

DITTY BAG



CALIFORNIA YACHT MARINA
CHULA VISTA

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A Note From The Helm

Even though it doesn't feel like it, summer is officially over and we really want to emphasize the importance of getting ready for what could be a very wet and stormy winter with El Niño. Up until now we have really only heard about all the great fishing...but the reality is the associated weather will be here before we know it and this shouldn't be taken lightly. Please take the time to read *El Niño - Boats & Storms, oh my!* on this page. There is a lot of important information that could be the difference between a smooth or rough winter.

Beyond preparing for winter you will notice in our newsletters articles with dolphin logos on both sides of the article title. These articles are best management practices for minimizing the discharge of pollutants to the water and air. For those with bottom liners there is an article addressing the proper use of chlorine with liners.

*Gerald Thomas, Kevin Ketchum
& Bill Thomas*

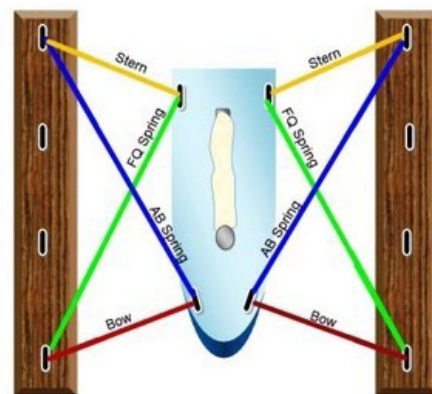
El Niño

Boats & Storms, oh my!!!

Experts are predicting that this winter we will be subjected to adverse weather conditions caused by the "El Niño Effect". The forecasted affects of this weather phenomenon will be large amounts of rain and high winds which are associated with these storms.

There are several important points, that you as a boat owner should pay close attention to this coming winter. First, all boats should be moored with appropriate size mooring lines. For most vessels in our marina ½ inch line or larger is considered to be the proper size and should be long enough that the line is not cleated at the bitter end.

Boats that are in single-loaded slips (a finger on each side) should be tied fore and aft, port and starboard. That is four mooring lines, one at each "corner". Also it is very important that you have at least one spring line,



(Cont. on page 3)

Sun and Moon Sets

Have you ever seen or even imagined seeing the sun and the moon set into the sea on the same day? Well, that was my experience during a day of racing around the Coronado Islands. It was a 30 mile race that began at 11:30 in the morning taking us from the mouth of San Diego Bay out around North Coronado Island and back. The day began with good wind, although it was blowing directly from the South (in other words directly from our destination) causing us to have to tack many times to get around the island. After rounding the island the wind shifted to the Northwest and pretty much died. So there we were making forward progress at a knot and a half if we were lucky. We were totally lucky however with the sun, moon and sky.

As dusk approached and the sun began to approach the horizon we could tell it was going to be a beautiful sunset and even talked about the possibility of a green flash. We watched closely as the last remnants of the sun sunk into the sea and, sure enough, we were rewarded. There it was - a big green flash! As we knew we were in for a long night we began to appreciate the night sky filled with stars and a crescent moon. The moon was so bright it lit a beacon of light on the water. The sky was so clear, the moon so distinct we remarked it looked just like the DreamWorks moon. Then the biggest treat of all...as the moon began to descend toward the ocean it took on a very bright orange hue. We watched as it got closer and closer to the horizon. The moon was positioned so that one tip of the crescent was setting into the ocean with the other tip pointed toward the sky and it was bright orange. So imagine only half of the bright orange crescent now visible. It was almost eerie as it looked exactly like a sail on fire in the distance.

Even though it was a long, slow race, not finishing until 1:15 in the morning, we'd never have had these remarkable sun and moon sets had we had great wind all day and finished before sunset.

Carolyn



A NOTE FROM FRANK

Hello fellow boaters. As we gear up for the upcoming winter, you will need to make sure you and your boat are prepared. Please remember to check your boat frequently so when the storm comes, you won't be scrambling to fix things. The article on page 1 has some very important information specially on mooring lines. I would like to expand on a couple of things you should check.

- **Battery charger.** Your battery charger is one of the most important things on your boat. You want to make sure your batteries are topped off so when your bilge pump needs them, they should work as designed.
- **Batteries.** If your batteries are at the end of their service life, any demand on them may be greatly reduced.
- **Hatches.** I know some of us like to leave hatches cracked to air out your boat. You want to make sure they are sealed properly to prevent rain water intrusion.

Obviously there are many more systems you should check to ensure your boat is operating as designed and withstands the upcoming severe weather conditions.

On a separate note, by now I hope most of you have had an opportunity to meet Sue and Ronnie, our new part time office assistant and maintenance worker. Sue will be assisting Carolyn in the office on Fridays and "manning the office" on Saturdays. Ronnie will be here throughout the week. If you haven't met them yet, be sure and stop in and introduce yourself. I think you'll find they are a breath of sunshine and eager to help whenever you need them.

Lastly, I want to thank you for your patience while we raised and strapped dock utility lines, buffed the fire cabinets and replaced the ceiling in the laundry room, I hope the improvements are to your liking.

Frank



(Cont. from page 1)

this prevents the boat from moving back and forth in the slip, generating the momentum that is likely to cause boat damage.

