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## MARINE COMPOSTING TOILETS COULD HELP CLEAN UP SANTA MONICA BAY — BUT BOATER FEEDBACK IS NEEDED

**B**oaters in Santa Monica Bay can help keep the ocean clean by taking a quick, anonymous survey from The Bay Foundation. The feedback will guide outreach and resources to better support clean boating. Take the survey at: [thebayfoundation.typeform.com/to/IR46vvSM](https://thebayfoundation.typeform.com/to/IR46vvSM). **P. 8**



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# Port of San Diego Earns National Re-Accreditation and Project Honors

By: LOG STAFF

The Port of San Diego is once again earning national recognition for its leadership in public works, achieving re-accreditation through the American Public Works Association (APWA) for the third time in eight years. The Port, which first received this honor in 2017 and again in 2021, remains the first in the nation to be recognized with this distinction and is one of only two accredited public agencies in San Diego County. Agencies undergo a rigorous re-accreditation process every four years to ensure that management practices continue to meet the highest standards and reflect the latest advancements in the industry.

Danielle Moore, Chair of the Port of San Diego Board of Port Commissioners, said the achievement reinforces the Port's reputation as a leader among public agencies. "We like to say we are a Port of firsts, and this re-accreditation exemplifies just that," Moore said. "This recognition helps illustrate how our team is leading the way as a public agency, consistently delivering excellence in management and execution of public works projects so we can best serve the community and fulfill our mission."

To earn the re-accreditation, the Port's Engineering-Construction team

completed a thorough five-phase review process, which included a self-assessment, the implementation of improvements, and an in-depth audit and evaluation by APWA's Accreditation Council. The process not only highlights the Port's commitment to excellence but also its focus on continuous improvement and accountability.

Alongside the re-accreditation, the Port's Engineering-Construction team has also been recognized with several industry awards that underscore its commitment to high-quality infrastructure projects. Among the recent honors, the team received a Project of the Year award for its work on Sweetwater Park, part of the Chula Vista Bayfront redevelopment. Sweetwater Park, which is now the Port's newest and largest park, involved extensive collaboration between agencies, careful climate resiliency planning, and meaningful community engagement. The project is being held up as a model for future parks and public access projects along San Diego Bay.

The Port's focus on sustainable infrastructure extends beyond parks. The department was also recognized for its electrical improvements at the Tenth Avenue Marine Terminal (TAMT), a project



Port of San Diego image

that upgraded the terminal's electrical systems to support new all-electric cargo handling equipment. The improvements were carried out within an active terminal environment, yet the project was completed on time, under budget, and without disrupting operations — earning another Project of the Year award in the Utilities category.

Further reinforcing the Port's reputation for forward-thinking construction, the TAMT electrical improvements also received an Outstanding Airports

and Ports Award from the San Diego Section of the American Society of Civil Engineers (ASCE). The project represents a major milestone in the Port's ongoing transition to a zero-emissions future and reflects the team's strong construction management, environmental stewardship, and strategic project coordination.

Together, these achievements showcase how the Port of San Diego continues to raise the bar for public infrastructure, environmental leadership, and responsible growth along the waterfront.



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**the Log**  
California's Boating & Fishing News

## Sweet Sounds Inspired by the Sea

Songs of Ships,  
Shipwrecks, and the  
Sailor's Triumph.

By BILL ROWLAND

Throughout millennia, the sea has served as an irrepressible muse for song. The ocean, and the seafarers who've made it their calling, has inspired melodies in the form of ancient laments to buoyant drinking tunes, ballads of shipwrecks to anthems of salt-water-soaked triumph. To trace the songs of sailors, ships, and the sea is to follow a current of longing, freedom, and danger that courses through history — across vast bodies of water, into the hearts of listeners everywhere.

### Sea Shanties: Rhythm, Work, and Survival

Long before modern navies

or steamships, there were sails, sweat, and song. Sailors didn't just sing for amusement; they sang to survive. Sea shanties, those rhythmic work songs sung aboard merchant and naval vessels, were used to coordinate labor: raising sails, hauling anchor, scrubbing decks. The beat wasn't incidental; it was essential.

By the 18th and 19th centuries, naval life had become a cultural fixture in both Europe and the Americas. Shanties blended romance and realism: tales of battles and brothels, waves and whiskey — painting a vivid portrait of life at sea.

Among these, "Blow the Man Down" stands out as one of the most enduring and widely recognized halyard shanties. Thought to have originated in the mid-19th century among sailors of the Black Ball Line — a fleet of packet ships running between Liverpool and New York — the song was used to coordinate the

hard labor of raising heavy sails. These fast transatlantic ships were known for their harsh discipline and tight schedules, and the shanty's rhythm helped synchronize effort under pressure.

The phrase "blow the man down" itself was slang, often meaning to knock someone over — sometimes in a fight, sometimes by a wave — and the lyrics reflected the rough, brawling world of sailors ashore and at sea. Over time, verses were added or improvised by crews from different ports, giving the song an evolving and often bawdy character:

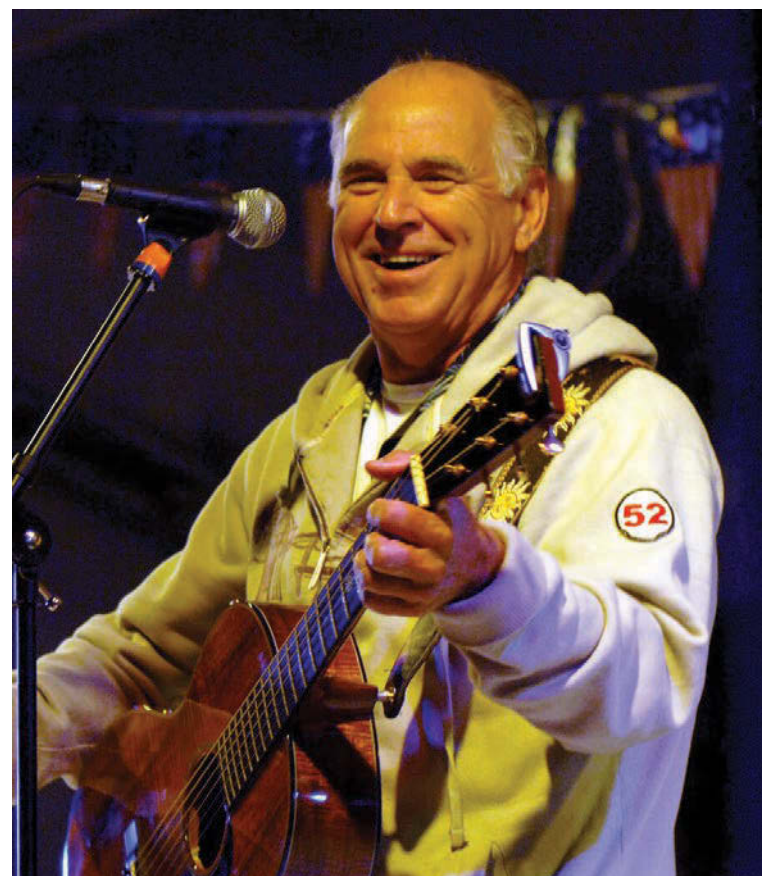
*"Come all ye young fellows  
that follow the sea /  
To me way, hey, blow the man  
down! /  
And pray pay attention and  
listen to me /  
Give me some time to blow the  
man down!"*

More than just entertainment, "Blow the Man Down" was functional, binding the crew in rhythm and purpose. Its bold cadence helped transform grueling physical labor into something synchronized — even exhilarating. In the hard world of tall ships, a good shanty could mean the difference between chaos and cohesion.

The Napoleonic Wars, merchant fleets, and colonial exploits expanded the mythos of the sailor. Songs like "Rolling Down to Old Maui," a whaler's song of longing for tropical respite, and "Spanish Ladies," sung by crews of the British Royal Navy, became part of the maritime canon:

*Farewell an' adieu to you fair  
Spanish ladies /  
Farewell an' adieu to you  
ladies of Spain /  
For we've received orders for  
to sail for old England /  
An' hope very shortly to see  
you again.*

Among the most famous of shanties is "Drunken Sailor," of early 19th-century Ireland.



Jimmy Buffett performing at a USO concert for crew of USS Harry S. Truman on January 28, 2008.

Public domain, sourced from Wikipedia

## On the Waterline with Jaiair



With its rousing call-and-response structure, it became a staple of morning duties. Its simple, marching rhythm made it ideal for repetitive labor — and its humorous lines ("put him in the scuppers with a hosepipe on him") brought a much-appreciative grin to faces of exhausted deckhands.

Other shanties, like "Leave Her, Johnny," were traditionally sung at the end of a voyage, providing welcome respite and a farewell to hard work and hardship. These songs weren't about polished harmony; they were about unity. Rough voices, salty lyrics, and booming choruses all echoing across the deck and out to sea.

### Ballads and Tragedy: When Ships Don't Return

Even older than shanties are

maritime ballads, sung ashore and passed through oral tradition. Not merely entertainment, they served as historical record and cultural lament. One of the most haunting is "Sir Patrick Spens," a 13th century Scottish tune that tells of a noble mariner, doomed by royal command to sail into a winter storm. There's no uplifting ending — just cold water and a colder fate.

The sea, though beautiful, is cruel. Countless songs mourn those who've never returned. None captures this theme as starkly as Gordon Lightfoot's haunting "The Wreck of the Edmund Fitzgerald." Based on the real-life 1975 sinking of a Great Lakes freighter, the ballad offers spare, journalistic verses and an aching refrain:

*"Does anyone know where the*

*Please see FAST FACTS, PAGE 15*

# ON THE GO



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## LEGAL ADVICE

## ask a maritime attorney

By David Weil

## Can my insurance company deny coverage for the boat fire during my harbor cruise based on a worn impeller and melted exhaust riser?

**QUESTION:** I am in the middle of a dispute with my insurance company. They denied coverage after my boat caught fire during a recent harbor cruise. They blamed the fire on a worn impeller on an engine raw-water pump, but the incident was really not that simple. My engine water temperature alarm kept sounding, but when I throttled down and looked into the engine room, I was unable to see any problem. This happened three or four times during our cruise before the fire started. Their insurance investigator said the fire was caused by a fiberglass exhaust riser that melted from the hot exhaust gasses which blew against the plywood floor of the salon. This whole story sounds unlikely, but I don't understand how any of that can lead to an insurance denial for a catastrophic fire on my boat. Can you help?

**ANSWER:** Marine insurance policies tend to exclude more casualties than they actually cover. I would need to see our reader's entire policy and review the casualty in question to render a solid opinion, but I'm happy to offer some general observations.

First, recreational marine insurance policies are generally "all risk" policies, which means they cover everything unless it's expressly excluded. The exclusions tend to be lengthy, but they invariably include losses caused by corrosion, wear and tear or maintenance problems. It is easy to see where a worn pump impeller could be characterized as either a wear and tear problem or a maintenance failure.

