks- PCYC

August 23rd- 25th San Miguel

Sept 13th- 15th TBD

RSVP to me so I can keep interested parties notified of weather forecast and go/no-go decision. w.scott.burns@cox.net 805-448-8110

Finally we have left the United States in our little boat and have really begun our adventure. It's been so long of talking about it, it seems surreal to be here now!

We arrived in Ensenada beginning of February, and were stuck there for a bit, waiting for a couple of storms to move thru. We stayed at the cheapest marina there, but it was so surgy, we were tied to the dock and the waves were coming in sideways the whole time; I think our docklines grew 2 feet from all the stress!! We treated ourselves to a few nice dinners. The celebrated dish of the area is called Birria. It is stewed meat (we preferred the goat) served with salsa, rice, beans and tortillas. It is impossible to make that sound as delicious as it was.

There was one statue that we found, a Nepali goddess named Tara. She was surrounded by streams of prayer flags and a beautiful garden, which was so peaceful and clean and beautiful that we sat and enjoyed it for a long time. A little girl ran up the hill and when she got to the statue she turned to present it to her mom and grandma by saying "TA-DA!!" Haha, I didn't realize that was an all-language phrase.

Overall, I wasn't impressed really with Ensenada, the people were incredibly friendly and helpful, but it was the dirtiest place I have ever been, trash was strewn Everywhere. It was depressing. We even went on a drive out in the country (with a friend we had met in Santa Barbara) and it seems like people just drive out there to dump even more trash.

One afternoon there was dead dog in a little outfit floating next to our boat and that was the day that Patrick and I decided that we really needed to leave. As usual, we made a pot of beef stew (so that we would have food ready to just heat up for the first few days of our passage) and got the boat ready to go.

We checked the weather and it seemed like a good day to go, so on February 5th we left at dawn. We had rainbows and dolphins and it seemed like the most beautiful day, until the wind turned on and the swell picked up and squalls moved through, it was probably the single most uncomfortable day at sea we have ever had. We both felt sick, the waves were coming from all directions. We were basically in a giant washing machine on heavy duty mode, with the wind howling and freezing cold. We hove to for the night and took shifts keeping a good lookout. It was absolutely miserable. Rain came and went and the wind went from strong and cold to even more strong and cold. In the morning we decided to drop the main and use just the headsail but that was too rocky, so I went up to hoist it again, but the halyard slipped out of my hand and slipped up to the top and back down to the deck like a piece of spaghetti. It was so sad. Patrick could have

gone up and replaced it if the seas weren't so messy. But it was really lumpy and so we headed back to land to find an anchorage to get some rest, replace the halyard and re-secure everything down below and on deck.

We anchored just after sunset at Isla San Martin. It seemed like a good place since Martin is my mom's maiden name and I thought we'd have a good chance of my Papap looking over us for the night. Strangely enough, just as we went to set anchor the wind miraculously died, the moon came out, illuminating the bay from a tiny opening in the clouds, making it a perfect nighttime approach to the anchorage. The moment the anchor was set, it started howling again and the moon disappeared.

We made some Mac and cheese and fell asleep. It was a triumphant sleep. We woke up and had a little meeting over coffee, scrambled eggs with brie and toast, and fruit salad. Laughing at "what the hell are we doing, we could be comfortable and warm in an apartment with a dog!"

We agreed that our boat is So solid. Aside from being cold and uncomfortable from the weather, we never once have questioned the solidarity of our little S/V Althea. She rides the wind and swell with confidence and strength.

Leaving Isla San Martin that afternoon, it was the most picture perfect day. The wind was gentle and the seas were kind, we even caught some Bonita for dinner!! Our first Mexican Bonita! The sun set and the sky was clear and every star in the sky illuminated down, with no light pollution they were right in front of us! Immediately we forgot the terrible night before and were excited again about sailing.

The next five days or so we were at sea, bound for Bahia de las Ballenas. We did laundry on board for the first time, ate very well, and it finally got a little bit warmer. We caught a good amount of fish and four days in, we finally got the wind powered autopilot working!! This was huge as hand steering 24 hours a day is more exhausting than we had anticipated and it took much longer to get from one stop to the next because we would heave to in the nights just to get some rest.

During this entire trip, from Santa Barbara to Bahia de Ballenas, we only had one day of absolutely hating one another. And we really hated each other that day. The boat never felt so small. I think it was mainly because Patrick's favorite surfboard went over somewhere and so he was sad. And I was mad at him for being sad and really we were both just tired. But we kissed and made up early the next morning and kept on, arriving the afternoon of the 11th. As we pulled into Punta Abreojos, there were whales and dolphins and a fish on the line every time we threw it out. Patrick caught so many fish we started to release them just because we were tired of processing them!

