

DOCK TALK



CALIFORNIA YACHT MARINA
WILMINGTON

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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.

Bill Thomas & Gerald Thomas

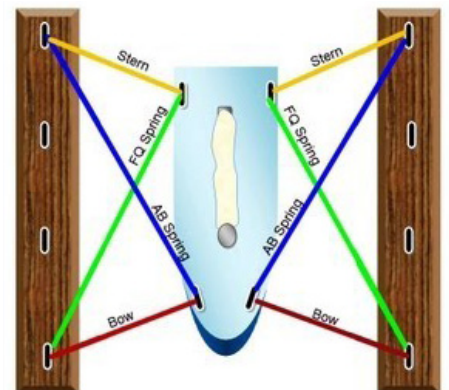
El Niño

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 effects 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. 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 2)

Upcoming Events



10.24.15 --- NOON - 2PM
PUMPKIN CARVING CONTEST

11.21.15 --- NOON - 2PM
THANKSGIVING POTLUCK

12.12.15 --- NOON - 2PM
TOYS FOR TACOS



(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 are 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 & 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.

RUMMAGE SALE!!!



Reserve your space for the Nautical Rummage Sale to be held on **Nov. 14 2015** from **7:00am** to **12:00pm** at Cabrillo Marina.

CYM-Wilmington customers receive 50% off a selling spot.



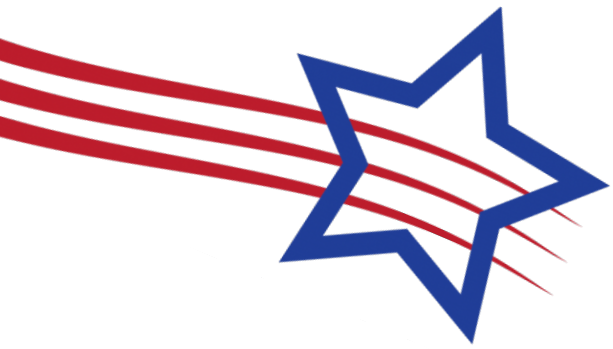
CYM-WILMINGTON'S 2015 TOY DRIVE

California Yacht Marina - Wilmington in conjunction with U.S. Marine Corps Reserve Toys for Tots Program are pleased to introduce the Annual Port Royal Toy Drive. Our goal is to bring joy to at least 250 children.

We will have tacos hot and ready to serve **December 12, 2015**, come by along with a toy and enjoy some tasty tacos. All holiday donations can be delivered to the Marina Office in October, November or early December are most helpful. Your efforts to deliver toys early (by Dec. 15th) will be greatly appreciated.

Thank You" for your support and generosity.





DOCK TALK



CHLORINE USAGE IN BOTTOM LINERS



We Salute our Veterans

November 11, 1918 is generally regarded as the end of “the war to end all wars”, commemorating the end of World War I. November 11, 1919 was the first commemoration, originally referred to as Armistice Day. In 1938 the name was changed to Veteran’s Day to help focus attention on the important purpose. Veteran’s Day is a celebration to honor America’s veterans for their patriotism, love of country, and willingness to serve and sacrifice for the common good.

To all of our veteran’s, a heartfelt “Thank You”.

WHAT IS THE BEST WAY TO CROSS A WAKE? *Tips from Captain X*

Depending on the size of the wake you are crossing, you may be forced to slow your speed to keep from pounding the bow of the boat or even leaving the water entirely. Both can do damage to the boat and or your engine. The best way to handle wakes, if traffic allows is as follows:

- If you are approaching a wake caused by a boat coming in the opposite direction, approach with your bow at approximately a 45 degree angle to the oncoming wake. This will allow the bow to move up and over with a little roll and lessen the bow pounding. If the wake is large, you will need to slow your speed to keep from falling off the top of the oncoming wake.
- If the vessel making the wake has passed you (going in the same direction you are going) and if traffic allows, turn so that your stern is at a 45 degree angle to the approaching wake. This lets the wake roll under the stern and pick it up while keeping the motor in the water.
- Keep an eye on skiers when making any of these maneuvers.

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 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.

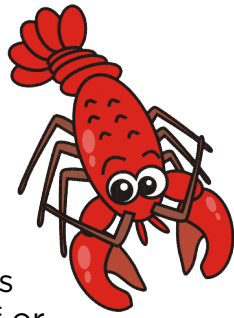
Note: It will not always be necessary to use the chlorine neutralizer. When the recommended chlorine dosage is used, it will degrade within 24 hours. The initial chlorination will sterilize the water and keep the liner free from growth for 2-3 weeks. It is important to make sure that the back gate is 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
L A Chemchlor	Los Angeles Chemical Company	962-20001-AA
Ligqichlor 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

DOCK TALK

EL NIÑO BRINGS AMAZING FISHING TO SoCAL



Lobster season is here so get ready!

Remember, no storage on the docks and that includes hoop nets stored on top of or behind dock boxes or on the docks themselves.

For more information on lobster regulations please scan or click the QR code or visit:

www.wildlife.ca.gov



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 King Harbor'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 King Harbor 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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