The "caused by" language used by the investigator in our reader's case is an essential part of every marine insurance policy. A marine insurance claim investigation starts by asking "what happened?" Marine insurance policies are not designed to protect a boat owner from every calamity imaginable. An insurance

Please see **ATTORNEY, PAGE 7**

*David Weil is the managing attorney at Weil & Associates (www.weilmaritime.com) in Seal Beach. He is certified as a Specialist in Admiralty and Maritime Law by the State Bar of California Board of Legal Specialization and a "Proctor in Admiralty" Member of the Maritime Law Association of the United States, an adjunct professor of Admiralty Law, and former legal counsel to the California Yacht Brokers Association. If you have a maritime law question for Weil, he can be contacted at 562-799-5508, through his website at www.weilmaritime.com, or via email at dweil@weilmaritime.com.*

## New App Offers Boaters Peace of Mind When Anchored

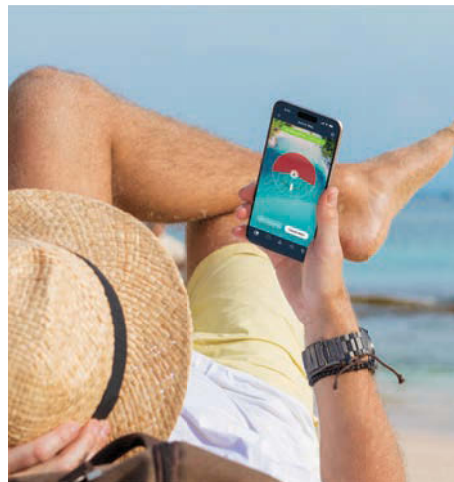
PredictWind's App Joins a Growing Field of Tools to Help Prevent Drag-Related Incidents with Real-Time Alerts and Monitoring

By: KATHERINE M. CLEMENTS

Anchoring overnight or leaving a boat unattended can be one of the most stressful parts of boating — but a growing wave of technology is giving boaters greater peace of mind than ever before. The latest addition to this space is Anchor Alert, a standalone iOS app developed by marine weather tech company PredictWind. Anchor Alert is designed to immediately notify boaters if their anchor begins to drag or if the vessel shifts beyond a safe radius.

PredictWind, best known for its high-resolution marine weather forecasting and routing tools, created Anchor Alert as a natural extension of its onboard safety suite. Whether you're asleep, ashore, or simply relaxing on deck, the app ensures you'll be the first to know if your anchor is no longer holding.

The Log recently spoke with Jon Bilger, founder of PredictWind, to learn more about the app and how it helps modern boaters stay safer and more informed while anchoring. According to Bilger, what sets Anchor Alert apart from other apps is its direct integration with a vessel's instruments via the PredictWind DataHub, providing



PredictWind image

high-precision monitoring, real-time NMEA 2000 data, and customizable smart alerts. "Unlike most competing apps, it offers customizable smart alerts for anchor drag, excessive swinging, wind speed/gusts, apparent wind angle, and minimum depth," Bilger explained. The app's remote monitoring capabilities, which send instant alerts to your phone even when you're ashore, are a key feature not commonly found in other apps.

Anchor Alert uses precise GPS tracking to continuously monitor a vessel's position in relation to its anchor drop point. If the boat drifts beyond a user-defined radius, the app triggers audible and visual alerts. Swing and scope alerts help detect more subtle signs of anchor failure, giving boaters time to respond before drifting becomes dangerous.

In its free version, the app uses your mobile device's GPS to monitor position and provide drag and swing alerts. A Pro version, available as a standalone purchase or included with a PredictWind Professional

subscription, adds features such as real-time alerts for scope, wind speed, direction, and depth, plus full dashboard integration with NMEA 2000 data. "The Pro version also enables remote monitoring and alerts through the DataHub connection," Bilger explained, "leveraging your boat's GPS and sensors for higher accuracy."

Bilger noted that many boaters have already praised Anchor Alert for its easy setup and peace of mind. "We've had users describe the app as 'fantastic' and 'essential,' particularly highlighting its remote monitoring and reliable alerts," he said.

For those seeking full functionality, a PredictWind DataHub connected to the boat's NMEA2000 network and instruments (such as GPS, wind, and depth sensors) is required. With an internet connection through systems like Starlink, high-speed Wi-Fi, cellular service, or Iridium GO exec, boaters can receive alerts and monitor conditions remotely. However, the app still works independently for basic anchor alarms using a smartphone's GPS.

While Bilger acknowledges that some boaters still rely on instinct or basic onboard alarms, he advises that modern tools provide a level of safety and real-time data that older methods cannot. "It prevents false alarms and provides real-time, reliable information for safer, less stressful anchoring," he added.

## Not the Only Anchor Alarm on Deck

While Anchor Alert introduces new features and integrates seamlessly with PredictWind's broader ecosystem, it's part of

Please see **BOATING APP, PAGE 7**

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## Attorney

From page 6

claim may be denied if the casualty was “caused by” a condition which is expressly excluded from coverage under the terms of the policy, or if the boat owner failed to comply with certain obligations set forth in the policy.

The claim investigation exercise is complicated when the loss was “caused by” multiple failures, some of which may lead to a covered claim while others might lead to a denial. The California Supreme Court has considered cases such as this, and they developed an “Efficient Proximate Cause” test, which calls for coverage decisions on property claims to look at the “predominating cause” of the loss. Under that test,

if the loss could not have occurred without a part of the chain of events that would have been covered by insurance, that action is the predominating cause of the loss and the claim must be covered.

The exclusions in our reader’s insurance policy relating to wear and tear and maintenance will present a steep road to possible insurance coverage, but he may have another option if he can establish that the fire would not have occurred if it was caused by something else. One approach may be to claim that the fire was caused by his own negligence. In this case, he did nothing to investigate the engine overheating even though the alarm sounded multiple times. He indicated that, each time, he simply looked into the engine room and was unable to see any problem.

His failure to investigate further may be found to have been negligent. We’ll save a discussion of the definition of negligence for another installment of this column, but if he can establish that the fire was caused by his negligence, and the negligence was the “Efficient Proximate Cause” of the loss, he might find coverage under his insurance policy.

In the end, insurance coverage questions can be complicated regardless of the cause of the loss. In our reader’s case, he will be facing an uphill battle since he basically needs to throw himself under the bus and admit that he messed up. We should add that, in any insurance coverage dispute, an independent surveyor should always be hired to bring a fresh set of eyes to the loss analysis, and an experienced

maritime attorney should be contacted to evaluate the coverage provided under the insurance policy.

*David Weil is licensed to practice law in the state of California and as such, some of the information provided in this column may not be applicable in a jurisdiction outside of California. Please note also that no two legal situations are alike, and it is impossible to provide accurate legal advice without knowing all the facts of a particular situation. Therefore, the information provided in this column should not be regarded as individual legal advice, and readers should not act upon this information without seeking the opinion of an attorney in their home state.*

## Boating App

From page 6

a growing field of mobile anchoring tools helping boaters feel more secure.

Ankeralarm (available at ankeralarm.app) is a popular app that also tracks anchor drift using GPS positioning. Designed to sound an alarm as soon as your boat moves beyond a safe distance, Ankeralarm is a streamlined, user-friendly solution for quick anchor monitoring.

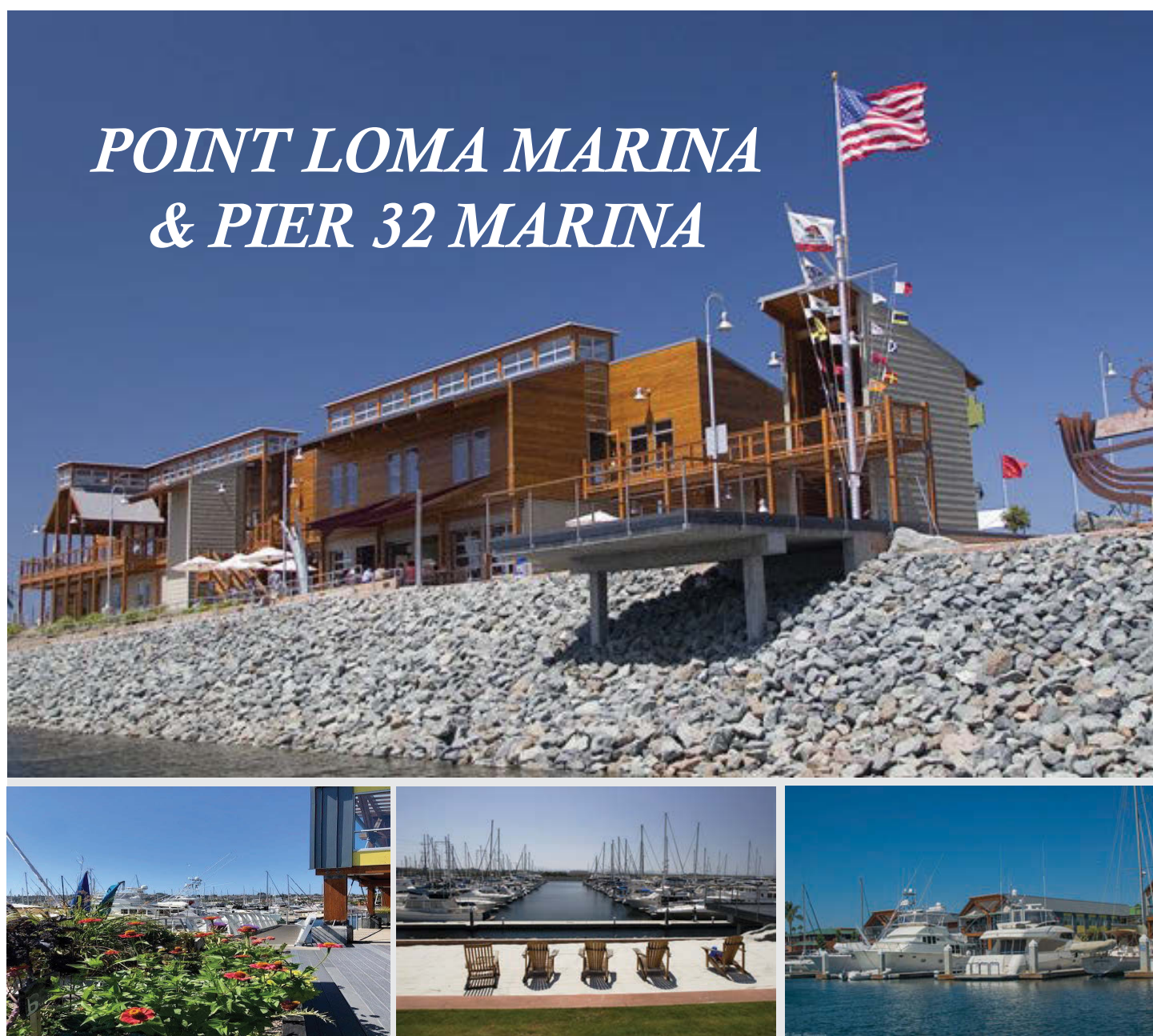
Anchor Pro, available on iOS, similarly monitors your position at anchor and alerts you if your vessel begins to drift. One standout feature of Anchor Pro is its secondary phone notification, which allows you to receive alerts on another device — ideal for crews or couples wanting multiple points of awareness. Anchor Pro is praised for its simplicity and reliability, particularly for coastal cruisers looking for a set-it-and-forget-it solution.