We had BBQ Bonita, rice and leftover celery (the part that kind of resembles lettuce)

with soy sauce and ponzu and were excited for a good night sleep at anchor. Well, that didn't happen because the wind shifted and the waves came pounding in and we just sat in the cockpit ready to leave if we had to, but the anchor held and we slept all the next day. There was one other boat in the anchorage, a couple from Seattle, they were anchored right in the surf and the fishermen came out in their pongas and kept an eye on us (mostly them!) through the night.

Many days and many tortillas later, the other couple (Brenda and Fred) convinced us to pay way too many pesos to go see the whales in San Ignacio Lagoon. We are so happy that we did. We left at dawn and motored S/V Althea 15 miles to the national park. We had dolphin escorts and the most beautiful sunrise. We set anchor and were picked up by our ponga driver Daniel who whisked us away to the lagoon, which was one of the most spectacular spectacles. There were hundreds of whales and billions of dolphins and so many birds. With the backdrop of the Baja mountains it was one of the most amazing visual experiences. We finally were blessed with two whales, mother and her baby who came right up and we got to play with them for quite a while! I tried to take pictures and videos but it was just really hard, because the experience was all consuming. It is impossible to describe how incredible it is to have such huge mammals come up to the boat and play with us. Just incredible, I was moved to tears! And Patrick laughed at me for crying, in his homemade hat which said "There She Blows!" on it.

Back to the boat, hauling anchor and heading out in light winds with hundreds of dolphins and whale spouts everywhere taking us out to sea. We set our sights towards San Juanico. It was the perfect day. We lay about the boat tanning, and catching fish. We had enough for the two of us so Patrick started catching and releasing again, except for one little bugger who bit him! So he was killed and processed and we put him on ice and enjoyed the best sashimi of the trip so far-Mostly because Patrick perfected the technique of putting 300 lb test mono-filiment into the serrular canal which keeps the meat nice and tender! I also made homemade chocolate chip cookies, our first successful oven cooking experience on board, I am so happy Patrick fixed the oven!

We arrived to San Juanico at about 4 in the morning, very tired. We spent all day on the boat due to it being too windy to row to shore without ending up in the divorce courts.

We finally went to town around sunset and did some shopping, Patrick made an incredible fish broth with all the bones and heads, and I added onion, garlic, celery, spicy tomato sauce, more fish and made homemade dumplings, with whipped cream instead of milk (because shopping in a different language just makes for silly purchase mistakes like that). But oh my! The dumplings and soup was the most delicious meal ever! Especially because it was so windy and cold!

We anchored next to a trawler which was blown back almost a mile! But we have stayed put, due to our incredible anchor guidance from Mike Pyzel, sailing instructor

extraordinare from Santa Barbara.

We went to the cantina which sits outside of town on cliff overlooking the point. When the surf is good, it is a lot like Rincon and all the surfers in Mexico come here. But there hasn't been any surf since we arrived.

The cantina offers hot showers which we were very excited about. I headed over with all my soap and shampoo. First I went into the wrong shower place, the water was cold and I came out to ask about it, the lady laughed and gave me a key to the "caliente" shower. I went in. It was slightly warmer? But not really. I wondered, is this what hot water feels like in Mexico? I didn't want to be rude and really wanted to wash my hair, and since I was already in, I committed and braced myself against the wall and dunked my head in. I shivered through the coldest shower I have ever experienced. I couldn't believe that it cost 50 pesos for such misery! I came out blue and shivering and the lady felt so bad. Turns out the strong winds from the day before blew out the flame on the heater, and it was truly cold!

They relit the flame. It took over a half an hour for me to warm back up to an acceptable cold, and Patrick waited for the water to warm up. He got a wonderfully hot shower, and came out clean and with a fresh shave. Needless say, we were only charged for one shower.

We went back to the boat. We bought yeast and had a big plan for making homemade pizza! It was delicious, cauliflower and zucchini with spicy tomato sauce and cheddar cheese. Patrick was very impressed. The Joy of Cooking really is an excellent addition to the books we have onboard!

Yesterday, we did some re-provisioning, finally found some ice, and after many trips back and forth in our little row boat, made it to the beach for our first and most perfect beach day since we arrived. Patrick played in the freezing cold surf and I sat on the beach like a lady, staying dry and peeling fresh oranges and grapefruit.

We are so happy on our little boat, she gets more clean and organized everyday! We are also excited to keep moving south to find warmer water and get our bronze on.



If it weren't for an expired gate card, this picture would have never occurred and instead remained unused memory on my iPhone 6. But, thanks to an email notice from the marina office, I decided to brave the elements on a brisk 56 degree February 5th afternoon and head over to get a new card. The rain seemed finished for the day; the sky was mixed with scattered and broken clouds zipping by quickly from a healthy breeze. Shortly before arriving at the marina, it started to sprinkle. It was a strange sprinkle: mixed with the partial sun and breeze, it caught my attention as being unusual and surprising. That's when I looked up from the parking lot by West Marine and saw a perfect rainbow. I'm not much of a photographer, but I tried to find a spot to capture the full arch, even climbing upstairs above Seacoast yachts. There were a couple dozen of us rainbow paparazzi snapping pictures, including some folks eating at Brophy's.