Lines should be cleated off with a single wrap and the excess flemished (coiled) so that the line will lay flat on the dock and not become a tripping hazard. Wrapping the excess line around the cleat does not make the line more secure, it only makes it more difficult to insure that the vessel is secured properly.

Any items that are stored on the dock which could be knocked or blown into the water should be removed. An object between your hull and the dock float could cause major damage, possibly putting a hole in the boat.



Speaking of holes in the boat, make sure all your bilge pumps are working ... and that your batteries fully charged, nuff said.

This is very important, update your home, work and cell phone numbers, and e-mail addresses with our Marina Office. This is very important if we need to reach you regarding your vessel. Also, update your current documentation, registration and insurance information.



A moment or two of your time updating your information with the Marina Office and inspecting how well you have secured your boat, will go a long way in giving you peace of mind. The best thing to do is be prepared. Don't leave things to chance, a few moments and a couple of dollars now may save you hours of worry and major problems later.

Should you have any questions or need assistance contact the Marina Office and we will be glad to help.



CHLORINE USAGE IN BOTTOM LINERS



LENGTH OF BOAT - AMOUNT OF CHLORINE*

20' - 30' 1/4 of a gallon / every 2-3 weeks

30' - 40' 1/3 of a gallon / every 2-3 weeks

Chlorinate only when the boat will be sitting in the liner for more than 48 hours.

NEUTRALIZING THE LINER:

LENGTH OF BOAT - AMOUNT OF NEUTRALIZER

20' - 30' 1-2 ounces

30' - 40' 2-3 ounces

Use a swimming pool test kit to test chlorine level in liner.

If the level is above "0" add chlorine neutralizer to liner.

Mix neutralizer with 1 gallon of water until fully dissolved and pour into liner. To speed this process you may use a chemical dispenser. Attach this to your hose with a high-pressure nozzle and run the hose into the liner.

Wait 2-3 minutes and retest.

When chlorine level is "0" you are free to discharge the water from the liner.

Note: It will not always be necessary to use the chlorine neutralizer. When the recommended chlorine dosage is used, it will degrade within 24 hours. The initial chlorination will sterilize the water and keep the liner free from growth for 2-3 weeks. It is important to make sure that the back gate is completely raised to keep water inside liner sterile.

EPA Registered Products approved for use with bottom liners

Label Name	Manufacturer	EPA Registration Number
Dixiclor	DPC Industries	813-16-AA
Dixiclor MAX	DPC Industries	813-15-AA
LA Chemchlor	Los Angeles Chemical Company	962-20001-AA
Ligichlor 12.5% Solution	Univar USA, Inc.	550-198-AA
Multi-Chlor	Hasa, Inc.	10897-26-AA
Freshchlor	Hasa, Inc.	10897-26-ZA
Hasachlor	Hasa, Inc.	10897-26-ZB
Sierra Pure Chlor	Sierra Chemical Company	8996-20001-AA
Sierra Sanitizer	Sierra Chemical Company	8996-20004-AA
Sunny Sol 100 Plus	JCI Jones Chemicals, Inc.	1744-20002-AA
Sierra Sol 150	JCI Jones Chemicals, Inc.	1744-20001-AA

DITTY BAG

EL NIÑO

BRINGS AMAZING FISHING TO SoCAL

Check This Out

Please write your Slip number or account number on the front of your check, this will ensure that your account is credited properly. This applies to ALL checks and scheduled online payments. So please, if you're using a business account or someone else is writing checks to apply to your account, be sure to indicate on the check the slip number for which the payment is intended. Otherwise the payment doesn't get posted and we'll be talking about late fees.

Thanks for your help.



Mention El Niño to any old salt fisherman at California Yacht Marina and watch their eyes light up.

El Niño is the name given to the oceanic phenomenon that warms sea surface temperatures in the Pacific Ocean and changes weather. In addition to bringing

fascinating fish to San Diego's doorstep, occasionally starting with albacore in May thru July, it also brings much needed rain to California.

It's no wonder that we found captains and fisherman in a better mood at our Customer Appreciation BBQ this summer. They shared with us that they are enjoying the best of both worlds with albacore arriving prematurely in March this year and warm water species such as Yellowtail, Dorado, Yellowfin and Marlin biting extremely well right now and they are hoping that they will continue biting well into the fall.

These captains told us that the emergence of big yellowtail just three miles off the San Diego Bay and the El Niño phenomenon have fishermen more optimistic than they have seen in many years.

The conditions couldn't be better. "There must be an immense body of water that is boiling out there, and if the winds from the west to the east sustain it, the current ought to carry it to us." An old salt said.

Captains said that 2014 was an awesome season and things are looking very good for 2015. Everyone is pretty pumped up and anxious to go out.

In order to develop a consistent effort, fishermen look for the right sea conditions, especially calm seas. In calmer seas, fishermen get to use old and new technology to their advantage, they get to use their binoculars to find seagulls working and algae on the surface, "I use an app to look at the daily fish report from the spotter plane, my Sea Surface Temperature Chart (SST's) and my GPS are pointing in that direction, so it's looking really good right now," an old salt said. "El Niño has brought us another reason to continue enjoying our boats beyond the regular boating season."

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