Another strong contender in the anchoring app market is AquaMap, which includes an integrated anchor alarm feature as part of its broader navigation platform. With AquaMap, the app constantly compares your current GPS location to your original anchor drop point. If you drift too far, it not only sounds an alarm but also displays an on-screen warning. For boaters already using AquaMap for navigation and chart plotting, this built-in anchor alarm is a convenient and logical add-on.

### Choosing the Right Tool

Each app brings unique strengths to the table, and the best choice often depends on your cruising style, gear setup, and desired level of control. Anchor Alert stands out for boaters who already rely on PredictWind’s weather tools and want an anchor alarm that integrates with remote onboard systems like the DataHub. Meanwhile, Anchor Pro and Ankeralarm offer simple, intuitive drag-alert solutions that don’t require extra equipment. AquaMap’s alarm feature is ideal for those who prefer an all-in-one navigation and safety app.

With today’s technology, there’s little reason to lose sleep while anchored. Apps like these are making it easier than ever to monitor your boat, respond to danger before it escalates, and enjoy your time on the water with confidence.



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# Marine Composting Toilets Could Help Clean Up Santa Monica Bay — But Boater Feedback is Needed

The Bay Foundation wants to hear from you — survey link included below

By: KATHERINE M. CLEMENTS

If you own a boat and cruise the beautiful waters of Santa Monica Bay, here's your chance to help keep the ocean clean — and it only takes a couple of minutes. The Bay Foundation, a nonprofit environmental group working to restore and protect the Bay, is asking boaters to participate in a short, anonymous survey about marine composting toilets. Your feedback will help guide their outreach and technical assistance efforts to better serve the boating community and protect the marine environment. The survey is available at [thebayfoundation.typeform.com/to/IR46vvSM](https://thebayfoundation.typeform.com/to/IR46vvSM).

While marine toilets aren't exactly a glamorous topic of dockside conversation, they play a critical role in keeping local waters healthy. In fact, marine composting toilets are becoming an increasingly popular alternative for environmentally-conscious boaters who want to reduce pollution, conserve water, and simplify their onboard systems.

According to Georgia Tunioli, Environmental Engagement Program Director with The Bay Foundation, this growing interest aligns perfectly with the organization's broader mission. "The Bay Foundation is dedicated to implementing innovative nature-based solutions along the coast of Southern California to adapt to climate change, enhance ecosystems, and benefit the community," Tunioli explained. "One such solution is marine composting toilet systems—an eco-friendly, upstream blackwater (sewage) solution. With 4 million boaters in California, systems like these, combined with community stewardship, play a vital role in protecting the health of our waterways and surrounding communities."

Unlike traditional marine sanitation devices (MSDs) that rely on holding tanks and pumpouts, composting toilets process human waste through natural decomposition, turning it into compostable material without the need for water or complicated plumbing. That means no more worrying about leaky hoses, overflowing tanks, or scrambling to find the nearest pumpout station. And for Santa Monica Bay — an area under constant pressure from urban runoff, marine debris, and vessel waste — that's a big deal.

The Bay Foundation (officially known as TBF) has been working for decades to protect the health of Santa Monica Bay and its surrounding watershed. Part of that mission involves educating boaters about responsible waste management and offering solutions that support both convenience and conservation. With more boaters exploring eco-friendly

options like composting toilets, TBF is looking to better understand their needs, experiences, and questions. That's where the survey comes in.

Tunioli noted that one of the biggest barriers is simply understanding the technology. "We're currently surveying Santa Monica Bay boaters on this, so stay tuned for the results," she said. "Anecdotally, though, we have heard concerns around the initial cost of investment and maintenance efforts."

Despite these concerns, the environmental and practical benefits of marine composting toilets are clear. "These systems are waterless, which is especially significant in water-scarce areas like California," Tunioli pointed out. "In contrast, marine sanitation devices that require pumping out and treatment consume a significant amount of water and energy resources."

Even more importantly, composting toilets help prevent sewage spills that can harm the Bay. "Marine composting toilet systems prevent sewage (blackwater) at the source from polluting Santa Monica Bay," said Tunioli. "This is huge because untreated blackwater can have severe impacts on water quality, aquatic ecosystems, and human health. One toilet flush of untreated sewage from a boat can cause the same environmental impact as 10,000 flushes from a land-based toilet where the waste is treated."

These systems also create compost that can be safely used for non-edible plants and trees, providing a circular, closed-loop solution. But it's not just the Bay that benefits—boaters do, too. Tunioli explained that composting toilets offer convenience, lower maintenance, and even weight savings compared to traditional marine sanitation systems. "Because of their simple design, marine composting toilet systems allow boaters to cruise for extended periods without needing to detour for pumpout stations and/or be inconvenienced by potential plumbing issues," she said.

Plus, many units are considerably lighter and more compact. "One of our partners who made the switch replaced a 150-pound system with a 35-pound system, significantly reducing weight and space requirements," Tunioli added.

Santa Monica Bay, stretching from Point Dume to Palos Verdes, is a world-renowned playground for boaters, divers, surfers, and beachgoers. It's also home to more than 5,000 species of plants, fish, birds, and marine animals — not to mention the roughly two million people who live within its sprawling watershed. Keeping this vibrant coastal ecosystem healthy requires more than just laws and regulations — it takes a community-wide commitment to smart, sustainable practices.

That's why The Bay Foundation is looking to the boating community to help guide its clean boating outreach and technical support. "With generous funding from the California State Coastal Conservancy through The Bay

Foundation's Santa Monica Bay Coastal Habitat Restoration Program, data from this survey will inform our engagement and technical assistance to best support and guide Santa Monica Bay's boating community," Tunioli explained. She also noted that this research will influence The Bay Foundation's ongoing strategy through its Clean Vessel Act Education and Outreach grant, in partnership with California State Parks Division of Boating and Waterways.

Could composting toilets become the new norm among Santa Monica Bay boaters? Time will tell, but early indications are positive. "We look forward to completing the survey and engaging directly with boating communities to further inform this," Tunioli said. "That said, to date, The Bay Foundation has connected with dozens of marine composting toilet users across Southern California, including one with 13 years of experience. What we consistently hear is that once users have made the switch, they are enthusiastic and appreciative of the many benefits it offers."

The importance of the boating community to the Bay's overall health cannot be overstated. "With Marina del Rey being the largest man-made pleasure craft harbor in the country and home to roughly 6,000 Santa Monica Bay boaters, preventing boat-based pollutants such as sewage, used oil, marine debris, household hazardous waste, aquatic invasive species, and emerging contaminants is paramount to safeguarding the health of the Santa Monica Bay," Tunioli emphasized. "Boaters are drawn to the beauty of Santa Monica Bay and California's coastline for a reason and want to boat responsibly."

Protecting the Bay isn't a solo effort—it requires collaboration. One example of this is the Dockwalker Program, which trains volunteers to promote clean boating practices across California. "Collaboration is central to TBF's clean boating initiative," said Tunioli. "The Dockwalker Program has made ripples across California, with over 1,400 Dockwalkers sharing clean boating practices directly with over 130,000 boaters."

Boaters and residents can support the Bay Foundation beyond the survey by attending events, participating in restoration efforts, or even making a donation. "Please visit [santamonica.org](https://santamonica.org) to explore upcoming events, from informational virtual webinars to in-person



Courtesy of The Bay Foundation



Courtesy of The Bay Foundation

restoration activities along Los Angeles County's coastline," Tunioli encouraged. "You can stay connected by following us on social media and subscribing to our newsletter. Lastly, to advance our mission and propel our work, please consider donating."

Marine composting toilets might not sound like the most exciting aspect of boating, but they represent an innovative solution to a long-standing problem. By keeping sewage out of the water, these systems help protect water quality, marine life, and the overall health of the Bay — all while offering boaters greater flexibility and fewer maintenance headaches.

If you're a boater who uses or is curious about marine composting toilets — or if you simply care about the health of Santa Monica Bay — now's your chance to be part of the solution. The Bay Foundation's anonymous survey takes just a few minutes, and your input will directly support efforts to improve education, outreach, and technical assistance for the boating community.

After all, clean water starts with all of us — and sometimes, it starts with the toilet. To participate, visit [thebayfoundation.typeform.com/to/IR46vvSM](https://thebayfoundation.typeform.com/to/IR46vvSM).



## WORLD NEWS news briefs

By Log Staff

### LOCAL

#### Port of Los Angeles Completes Restoration of Fire-Damaged Wharf in Wilmington

The Port of Los Angeles has completed the \$22.7 million restoration of Berths 177 through 182, a major infrastructure project along the East Basin Channel in Wilmington. The newly constructed concrete wharf replaces a section of timber wharf extensively damaged by fire in 2014.

Approved by the Los Angeles Board of Harbor Commissioners in September 2023, construction began in November of the same year and included the replacement of approximately 382 linear feet of wharf, 62 feet wide. In addition to the new concrete structure, the project involved slope erosion repairs and bollard upgrades to support ongoing cargo operations.

Designed to meet the Port's seismic code, the restored wharf ensures improved resiliency for future operations. Port officials emphasized the importance of investing in infrastructure that can withstand both natural and man-made disasters.

"The completion of this project on the heels of the catastrophic Eaton and Palisades fires is a stark reminder of the need to rebuild with long-term resiliency as a top priority," said Port of Los Angeles Executive Director Gene Seroka. "We're proud to deliver this key infrastructure project as steel-handling operations remain uninterrupted."

Deputy Executive Director of Development Dina Aryan-Zahlan echoed that sentiment, underscoring the importance of modernization across the century-old Port. "Designing and building infrastructure with fire prevention in mind is critical to our operations," she said. "This Port is more than 100 years old; terminal modernization is essential to maintain our competitive edge."

The upgraded wharf supports the continued operations of Pasha Stevedoring & Terminals, a key tenant that handles a variety of steel products including sheet metal coils, rebar, tubing, and wire rods. The 40-acre terminal features 116,000 square feet of covered warehouse space, making it one of the most specialized steel-handling facilities on the West Coast.

In addition to operating at Berths 177 through 182, Pasha also oversees the Green Omni Terminal Project at the Port, a demonstration site for zero- and near-zero emissions cargo-handling equipment.

Construction was carried out by Reyes/Larison Joint Venture of Pomona, Calif.

### STATE/NATIONAL/ INTERNATIONAL

#### World's Largest Sailing Yacht Outfitted with BIO-SEA Ballast Water Treatment System

ST. NAZAIRE, FRANCE — BIO-UV Group has supplied its chemical-free BIO-SEA ballast water treatment system to *Orient Express*, the first of a new series of luxury sailing yachts being built by Chantiers de l'Atlantique for Accor. The system, which uses UV-based technology to treat up to 135 m<sup>3</sup>/h of ballast water, was installed following successful factory acceptance trials of the BIO-SEA B01-0135 unit.

The *Orient Express* was floated out on June 16, 2025, and is set to become the world's largest sailing yacht when it enters service next year. Measuring 220 meters (722 feet) in length with a gross tonnage of 26,200 GT, the vessel will be the first to feature the shipyard's in-house SolidSail wind propulsion system, with three 100-meter masts supporting foldable rigid sails.