After taking a few quick shots, I rushed to get farther back to capture the elusive end-to-end shot. However, before I could find that ideal spot, the rainbow got impatient with me and...faded...away...

My wife happened to notice on another of my pictures of the rainbow, how this bird is positioned perfectly in the middle of the rainbow lined up with the hoist.



And upon closer inspection (when we zoomed in) the bird had a fish in its mouth!

Imagine my surprise when I saw this photo on Edhat as the photo of the day (submitted by my firstmate of course).

A Few Lessons I Learned Crewing on the Baja Ha-Ha

By Eric Petersen, AP

I was recently fortunate enough to land a crew position aboard a luxurious 65' Irwin ketch, S/V Jersey Girl II, for the 25th annual Baja Ha-Ha Cruisers' Rally. In case you're not familiar with it, the Baja Ha-Ha is a 750-mile ocean voyage consisting of about 150 boats, traveling south along the Baja Peninsula from San Diego to Cabo San Lucas, Mexico. The journey takes about two weeks and occurs every year in late October and/or early November. Overall, it was a great trip and an amazing experience, however, I learned a few things along the way and came up with some questions I'll be sure to ask before jumping aboard as a future crew member on any boat.

On the surface, this yacht seemed like a dream come true, and in many cases it was. While most cruisers were forced to eat gruel and go without showers for days or even weeks, our crew of six was able to take hot showers every day and there was no limit to the hot water or fresh water in general. This was a totally foreign concept to me. A "shower" at sea typically consists of me jumping into sometimes freezing water, soaping up on the swim step, jumping back in the water, then finally, a 10-second fresh water rinse, followed by copious amounts of shivering. Anyway, unlimited fresh water and hot showers every day are pretty darn awesome and highly recommended if you have the opportunity to experience them.



S/V Jersey Girl II

S/V Jersey Girl also had two dual washer/dryer combos. What??? Never in my life had I been aboard a boat with a washer and dryer, let alone two of each. As most of you know, there is a limit to how much gear one can stow in a duffel bag, including foulies, which take up way too much space. Furthermore, with just a few pieces of clothing available, you often wear the same clothes for several days in a row. At this rate, clothing and people can get pretty darn ripe, especially after a few weeks! Also, after just a few days at sea, the entire belowdecks tends to develop a feculent funk, which I'm sure contributes to seasickness. When people can do a load of laundry every couple of days, combined with hot showers, they are much more pleasant to be around, the boat smells fresher, and the gag reflex is minimized. That said, I can't see ever having a washer and dryer aboard my boat. Although it was great to have aboard and was a real novelty, it seemed somehow unpure and made me feel like I was cheating or something. Also, it's just one more thing to break.

Another benefit of S/V Jersey Girl was that she was fast. In sixteen knots of wind, we were sailing at 10-12 knots and blowing past other boats. We were always one of the first boats into the anchorage and often arrived a full day or more before the other, smaller boats. This allowed us more time to swim, hike, relax, and explore. In my little sailing world, seven knots is great. Eight is awesome. Twelve is simply unheard of.



One of the negatives of the trip and something I never thought to ask was “Does the crew smoke?” As it turned out, the captain was a former smoker who recently decided to start smoking again just before our trip...and with great zeal! As a non-smoker myself, I can’t begin to articulate the joys of being in an enclosed cockpit, in the middle of the night, with a chainsmoking captain. Call me a sissy, but next time I’ll be sure to ask if the crew smokes and if they say yes, I will politely decline the opportunity to crew aboard their luxurious vessel.

Another thing I discovered was that the crew had a dog, which was a good-sized golden retriever mix, weighing perhaps seventy pounds. During our initial phone call, the crew did disclose that they had a dog and I thought, “Oh, how cute. I like dogs.” What I didn’t count on was the actual size of the dog, the sheer volume of hair that a shedding seventy-pound dog can produce, and how that hair seemed to blanket every surface in the cockpit. Had we been industrious, we probably could have braided a couple hundred feet of line out of the spent dog hair and traded it with the locals for lobster. It was like the entire cockpit and all the cushions were one great big furry dog bed, which we all had to share. Um, interesting.



Oh, and as some of you know, when people have dogs aboard and they’re out to sea for days at a time, they typically put a piece of astroturf or carpeting up on the foredeck to serve as the dog’s “bathroom”. When this well-intentioned instrument of relief ends up

sitting in the hot Mexican sun for several days, it can get downright nasty(I just got a little gaggy typing that). Apparently, it's usually not such an issue, unless it's positioned right in front of the v-berth hatch... which is where my bunk happened to be. Imagine the anticipated bliss of opening your hatch for a cool breeze, only to get a ferocious blast of fermented dog waste blown into your face. That was a truly special moment for me and one that is permanently seared into my mind.