A sister ship, due in 2027, will also be fitted with a BIO-SEA B-type unit.

The system is designed to help prevent the spread of invasive marine species and meets both IMO and U.S. Coast Guard ballast water treatment standards. "Our compact, low-energy reactors are ideal for eco-conscious shipowners," said Maxime Dedeurwaerder, Sales Director at BIO-UV Group. "The Accor yacht installation reflects our shared commitment to sustainability."

BIO-UV Group's B Series automatically adjusts UV dosage based on water quality and operates without chemicals, allowing safe deballasting in all environments. The system is eligible for BIO-UV's "warranty for life" program when supported by an official service agreement and certified maintenance.

Chantiers de l'Atlantique has installed over 20 BIO-SEA systems on various vessels, citing their reliability and regulatory compliance as key advantages for the new Orient Express fleet.

#### DBW Accepting Grant Applications to Support Clean Boating and Sewage Education

SACRAMENTO — The Division of Boating and Waterways (DBW) is now accepting applications for its Clean Vessel Act (CVA) Education and Outreach Grant Program, a key initiative aimed at protecting California's waterways from sewage pollution caused by recreational vessels. The program offers up to \$360,000 in federal funding per targeted region to organizations that can educate boaters about proper sewage disposal and conduct monitoring of sewage pumpout and dump stations.

The CVA Education and Outreach Program focuses on two geographic regions in California: the San Francisco Bay-Delta Estuary and the Southern California coastline. Eligible counties for the Bay-Delta region include Alameda, Contra Costa, Marin, Monterey, Napa, Sacramento, San Francisco, San Joaquin, San Mateo, Santa Clara, Santa Cruz, Solano, and Sonoma. Southern California counties eligible for funding include Los Angeles, Orange, San Diego, San Luis Obispo, Santa Barbara, and Ventura.

Organizations applying for the grant must develop and implement a 12-month education and outreach program that encourages boaters to use proper sewage management tools such as pumpout stations, dump stations, mobile pumpout services, and floating restrooms. The program also requires a pumpout and dump station monitoring component to ensure facilities are functioning properly and accessible to the boating community. Proposals that initially cover only a portion of the targeted region will be considered if applicants can demonstrate a plan to expand their efforts to the entire region within one year.

The Clean Vessel Act was passed by Congress in 1992 to help reduce pollution from vessel sewage discharges into U.S. waters. Sewage discharged overboard not

Please see NEWS BRIEFS, PAGE 11



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# Provision Like a Pro

How to stock your boat for long cruises or multi-day anchoring adventures with help from the professionals at Dockside Pros — and smart tools like OurGroceries.

By KATHERINE M. CLEMENTS

Provisioning your boat before a cruise — be it a weekend anchored off Catalina or a longer bluewater journey — is one of the most important steps in setting yourself up for a smooth and safe experience. For Southern California boaters, the region's vibrant coastal network offers plenty of marinas, chandleries, and grocery stores — but once you're away from port, your planning becomes your pantry.

Cruisers departing from places like San Diego, Dana Point, Marina del Rey, or Santa Barbara often enjoy easy access to stores and fresh markets ahead of a trip. Still, having a clear provisioning plan is essential. Start by creating a detailed inventory of meals, snacks, drinks, and supplies based on your expected days at sea, your crew size, and storage capacity. Remember that provisioning goes beyond the galley. While food and drink are the heart of provisioning, boaters need more than groceries. Pack enough potable water, safety gear, personal items (like sunscreen, fuses, medications, and foul weather clothing), and navigation tools such as charts and GPS. For cooking, check your propane or fuel levels and bring all necessary cookware. A collapsible trolley is also a handy tool for transporting provisions from your vehicle to the dock. It's also smart to bring a well-stocked first-aid kit, a flashlight with extra batteries and — if you're going to be out for multiple nights — plan for waste management and sanitation.

But also, think ahead about dietary preferences, refrigeration space, and how often you'll want to cook. Even for short overnight trips, it's smart to plan a few easy-to-prepare meals and stock up on non-perishables like pasta, rice, and canned goods.

When it comes to provisioning for multi-day cruises or extended time at anchor, boaters often underestimate just how much planning it truly takes. According to Jeremy Katz, founder of Dockside Pros, one of the most common oversights he sees is failing to calculate realistic needs for water, fuel, and fresh produce. "Boaters also often forget to check expiration dates or temperature storage requirements, leading to spoilage," Katz explained. "Proper provisioning means planning per person, per day—with backups in case weather delays extend the stay."

Additionally — and this might be a given — make sure you check your boat system. Ensure your boat is as ready as your cooler. Double-check your dinghy,

refill your fuel, and top off your propane. These items often get overlooked in the excitement of a departure. If your anchoring plans take you far from marinas, make note of the nearest refueling points in advance.

To avoid last-minute stress, Katz recommends boaters place their provisioning orders at least 5 to 7 days ahead of time, particularly for specialty items or large group outings. "Providing your crew size, dietary preferences, cruising itinerary, refrigeration capacity, and arrival time helps us prepare seamless deliveries," he said. The more details a boater shares upfront, the smoother the process is when it's time to load up and go.

In port, you'll find major grocery stores close to many marinas, but don't forget specialty shops. Many SoCal harbors are near Mexican grocers, seafood markets, or farmers' markets offering regional flavor and fresh produce. Using a collapsible cart to haul groceries from your car to the dock is a great time-saver, especially in larger marinas like Long Beach or Ventura. Spices, shelf-stable sauces, coffee, and dried herbs go a long way in keeping meals enjoyable while underway.

But even experienced boaters forget the little things that can make or break comfort on the water. "Lemons, limes, zip-lock bags, fresh herbs, condiments, and backup water containers top the list," Katz said. "Many also forget comfort items like paper towels, sunscreen, batteries, and trash bags. Once you're anchored, small essentials suddenly become big problems if overlooked."

For those with dietary restrictions or special preferences, Dockside Pros has built its reputation on customization and care. Katz emphasized that every order is tailored, thanks to partnerships with top provisioning suppliers who specialize in gluten-free, vegan, allergy-sensitive, and other dietary needs. "Whether it's celiac-safe goods, plant-based protein, or nut-free snacks, we source with care to avoid cross-contamination," he explained. "Clear communication on allergies ensures safety and satisfaction onboard."

For boaters traveling farther down the coast toward Baja, north to the Channel Islands, or planning to hop across to Catalina for multiple days, a professional provisioning company may be worth considering. These services specialize in supplying vessels with everything from groceries and alcohol to cleaning products and medical kits. They often deliver directly to your slip, saving time and ensuring top-quality goods. Companies such as Yacht Supplies Online, Provisioning Partners, or Dockside Pros serve many Southern California ports and offer both basic and luxury provisioning packages.

And when it comes to convenience, Dockside Pros lives up to its name. For boaters arriving at marinas, dockside delivery is part of the service. "Provisioning partners in our network coordinate direct dockside delivery timed with your ETA," Katz said. "We track marina logistics, berth numbers, and storage needs to ensure perishables are kept fresh. It's



Image courtesy of Dockside Pros

a concierge-level experience — no lifting, no waiting, just hop aboard and cruise."

For boaters provisioning on their own for the first time, Katz offered a practical tip: plan your meals in reverse. "Start with your last day at sea and work backward to minimize waste and maximize freshness," he advised. He also stressed the importance of prioritizing non-perishable items and double-checking your galley's storage capacity before you shop. "And always pack snacks; hunger doesn't follow a schedule."

There's also a big difference between provisioning for a weekend getaway and prepping for a longer offshore passage. "Weekend provisioning can lean heavier on fresh items and ready-to-eat options, while offshore passages demand shelf-stable goods and meal prep flexibility," Katz explained. "Water, fuel, and medical supplies take higher priority the longer you plan to be off-grid. Think resilience over convenience on longer hauls."

Provisioning companies typically require 48 to 72 hours of lead time for custom orders, especially if you're requesting organic produce, dietary-specific items, or hard-to-find beverages. And not every marina has the infrastructure to support provisioning, so it's wise to contact your destination harbor master in advance to coordinate deliveries.

In Southern California, Katz pointed to key locations where provisioning services like his are in especially high demand. "Santa Barbara, Avalon, and San Diego are high-demand provisioning hubs, especially before Channel Islands or Baja-bound trips," he said. His advice? Don't wait until the last minute. "These locations get busy fast, so early planning is essential." Boaters can also explore Dockside Pros' yacht provisioning directory to find vetted companies and resources in these popular stops.

Several apps can assist with provisioning planning. Argo is useful for finding points of interest like fuel docks, restaurants, and marinas, and often includes user-submitted tips about local resources. OurGroceries allows you to manage a shared provisioning list on your phone, offering boaters a convenient way to stay organized while prepping for long trips.

In an interview with *The Log*, Lawrence Kesteloot, CEO of OurGroceries, explained how the app helps simplify provisioning for boaters. "The 'Our' in OurGroceries is central to our app," he said. "Everyone involved in

provisioning a trip can use OurGroceries to create shopping lists. When one person adds an item to a list, everyone else on the team will immediately see it." Real-time synchronization makes the app ideal for crews or families working together, and boaters can create multiple lists tailored to different stores or even different parts of the boat.

Many users have also adapted the app for boating by maintaining reusable templates for different trips. "You could have one for short trips, one for international trips, etc. It simplifies subsequent trips because the template only needs to be created once," Kesteloot said. For those new to the app, he encouraged users to think beyond groceries. "Despite the 'Groceries' in our name, our users have found many other uses for instantly shared lists," he added, including hardware store items, wine lists, and even to-do lists for onboard projects.

The app works offline as well, which is particularly helpful for those provisioning in remote locations or without consistent internet access. While changes won't sync until an internet connection is available, all edits merge seamlessly when you reconnect.

For cruisers setting out from Southern California, marinas like Cabrillo Way, Oceanside, or Dana Point offer access to provisioning hubs, but the further you venture, the more essential planning becomes. A spreadsheet with your provisioning list, contact numbers for local providers, and delivery lead times can help reduce stress while underway.

At the end of the day, Katz believes smart provisioning is about more than just groceries — it's about elevating the entire boating experience. "With Dockside Pros, you're not just ordering groceries — you're getting access to a nationwide network of experts who understand marine logistics," he said. To connect with local professionals, browse Dockside Pros' yacht charter provisioning partners and marine concierge services and simplify your next voyage.

Stocking up for an afternoon sail or provisioning for a month in the Sea of Cortez, the effort you put into preparing will always reward you later. From San Diego to Ventura, your provisioning strategy is just as important as your float plan. Check your list, stow your goods, and enjoy the freedom of cruising California's coast with confidence.

## News Briefs

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only pollutes waterways but also poses significant risks to human health, marine life, and water quality. Through this grant program, DBW aims to educate boaters on the importance of using designated sewage management facilities and promote long-term stewardship of California's coastal and inland waterways.

As the state's CVA grant coordinator, DBW oversees the application process and administration of the grant program. Applications will be evaluated based on the applicant's ability to demonstrate proven, comprehensive strategies for outreach, education, and monitoring. The final deadline to submit proposals is Monday, August 11, 2025, at 10 a.m.

Over the years, CVA Education and Outreach grantees have made significant contributions to cleaner waterways across the state. Some of their accomplishments include conducting over a dozen educational presentations at boating events, reaching more than 700 boaters and stakeholders, producing widely viewed videos on marine sanitation practices, and promoting the popular pumpout Nav app, which helps boaters locate functioning pumpout stations and floating restrooms. The app has been downloaded more than 30,000 times since its launch in 2018. In addition, grantees have monitored over 150 sewage pumpouts and 15 dump stations in 19 counties, providing essential data on the condition and performance of these facilities.

The grant program is funded through the U.S. Fish and Wildlife Service's Sport Fish Restoration and Boating Trust Fund. DBW cautions that the availability of grant awards is contingent upon federal funding.

For complete details, eligibility requirements, application materials, and a copy of the program guidelines, visit the Division of Boating and Waterways website at: [dbw.parks.ca.gov/CleanVesselActGrants](http://dbw.parks.ca.gov/CleanVesselActGrants).

### Ocean Salmon Season Reaches Catch Limit; Will Reopen in September

California's highly anticipated ocean salmon season delivered fast action and full limits along much of the coast during its June 7-8 opener — the first ocean salmon fishery since 2022. Favorable conditions and strong fishing were reported from Crescent City down to San Luis Obispo County, with the bulk of catches coming from ports in the greater San Francisco and Monterey Bay areas.

The California Department of Fish and Wildlife (CDFW) estimates that 9,165 Chinook salmon were landed statewide by 10,505 anglers over the two-day opener, quickly meeting the summer harvest guideline of 7,000 Chinook. As a result, the National Marine Fisheries Service has canceled the remaining scheduled summer fishing dates in July and August.

CDFW credited the success of the season opener to both favorable ocean conditions and strong participation from anglers, along with the cooperation of nearly 100 agency staff collecting data dockside. These efforts included gathering hatchery-origin fish heads to recover coded wire tags, which help biologists track salmon life history information.

The recreational salmon season will reopen September 4 through 7 in waters between Point Reyes and Point Sur under

a separate fall harvest guideline of 7,500 Chinook. Additional dates may be offered through October, depending on harvest numbers.

This year marks the first use of in-season management and harvest guidelines in California's ocean salmon fishery, part of a new approach outlined in *California's Salmon Strategy for a Hotter, Drier Future*, released earlier this year.

For more information, visit [wildlife.ca.gov/oceansalmon](http://wildlife.ca.gov/oceansalmon) or call the CDFW Ocean Salmon Regulations Hotline at (707) 576-3429.

### Coast Guard Approves ABYC Navigation Light Standard, Replacing Outdated Regulations

The U.S. Coast Guard has officially accepted a modern industry-led standard for navigation lights, marking a significant step forward in safety and compliance for boat builders and manufacturers. The American Boat & Yacht Council's (ABYC) C-5 standard, *Construction and Testing of Electric Navigation Lights*, is now recognized as equivalent to the decades-old UL 1104 standard, according to Coast Guard Policy Letter 01-25.

The approval gives manufacturers and boat builders — particularly those constructing vessels over 65 feet — a more current and relevant pathway to meet federal requirements for navigation lights.

"ABYC C-5 is a technology-forward standard that reflects how navigation lights are built today," said Craig Scholten, ABYC vice president of standards and compliance. "This is what success looks like when industry and regulators work together."

The previous standard, UL 1104, has been in place since 1998 and has not kept pace with modern technology, particularly the widespread use of LED navigation lights. UL 1104 was designed with older incandescent lighting in mind and does not account for the unique performance characteristics or potential failure modes associated with LED technology.

The ABYC C-5 standard addresses these gaps with updated testing requirements that cover visibility, color, service life, electromagnetic compatibility, materials, and labeling. It applies to vessels of all sizes and aligns with ISO 19009, the international standard for electric navigation lights.

Vessels over 65 feet are required to use navigation lights that meet UL 1104 or an equivalent standard specified by the Coast Guard. With the acceptance of ABYC C-5, manufacturers now have a clear, modern option for compliance. Additionally, where certification is required under Titles 33 and 46 of the Code of Federal Regulations, navigation lights meeting C-5 can be certified through Coast Guard-accepted independent laboratories listed under approval series 111.075.

For boaters, this change provides reassurance that navigation lights on the market today — especially LED models — are designed and tested to meet modern safety and performance standards. Most new navigation lights already comply with ABYC C-5, offering a wide selection of certified, compliant products for vessels large and small.

To learn more about ABYC standards or access technical resources, visit [www.abycinc.org](http://www.abycinc.org) or contact [techs@abycinc.org](mailto:techs@abycinc.org).

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## For Boaters in the Market—Dockside Deals

For boaters in the market, house hunting isn't just about countertops and square footage—it's about dock space, water access, and waking up to the sound of halyards clinking in the breeze. Few agents understand that better than Kathleen Monroe, broker and founder of Luxury Coastal Realty. For Monroe, helping boat owners find the perfect waterfront property isn't just a job—it's personal.

"Buying a home with a dock is more than a real estate transaction," Monroe explained. "It's about connecting people to the lifestyle they've worked hard for. The right dock, the right location—it all matters."

A Southern California native with deep roots in Long Beach and Orange County, Monroe has built her reputation on market knowledge, sharp negotiating skills, and an insider's understanding of the unique world of waterfront living. She's no stranger to the nuances of buying and selling along the coast, having grown up watching her father succeed as a respected real estate broker in Long Beach. When she launched her own career, Monroe quickly earned Rookie of the Year and Top Producer honors, but her success wasn't just about family ties. Her experience building and selling a successful service business in Orange County, coupled with her background in strategic marketing and web-based exposure, has become a cornerstone of her approach.

Monroe's specialty is clear: helping boaters navigate the often tricky process of buying or selling waterfront homes in highly desirable areas like Huntington Harbour, Newport Harbor, Naples in Long Beach, and beyond. But for Monroe, it's not just about location—it's about understanding the dock itself.

"All docks are not created equal," she emphasized. "That's why having an expert like my brother, who specializes in yacht and dock consulting, is critical when determining value for a seller or buyer."

For Monroe, the first step is understanding a buyer's boating needs. "Knowing what size boat or yacht they currently have—or wish to purchase—is



Kathleen Monroe image

so important," she explained. "The waterfront home needs to have a compatible dock or slip that not only accommodates their vessel but also allows for maneuverability in and out of the slip. The kind of boat and its size really does matter."

Too often, Monroe said, waterfront buyers underestimate the value of proper dock size or water depth—a mistake that can be costly. She recalled a recent listing in Huntington Harbour as a perfect example. "Out of eight realtors interviewed for this premier property, I was the only one who understood the true value of the custom dock, which had a unique angled configuration to accommodate a 70-to-100-foot slip on one side and a 50-to-60-foot slip on the other," she said. "These types of docks are extremely rare, and I recognized the tremendous value this owner had. The difference in valuation? Two million dollars. No one likes to leave money on the table."

Monroe's expertise extends well beyond the harbors of Orange County. She frequently works with clients in Oxnard, Ventura, Long Beach's Alamitos Bay, Belmont Shores, Bayshores, Peninsula, Naples, Sunset Beach, San Diego's Mission Bay, Point Loma, Shelter Island, and Coronado. "Great waterfront properties are always in demand, and homes with large docks get snapped up quickly," she noted.

Monroe's process is detailed, patient, and tailored to each buyer. "It's important to understand the difference between someone looking for a waterfront home and someone seeking the full yacht

lifestyle," she explained. "It feels much like looking for a needle in a haystack. You have to factor in location, the right size slip for the current or future boat, price range, and whether it's a cash sale or financed. There's a lot to consider."

For sellers, Monroe says, the key to maximizing value is hiring an expert. "The Waterfront Real Estate Broker you choose really does matter," she said. "We know how to assess the value of a home and a dock. My brother Gary is my secret weapon. There are so many things to consider—the condition of the dock, the location in the harbor, water depth—it all impacts value."

A recent listing in Coronado's Green Turtle neighborhood is proof of that expertise in action. The home featured two 50-foot slips—ideal for his-and-hers yachts. "An attorney made an offer over asking price, knowing how hard it is to find slips that size," Monroe recalled. But there was a snag. "It appeared, based on title records, that the slips were originally leased from the harbor, and the lease had never been bought out. That was a deal breaker for the buyer."

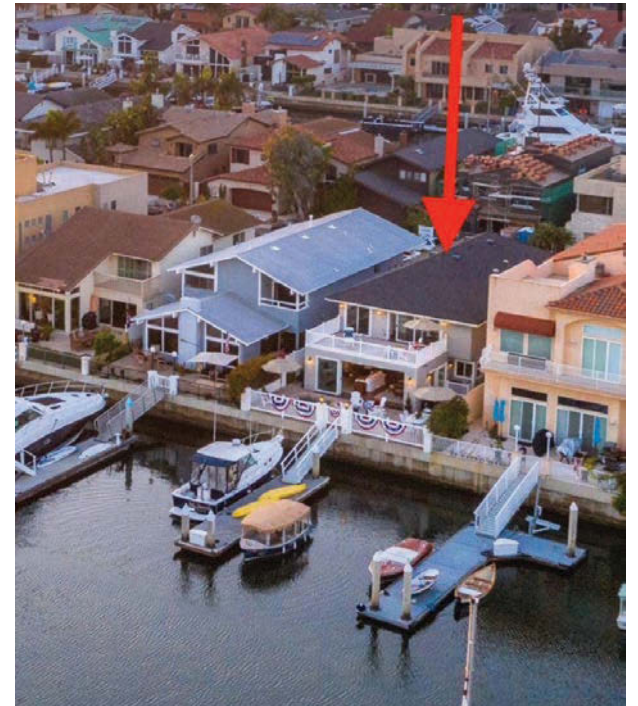
But Monroe wasn't about to let the deal fall through. "I had my title guys with all hands on deck digging through decades of records," she said. "They call me 'Special K' because I don't give up." The team eventually uncovered proof that the wharfage rights had been purchased, but the paperwork had never

been properly recorded. "Without an expert like me, the buyer would have walked, and the house would have been significantly devalued," Monroe said. "In the end, we protected the deal and the seller's investment."

Her clients affectionately call her their "real estate angel" and even a "house whisperer," a testament to her ability to make deals happen where others fall short. Monroe's deep knowledge of Southern California's harbors, her understanding of dock configurations and vessel requirements, and her relentless work ethic make her a trusted guide for boaters navigating the waterfront real estate market.

"Buyers need to envision the lifestyle—pulling up to their own dock, walking straight to their home, watching the sun set over the water," she said. "That's what I help them see."

For those ready to make their coastal living dreams a reality, Monroe offers the expertise—and the connections—to make it happen. As her slogan goes, "Go with Monroe and you'll make more dough." But for boat owners, perhaps it's even simpler than that. With Kathleen Monroe at the helm, you're not just buying a home—you're investing in a lifestyle that floats your boat.