Another point worth mentioning is that before we departed San Diego, we were all required to purchase Mexican fishing licenses for \$65 each. Each of us crew members gladly paid up, mouths watering, as we dreamt of landing a big yellowfin tuna or dorado for a sure-to-be-succulent ceviche and fish taco dinner. As we were departing San Diego Harbor, I discovered the only fishing gear aboard was a wimpy spinning rig with ancient 8-pound test line and a single lure. This was GROSSLY inadequate for the type of fishing we anticipated doing and there's just no way this would hold up to a 20-30+ pound fish. Furthermore, there were no tortillas, cilantro, limes or jalapenos aboard, so even if we did catch a fish, we wouldn't be having any fresh fish tacos or ceviche...in Mexico! My point is that if you plan to fish while cruising down the coast of Baja, be sure there is actual, big game fishing gear aboard and that you have the staples required to realize your dream feast.

On another note, there was a bit of awkward friction at times between the captain, first mate, and crew, and I have experienced this particular phenomenon on multiple boats under various circumstances for many years. For reasons largely unknown, some captains become instantly irritable and tightly wound at sea, whereas others are easy-going and jovial. In my case, the captain was largely agreeable but would occasionally go to the dark side and blurt out profanities at each of us. This usually resulted from us not knowing the boat or not having had the opportunity to sail together previously. For example, "should the block go here or here?". "Should we use the green line or the blue line?" Does the chingadera go in the big pan or the little pan?" So many questions. In a perfect world, a lot of this friction would have been avoided by us having the opportunity to sail together previously, and to learn the boat's systems and nuances.

It's also worth mentioning that if you're going to be spending more than a day aboard with anyone, the captain and crew should spend some time together at sea first, to make sure everyone gets along, has the required abilities, and that they share similar values and taste in music, food, and culture. If you don't do this, you may be in for some real surprises. As they say, "when it comes to crewing on boats, hope for the best. Expect the worst." The same can be said for captains looking for crew.

Overall, the trip was an amazing experience and one that I'll never forget. I met some great people, had a lot of fun, and I learned some valuable lessons along the way. I hope to do the Baja Ha-Ha again next year, but I'll be sure to ask plenty of questions before committing to two weeks aboard with total strangers.

Let the Fishing Seasons Begin...

By Capt. David Bacon

www.hooklineandshooter.com



We have new fishing regulations in 2019 for groundfish, which includes lingcod and rockfish. We can now fish waters up to 75 fathoms (450 feet), rather than the 60 fathoms (360 feet) we were limited to in recent years. Those deeper fish haven't seen fishing pressure in many years and there are fish down there big enough that they look like they are right out of the Jurassic Period. The combined rockfish bag limit is still 10 fish. Lingcod however is reduced from 2 to 1 lingcod per day.

I'm seeing red and it looks tasty! On March 1st rockfish opens between Point Conception and the Mexican Border. After two months of seasonal closure, my taste buds are all set for mouth-watering nibbles of savory fish. Of the many species of fish collectively referred to as rockfish, one of my favorites to eat is the vermilion, also known as red snapper. This opener dramatically increases our fishing opportunities and kicks off our fishing seasons. Soon to follow will be salmon, then white seabass and halibut.

March is also the Fred Hall Fishing Shows in Long Beach, Bakersfield and Del Mar. See www.fredhall.com for the dates and other info. My daughter (Capt. Tiffany Vague of Hook, Line & Sinker fishing center in Santa Barbara) and I will be doing seminars together at the Fred Hall Shows and one of the topics will be, "Fishing mistakes people make". You might want to make plans to come see this unusual and informative seminar.

Another learning opportunity is the series of fishing classes I'm teaching for SBCC's Extended Learning program. The first is a boat-based saltwater class beginning March 4th. Go to <https://sbcc.augusoft.net/> and click on "Click to Register". Registering will give you a student ID number. Keep that number because it will allow you to register for the class. After registering, find the Search box and enter 22549 which is the class ID. The search takes you to a page where you can sign up. If you are already registered in the system, just login and search for the class ID, 22549.

The Signal Hoist is the official publication of the Santa Barbara Sail & Power Squadron. Articles of interest to the membership should be forwarded in writing via email to the Editor by the 20th of the month in order to be included in the next issue. We solicit the submission of your articles on safety, boating, cruising, racing, and squadron activities. Accompanying relevant photos are appreciated. We encourage articles by our members. Send us your true or tall tales. Articles, opinions, and advertisements published herein do not necessarily reflect squadron policy or endorsement unless so designated.

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