Kathleen Monroe image

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## TECH TIP: Marine Refrigeration

By BILL MORRIS & LOG STAFF

On a hot summer day out on the water, it's comforting to have ice-cold beverages and food stored safely in a refrigerator aboard our boat. Depending on the size of the vessel, the configuration of its galley and the amount of battery power available, there's a wide variety of refrigeration options from which to choose. Four types of refrigeration are available for coastal and offshore boats: air-cooled, water-cooled, keel-cooled, and the latest new option on the market, a small, free-standing ice maker.

One of the resources boaters frequently turn to when selecting and installing marine refrigeration is Cruiser Services, a company founded by lifelong cruiser Rich Boren. With years of offshore cruising experience aboard *Third Day*, a 36-foot Pearson ketch, Boren learned firsthand how critical reliable refrigeration and efficient marine systems are to the cruising lifestyle. Cruiser Services now serves as the North American distributor for OzeFridge Marine Refrigeration, providing energy-efficient refrigeration solutions built specifically for the demands of life at sea.

### Air-Cooled Refrigeration

If you're navigating in relatively warm areas — such as right here at home on the Southern California coast — a standard, air-cooled, top-loading refrigerator should stay at or below 40-degrees F. This is the generally accepted threshold for all refrigerators, including the one in your kitchen ashore. Cycling every 10 minutes or so, depending on the ambient temperature, this is safe enough to store milk and raw meat. At an average 5 amps during cycling, that comes to 20 amp hours per day. A single, 100-watt solar panel generating half its rated power over a 10-hour period produces 42 amps, double the required power for a refrigerator over a 24-hour period.

One way to reduce electrical power usage and maintain a more constant level of cooling is to install an air-cooled cold plate, or holding plate, which is a thin, flat

day, which is a huge advantage over fridges with standard evaporators.

One potential disadvantage of a cold plate is the greater amount of amperage used while cycling. Over a 24-hour period, though, you can expect to cut total fridge amperage by half. Technautics of Escondido, California, claims their CoolBlue holding plate system can chill a 7-cubic-foot freezer-refrigerator at 24 amp hours per day, significantly less than conventional refrigeration. With the holding plate installed in the typical sailboat fridge measuring 3 or 4 cubic feet, we can expect even greater amperage savings.

### Water-Cooled Systems

A water-cooled fridge is an alternative to the typical, air-cooled fridge that comes stock in many new yachts. The water-cooling process involves removing heat from the condenser tubes in the same manner as a radiator on an automobile engine, applying a comparatively cool liquid to a hot surface, drawing out heat far faster than an air-cooled system. A water-cooled fridge requires the installation of a water pump, a raw water filter, input and discharge hoses, an above-waterline discharge thru-hull fitting, various plumbing parts and a 12-volt switch.

The water-cooling pump is usually quite small, using only an amp or so of power, but the overall savings in daily amperage can be in excess of 25 percent, more than offsetting its meager amperage draw and offering a significant advantage over a conventional air-cooled boat fridge. Reducing the 90 amp hours of an air-cooled system by 25 percent gives us roughly 68 amp hours per day, a savings of 22 amp hours. However, a diet of 68 amp hours per day is still a huge demand on a typical coastal boat's reserve power, far greater than that of any other single system on the vessel.

For cruisers planning longer passages or extended time away from marinas, companies like Cruiser Services offer refrigeration options tailored to these demands. OzeFridge units, distributed by Cruiser Services, focus on energy efficiency and reliability — key considerations for boaters who rely on solar, wind, or limited generator power to meet their electrical needs offshore.

### Keel-Cooled Fridge

If you're looking for an even more efficient refrigeration design, consider a keel-cooled fridge. Keel cooling uses fresh water to cool the condenser coils in the same manner as a standard water-cooled system, except that coolant passes through a heat exchanger attached to the outside of the hull. It is called a "keel" cooler because of its location close to the keel to ensure constant submersion. Both Frigoboat and Isotherm offer keel-cooled refrigerator kits with hydrodynamically shaped heat exchangers to reduce drag.

A self-contained fresh water cooling system eliminates the need for a strainer,



Bill Morris image

The Technautics holding plate keeps food cold in a frozen fluid jacket around evaporative coils while saving amperage on compressor cycling.

compartment with an evaporator tube in a bath of coolant that freezes at a point below the freezing point of water. When the coolant rises to a certain temperature, the compressor automatically kicks in to freeze the solution again. Even in a warm, tropical climate, a cold plate can keep the fridge cold while cycling only a few hours a

Please see **TECH TIP, PAGE 16**



## Care to Join Us?



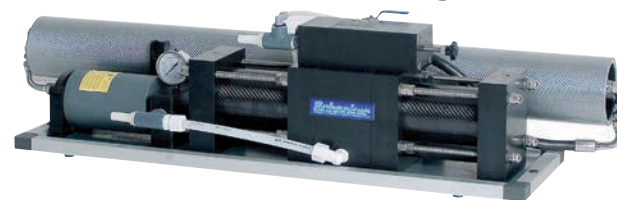
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# Fuses on Board: Don't Blow It

By: LOG STAFF

When it comes to electrical safety on a boat, few components are as critical, yet as overlooked, as fuses and circuit breakers. These small devices play a big role in preventing fires, equipment damage, and dangerous situations that can arise from electrical faults. Regardless if you're operating a modest center console with a 12-volt system or a larger cruising vessel equipped with both 12 and 24-volt circuits, understanding how fuses and circuit breakers work can save you from costly repairs and even life-threatening emergencies.

A fuse is essentially a deliberate weak link in an electrical circuit, designed to fail when a fault occurs. It contains a thin strip of metal that melts when the current flowing through it exceeds the rated limit for that particular fuse. By doing so, the fuse cuts power to the circuit before wires can overheat, insulation melts, or equipment burns out. This simple yet effective device prevents short circuits and overcurrent situations from escalating into something far more dangerous, such as an electrical fire or permanent damage to your boat's electronics.

Circuit breakers perform a similar function but operate with a resettable mechanism. When the current exceeds safe limits, the breaker "trips," interrupting power to the circuit. Unlike a fuse, which must be replaced after it blows, a circuit breaker can typically be reset once the underlying problem is identified and corrected. Both fuses and circuit breakers are essential for managing the electrical safety of a boat, and each has its place, depending on the design of the system and the preferences of the boat owner or manufacturer.

On most recreational boats, the electrical system relies on a 12-volt DC setup. This powers everything from navigation lights and bilge pumps to radios, chartplotters, and refrigeration. On larger vessels, especially those with more demanding electrical loads, a 24-volt DC system may be incorporated for certain circuits, providing greater efficiency and reduced voltage drop over long wire runs. Despite system voltage, the principles behind fuses and circuit breakers remain the same: they are the first line of defense against overcurrent conditions that can damage components or cause fires.

The importance of properly rated fuses and circuit breakers cannot be overstated. Using a fuse with too high of a rating essentially defeats its protective function, allowing excessive current to flow unchecked until wires overheat or insulation fails. Conversely, installing fuses with ratings that are too low can lead to nuisance failures, cutting off power to equipment during normal operation. It's essential to match the fuse or breaker rating to the wire size and the expected electrical load on each circuit. Marine-grade fuses and circuit breakers are specifically designed to withstand the harsh conditions of the boating environment, including vibration, corrosion, and



A traditional 3-position metal DC panel, fully pre-wired with positive, negative, and grounding buses, backlit circuit labels, "ON" LEDs, and optional upgrades for multiple battery banks and 24V systems.



Fuses for engine displays.



Fuse holders for marine electronics.

temperature fluctuations.

Carrying spare fuses onboard is a simple but often neglected part of prudent seamanship. A blown fuse can leave you without navigation lights, radios, bilge pumps, or other vital systems when you need them most. By having a selection of appropriately rated spare fuses readily available, you can quickly replace a blown fuse and restore functionality without compromising safety. Many experienced boaters store spare fuses in labeled



This traditional 8-position metal DC panel comes fully pre-wired with positive, negative, and grounding buses, backlit circuit labels, "ON" LEDs, and optional upgrades for battery banks and 24V systems.



Log image



Log image

compartments near the electrical panel or in a dedicated waterproof container. It's also wise to carry a basic electrical testing tool, such as a multimeter, to help diagnose electrical faults when they arise.

It's worth noting that fuses and circuit breakers are only one part of a larger strategy to maintain electrical safety on your boat. Proper wire sizing, quality connections, corrosion prevention, and regular inspection all contribute to a reliable electrical system. But even with the

best practices, electrical faults can, and do, happen. When they do, having properly functioning overcurrent protection devices like fuses and circuit breakers ensures that small problems stay small, rather than spiraling into costly damage or dangerous emergencies.

Many insurance claims and accident investigations reveal that electrical fires on boats often stem from either a lack of overcurrent protection or improperly installed fuses and breakers. An undersized wire carrying too much current can quickly overheat and ignite nearby materials. Likewise, a short circuit — where a hot wire comes into contact with ground — can unleash a massive surge of current that generates intense heat. In both scenarios, a correctly rated fuse or breaker interrupts the current flow within milliseconds, preventing the situation from escalating.

Some boat owners may be tempted to bypass or "upsized" a fuse temporarily if it repeatedly blows, assuming it's merely an inconvenience. But this approach is extremely dangerous, as it ignores the underlying cause of the overcurrent and disables the circuit's primary safety mechanism. If a fuse blows repeatedly, it's a clear sign that something is wrong with the circuit, whether it's a wiring fault, corroded connection, or a failing piece of equipment. Troubleshooting and addressing the root cause is the only safe course of action.

In addition to their role in fire prevention, fuses and circuit breakers also protect your boat's expensive electronics and equipment from damage. Sensitive devices like chartplotters, radios, fishfinders, and navigation instruments can be ruined by electrical surges or sustained overcurrent. Replacing a fuse is a lot cheaper — and easier — than replacing a fried electronics suite or dealing with the aftermath of an onboard fire.

Today's boats often come equipped with combination panels that integrate fuses, breakers, and switches in one convenient location. These panels simplify system management and troubleshooting, but they still require routine inspection and maintenance. Corrosion, loose connections, and aging components can compromise the effectiveness of the protective devices, so it's good practice to inspect your electrical panel regularly, especially before extended trips.

Ultimately, fuses and circuit breakers are small investments that pay big dividends in boating safety. They quietly do their job behind the scenes, but when a fault occurs, they can mean the difference between a minor inconvenience and a major disaster. By understanding their function, matching them properly to your boat's circuits, and keeping spare fuses on hand, you ensure that your time on the water is not only enjoyable but safe.

The next time you're onboard, take a moment to locate your fuse panels, check for spares, and familiarize yourself with your boat's overcurrent protection setup. It could be the most important safety check you make before casting off.

## Fast Facts //

From page 4

*love of God goes /  
When the waves turn the minutes to  
hours?"*

Power lies in its restraint of emotion. Lightfoot names the crew, the lake, the cargo, the weather. No embellishment is needed. The truth — a ship lost without a distress call — is enough.

Earlier generations had their own shipwreck songs. Irish folk ballads like *"The Lowlands of Holland"* and *"Fiddler's Green"* tell of sailors pressed into service and those who found their resting place at sea. While *"Fiddler's Green"* is more a mythical afterlife for mariners than a straightforward elegy, it nonetheless captures the bittersweet blend of death and peace found in the sailor's lore.

*"The Sinking of the Reuben James,"* written by Woody Guthrie in 1941, memorializes the first U.S. Navy ship sunk by enemy fire in World War II. The destroyer USS Reuben James was torpedoed by a German U-boat, with more than 100 lives lost. The song became an American folk protest against war and a tribute to the fallen.

Songs like these are more than narratives. They're memorials. To sing them is to honorably remember.

### Sailor as Romantic: Dreamers on the Tide

Maritime songs aren't always woeful. Many romanticize the sailor as a wanderer, poet, adventurer. Bronzed by sun, tempered by hardship, this figure is a folk archetype, often leaving a love in every port, but staying true to the sea.

In 1972, Looking Glass released *"Brandy (You're a Fine Girl)"*, a soft-rock ballad that became an instant classic; it's an anthem for the landbound heartbreakers of maritime life. Brandy, a barmaid in a bustling harbor town, falls for a sailor who cannot stay:

*"Brandy, you're a fine girl /  
What a good wife you would be /  
But my life, my love and my lady is the  
sea."*

Here, the romance is real, the affection sincere, but the pull of the ocean is stronger. The song flips the usual sailor's perspective and gives voice to those onshore, romanticizing not the journey, but the waiting. Brandy becomes emblematic of the bittersweet love that sailors leave behind: constant, loyal, and ultimately forsaken for the horizon.

Jimmy Buffett's *"Son of a Son of a Sailor"* (1978) captures the spirit of generational pull toward the horizon. His protagonist is an heir to wanderlust:

*"Son of a son, son of a son, son of a son  
of a sailor /  
Washed his hands in the water, was  
born in the boat."*

This is not tragedy, but joy. The sailor's life is sung not as burden, but as destiny.

Yet Buffett's earlier *"A Pirate Looks at Forty"* (1974) offers a more reflective companion piece — one not of youthful exploration but of aging exile. Its narrator, a self-professed "pirate born two hundred years too late," laments a life adrift between lawless dreams and landlocked reality:

*"Yes, I am a pirate /*

*Two hundred years too  
late /  
The cannons don't  
thunder, there's nothin' to  
plunder /  
I'm an over-forty victim  
of fate."*

*"Southern Cross"* by Crosby, Stills & Nash (1982) offers a slightly more weathered version of this romanticism. Its narrator is at sea not only physically, but emotionally — sailing away from heartbreak, guided by stars and solitude:

*"Got out of town on a boat  
going to southern islands /  
Sailing a reach before a  
following sea..."*

Here, the ocean tides becomes both exile and redemption. The journey is not only nautical; it's spiritual.

A kindred spirit to this emotional voyage is *"Sail On, Sailor"* by The Beach Boys (1973). Unlike their earlier surfin' compositions, this track carries a soulful, gospel-tinged weight. It's a weary mariner's song of survival and resilience:

*"I sailed an ocean, unsettled ocean /  
Through restful waters and deep com-  
motion /  
Often frightened, unenlightened /  
Sail on, sail on, sailor"*

The lyrics are both literal and metaphorical, evoking the image of a sailor tossed by internal storms yet resolved to press forward. It's a ballad for those who have lost their way but refuse to sink. *"Sail On, Sailor"* reframes the romantic sailor not as carefree drifter, but as steadfast soul — weathered, tested, yet undeterred.

### Tropical Calamity and Comic Longing: "Sloop John B" and Island Escape

Not all seafaring songs are so earnest. The Beach Boys' *"Sloop John B"* (1966), adapted from a traditional Bahamian folk song, recounts a chaotic and unpleasant sea trip:

*"This is the worst trip I've ever been  
on."*

Behind its sunny harmonies is the universal cry of homesickness — a comic lament set to surf-pop. The song endures because it speaks to anyone who's been far from home and longed for normalcy, comfort, and "some good food."

This kind of maritime humor blends naturally with Caribbean traditions. Reggae and calypso frequently feature songs of ship mischief, drunken crews, or misadventure at sea. But even in jest, these songs maintain a reverence for the ocean's mystery.

### Global Currents: Songs Beyond the West

Maritime music isn't confined to Europe or North America, of course. Since the dawn of man, cultures with seafaring legacies across the globe have compiled rich musical tributes to the ocean.

In Portugal, *fado marítimo* (maritime fado) mourns sailors lost to Atlantic storms. Sung with somber dignity, often accompanied only by guitar, these songs



The Beach Boys, circa 1965. From left, Al Jardine, Mike Love, Dennis Wilson, Brian Wilson, Carl Wilson.

reflect the ache of longing, absence, and the sea's tragic toll.

In Polynesia, traditional chant and song preserve the legacy of wayfinders, navigators who traversed the Pacific using only stars, swells, and cloud patterns. These songs, passed from generation to generation, honor the sacred relationship between ocean and voyager.

In the Caribbean, the sea is both life-line and trauma. The O'Jays' *"Ship Ahoy"* (1973) is a chilling funk epic that places the listener aboard a slave ship, forcing confrontation with history through layered vocals and ambient ship sounds.

And then there's Bob Marley's *"Redemption Song,"* which opens with a reference both literal and metaphorical:

*"Old pirates, yes, they rob I /  
Sold I to the merchant ships..."*

The sea here isn't an escape; it's witness to captivity, colonization, and, eventually, spiritual release.

### Rock, Folk, and Viral Revival: Sea Songs in the Modern Era

The 20th and 21st centuries brought maritime music into new genres. Folk revivalists like Pete Seeger, Joan Baez, and especially Stan Rogers, who reintroduced old ballads and wrote new ones for modern audiences.

Rogers' *"The Mary Ellen Carter"* (1979) is the quintessential tale of triumph over adversity. A sunken ship is raised by a determined crew who refuse to let her rot on the seafloor — a metaphor, Rogers said, for perseverance itself:

*"Rise again, rise again /  
Though your heart it be broken /  
Or life about to end..."*

The song famously inspired a shipwreck survivor to stay alive by repeating its lines while clinging to wreckage.

Rock bands, too, found inspiration in the waves. Led Zeppelin's *"The Ocean"* (1973) uses the sea as metaphor for fans and music, while Iron Maiden's adaptation of Coleridge's *"Rime of the Ancient Mariner"* (1984) turns a ghostly voyage into a thunderous metal epic.

In 2021, the sea shanty made a

surprising comeback. They were communal, catchy, and oddly suited to pandemic-era isolation. Scottish postman Nathan Evans posted a TikTok version of *"The Wellerman,"* a 19th-century New Zealand whaling song. It went viral, spawning harmonized duets, instrumentals, and remixes worldwide. But sea shanties weren't relics, as it turned out.

The sea shanty, once the soundtrack of rigging and rope, had become a digital phenomenon. The hunger for rhythm, unity, and song had never truly left us.

### The Call to Young Sailors

What is it about the sea that continues to inspire us? Perhaps it's the enigmatic sense of eternity. Then again, maybe it's knowledge that, for all our technology and charts, we're just a small part of what exists between the stars above and the waves below.

Sea songs capture awe, telling of those adrift who've faced impossible odds, of ships that shattered and sank, of loves left behind, of rum-soaked joy and seemingly-won homecomings. They remind us that the human spirit, like the sea, is vast, uncontrollable, and a mystery.

In *"The Rainbow Connection,"* Kermit the Frog alludes to an otherworldly voice that beckons the seafaring romantic:

*"Have you been half asleep /  
And have you heard voices?  
I've heard them calling my name /  
Is this the sweet sound /  
That calls the young sailors?  
The voice might be one and the same."*

By concluding that those "voices" may also be "the sweet sound that calls the young sailors," Kermit is making the musical case that one's spiritual calling is what connects them with the physical world — which leads to belonging and bliss.

From ancient chants to Celtic elegies, traditional shanties to soft-rock melodies — ballads of the sea remain buoyed to the seafaring consciousness. And as long as there are voices to sing and oceans to sail, they always will.



## San Diego



Pexels image

### Night Fishing at Santee Lakes

**Date & Time:** July 10, 5:00 to 11:30 p.m.  
**Price:** Adults \$10; Juniors & Seniors \$6; extra pole stamp \$4; Parking \$4.  
**Location:** East County neighborhood, Santee Lakes Recreation Preserve, 9310 Fanita Pkwy, Santee, CA 92071  
 Cast your line under the stars during a special night of fishing at Santee Lakes 1 through 4. No state fishing license required — just grab a permit from the General Store. Annual passes not valid for this event. For more details, visit [santeelakes.com/fishing](https://santeelakes.com/fishing).

## San Clemente



Pexels image

### Summer Concert Series: Kelly Boyz

**Date & Time:** July 17, 6:00 to 8:00 p.m.  
**Location:** San Clemente Municipal Pier, 622 Avenida Del Mar, San Clemente, CA 92672

Enjoy live music by the Kelly Boyz as part of the Summer Concert Series at the iconic San Clemente Pier. Bring

your beach chairs and blankets for an evening of music by the ocean. For more details, go to [san-clemente.org/Home/Components/Calendar/Event/10328/2689?backlist=%2frecreation-community%2fspecial-events](https://san-clemente.org/Home/Components/Calendar/Event/10328/2689?backlist=%2frecreation-community%2fspecial-events).

## Dana Point



Pexels image

### Seaside Sessions: Live Music with Roderick Chambers

**Date & Time:** July 17, 4:00 to 6:00 p.m.  
**Location:** The Wharf, Dana Point Harbor  
 Soak up the summer vibes at Dana Point Harbor with Seaside Sessions, the harbor's popular live music series. Enjoy a free performance from singer-songwriter Roderick Chambers, known for his soulful vocals and acoustic sound, set against the beautiful waterfront backdrop. The Seaside Sessions series runs every Thursday evening throughout the summer. Admission is free. For more details, visit [danapointharbor.com](https://danapointharbor.com).

## Newport Beach

### Community Day at Back Bay Science Center

**Date & Time:** July 13, 10:00 a.m. to 2:00 p.m.  
**Location:** Back Bay Science Center, 600 Shellmaker Road, Newport Beach, CA 92660

Enjoy a family-friendly open house at the Back Bay Science Center. Tour the facility, explore Shellmaker Trail, visit the

teaching and aquatic labs, and interact with live touch tanks. Public animal feedings take place from 12:00 to 1:00 p.m.. Short guided nature walks are offered at 11:00 a.m. and 1:00 p.m. — no reservations required, but advance registration is encouraged. Visit the Native Plant Nursery and get involved with seed collection and restoration activities. Parking and admission are free. Due to protected bird activity, family pets must be left at home. Biking encouraged, and bike racks are available. For more details, go to [visitnewportbeach.com/events/community-day-at-back-bay-science-center-2025-07-13/](https://visitnewportbeach.com/events/community-day-at-back-bay-science-center-2025-07-13/).

## Huntington Beach

### Summer Concert Series at Central Park

**Dates & Time:** Sundays, July 13 & 20, beginning 5:00 p.m. each day  
**Location:** Huntington Beach Central Park  
 Enjoy free live music every Sunday at Huntington Beach Central Park, presented by the Huntington Beach Concert Band. Performances include:  
 July 13: Susie Hansen Latin Jazz Band — High-energy Latin jazz and salsa that swings!  
 July 20: Orange County Concert Band — Classic concert band favorites.  
 These events are free to the public, so bring your family, friends, chairs, blankets, and a picnic dinner for a relaxing evening of music in the park. Go to [hbconcertband.org/summerseries/](https://hbconcertband.org/summerseries/) for more details.

## Long Beach

### Murder Mystery Dinner: Murder & Mayhem at the Mary

**Date & Time:** July 19, 7:00 to 9:30 p.m.  
**Price:** \$95.40 per person, age 13 and older only  
**Location:** The Queen Mary, Long Beach, CA  
 Step aboard the historic Queen Mary for an unforgettable evening of dinner, drinks, and mystery. Travel back to the 1930s for a grand celebration — but not everything is as it seems. Help solve the case in this interactive musical comedy dinner show, perfect for date nights, family fun, or company parties. Seating

is family-style at group tables of 6 to 10 guests. Make new friends, but keep your guard up... one of them may not be who they seem! Tickets include ship access, event admission, a three-course dinner, and the full murder mystery experience. For tickets and more details, go to [queenmary.com/whatsondeck.aspx](https://queenmary.com/whatsondeck.aspx) or call (562) 435-3511.

## Port of Los Angeles



Pexels image

### 2025 ILCA 4 Youth World Championship

**Date:** July 19 through 26  
**Location:** Cabrillo Beach Yacht Club, Los Angeles, CA  
 The world's top young sailors will compete in the 2025 ILCA 4 Youth World Championship, hosted by Cabrillo Beach Yacht Club. This prestigious international sailing event brings together rising talent from across the globe for a week of exciting racing along the Southern California coastline. Spectators are welcome to enjoy the action from shore. Go to [portoflosangeles.org/community/events](https://portoflosangeles.org/community/events) for more details.

## Ventura

### Seaside Live Music with Teka & Alyse Korn

**Date & Time:** July 12, 1:00 to 4:00 p.m.  
**Location:** Promenade Stage, Seaside Village  
 Enjoy the perfect coastal afternoon with free, family-friendly live music from local favorites Teka & Alyse Korn. Relax by the ocean as they perform a lively mix of tunes from 1 to 4 p.m. Whether you're dining at a waterfront restaurant or exploring the Village's charming boutiques and artisan galleries, the music provides the ideal soundtrack to your seaside visit. For additional information, go to [venturaharborvillage.com/event/seaside-live-music-29/](https://venturaharborvillage.com/event/seaside-live-music-29/).

## Tech Tip

From page 13

since no seawater passes through the hull. One downside to a keel cooler is the need to inspect and replace zincs regularly on the bronze heat exchangers. Also, while sitting in an anchorage without a constant current of water running under the hull, the water immediately surrounding the heat exchanger can warm up and reduce its cooling capacity. Owners of keel-cooled fridges are generally quite pleased with the superior cooling of this straightforward system, even in tropical anchorages.

Some boaters may be worried about the growth of barnacles and algae on the bronze heat exchanger, claiming external heat exchangers cannot be painted with antifouling. However, Rob Warren of

Coastal Climate Control in Annapolis, the main U.S. distributor of Frigoboat, pointed out, "You will lose a little refrigeration performance by painting [a heat exchanger], but not enough that you will notice. I made some tests several years ago, and I found that it was better to have one painted than for it to be really heavily fouled."

### Portable Ice Makers

Some coastal boaters need only a small amount of ice, dispensing with the complications involved with installation of a permanent refrigeration unit. If all you need is ice for margaritas, consider buying a portable ice maker. You can plug the small machine into the AC inverter, drawing less than 3 amps to produce 2.5 pounds of ice in less than 30 minutes—in the middle of the ocean. As long as the ambient

temperature is below 90 degrees F, you can make enough ice to chill several cans or bottles of liquid in the Igloo.

The current, standard, portable ice maker is manufactured in China and sold through such brand names as Dometic, EdgeStar, Emerson, Magic Chef, MaxiMatic, NewAir and Whirlpool. The ice maker should be used only in settled conditions or while at anchor to keep it as level as possible. Also, remember you are working with both water and 110V AC power, so make sure the extension cord from the DC-AC inverter is dry and safe from foot traffic.

There's a refrigeration system for every type of boat carrying a 12V house battery and a power inverter. If you review the possibilities and discuss options with your marina friends, you should have

little trouble finding a fridge meeting your needs and your boat's available space and electrical system.

Many cruisers also turn to companies like Cruiser Services for advice when selecting marine refrigeration systems that align with their vessel's space, power availability, and cruising plans. From efficient OzeFridge units to guidance on installation, Cruiser Services has become a resource for boaters preparing for both coastal cruising and bluewater adventures.

Consider the options, compare notes with fellow boaters, and enjoy cold drinks and chilled food on your future boating adventures. For additional information about marine refrigeration, watermakers, and climate control solutions for cruisers, visit [www.cruiserservices.com](https://www.cruiserservices.com).



# Catalina Connection

## Run Catalina Island Renews Title Sponsorship with Hi-Tec Through 2028

By: LOG STAFF

The rugged trails and sweeping views of Catalina Island will continue to serve as a proving ground for endurance athletes, as the Run Catalina Island race series has announced an extended partnership with title sponsor Hi-Tec. The global footwear brand will remain the series’ primary sponsor through 2028, building on four successful years of collaboration aimed at enhancing the experience for race participants.

The renewed partnership also brings product innovation designed with Catalina Island’s demanding terrain in mind. To celebrate the sponsorship extension, Hi-Tec has launched three trail-running shoes inspired by the event’s iconic courses: the Avalon, the Catalina, and the Catalina II. Each shoe is engineered for running on dirt trails and technical surfaces like those featured in the Avalon 50, the Catalina Island Marathon, and the Catalina Island Half Marathon.

“The Run Catalina Island race series is truly something special, and we want to make sure that we carefully select our partnerships to ensure they benefit the overall experience of those who join

us on Catalina Island,” said Mike Bone, President and CEO of Spectrum Sports Management, which produces the event. “Hi-Tec has been an incredible sponsor through the years, and their continued partnership means so much to our events.”

Hi-Tec’s involvement has not only supported the race series but has inspired product development that reflects the spirit of the island’s rugged terrain and adventurous atmosphere. “Hi-Tec is proud to extend our partnership with Run Catalina Island, an event that perfectly reflects our brand’s spirit of adventure and community,” said Sara Nunez, Global Brand Director for Hi-Tec. “This collaboration has even inspired product innovation, with the Catalina and new Catalina II trail shoes developed for the spirit of this iconic race. As we enter our fifth year together, we remain committed to supporting the runners and the unforgettable experience this race delivers.”

Hi-Tec, which has been producing footwear, sportswear, and outdoor accessories since 1974, is known for using innovative design and technology to create products built for all terrains. With a legacy spanning five decades, the



Run Catalina Island image

company’s mission continues to focus on inspiring people to get outside and experience the world from a new perspective.

The expanded partnership will also extend into the Run Catalina Island race challenge known as the Hi-Tec Triple Crown on Catalina Island. The challenge invites runners to complete all three Run Catalina Island events — the Avalon 50K or 50 Mile, Catalina Island Marathon, and Catalina Island Half Marathon — within a 12-month period. Runners can begin with any of the races, but once started, they must complete all three distances consecutively within a year. Finishers of the Hi-Tec Triple Crown on Catalina Island will receive exclusive rewards, including a finisher jacket, a pair of Hi-Tec shoes, and a one-of-a-kind belt buckle to

commemorate the achievement. Run Catalina Island has long been considered one of California’s premier trail racing destinations, offering scenic yet challenging courses that attract thousands of participants each year. The series is produced by Spectrum Sports Management & Timing Services, a Southern California-based company with over 50 years of combined industry experience producing endurance and sporting events across the region. For more information about the race series, visit [runcatalina.com](http://runcatalina.com) or follow Run Catalina Island on Instagram and Facebook. To learn more about Hi-Tec and its outdoor performance products, go to [hi-tec.com](http://hi-tec.com).

## Crossword

1	2	3		4	5	6	7		8	9	10	11
12				13					14			
15				16				17				
18			19			20						
21					22			23		24	25	26
		27							28			
29	30						31	32	33			
34						35						
36			37	38		39					40	41
			42		43			44				
45	46	47					48			49		
50					51					52		
53					54					55		

### ACROSS

1. University qualification

4. Data

8. --- Christian Andersen
12. “Bad Behavior” star, 1993

13. Henhouse

14. Doctrines

15. Departure’s opposite (Abbr.)

16. Hold spellbound

18. Long-legged water bird

20. Astringent

21. Pronouncing imperfectly

23. Mexican bread

27. Door part

28. Even if, briefly

29. Basket case

31. Tarnish

34. “--- Gang”

35. Pickling liquid

36. Vegetable silk

39. Followers of Allah

42. “Bye now”

44. Al ---, Palestinian organization

45. Victoria’s son

49. Sang “Bad Moon Rising”

50. “Agreed!”

51. Every Jack has one

52. Sports organization

53. Poet Angelou

54. Marketing leader?

55. Hangup
- Wild, and Got a Life” (Kaavya Viswanathan novel)

8. Give me the bad news

9. Sun Devils’ sch.

10. Diagnostic technique

11. 180° from N-N-W

17. Nipper

19. “Beowulf,” e.g.

22. Vietnam’s --- Dinh Diem

24. A --- named Desire

25. Feature of many high-performance engines

26. Note

29. Moo goo gai pan pan

30. Chinese religious mountain

31. No seats

32. Store a document incorrectly

33. “To Live and Die ---”

35. On-screen second rater

37. Seat of Marion County, Fla.

38. White wine aperitif

40. Former Portuguese province on the south coast of China

41. Small woody perennial

43. Assistant to a senior officer

45. Teacher’s deg.

46. Narc’s org.

47. “No ---!”

48. “--- say!”

### DOWN

1. Fisticuffs

2. Caravan inn

3. Cheat

4. Where everyone is slipshod

5. “Smoking or ---?”

6. Pasturage

7. “How --- Mehta Got Kissed, Got

Crossword solution on page 23



# Sailing

## Chris Bertish Sets Sail on Historic Solo Pacific Crossing to Champion Ocean Conservation and Education

By: LOG STAFF

South African adventurer, author, and renowned waterman Chris Bertish has launched what may be his boldest and most challenging expedition to date — the TransCat Expedition 2025: Oceans Without Borders. On June 24, 2025, at precisely 2:34 p.m., Bertish departed from Mission Bay in San Diego, setting off on a solo, unsupported crossing of the Pacific Ocean in a production beach catamaran with no cabin — a feat never before attempted.

The 2,800-nautical-mile journey to Oahu, Hawaii, is expected to take between 18 and 24 days. Bertish will be sailing aboard *The Wildcat*, a 20-foot, semi-foiling beach catamaran powered solely by wind and solar energy. With no cabin, no kitchen, and no toilet aboard the vessel, the expedition leaves Bertish completely exposed to the elements for nearly three weeks, enduring relentless sun, ocean swells, unpredictable weather, and total isolation — all without a support crew or chase vessel.

“This will be my most extreme expedition yet,” said Bertish. “There’s no shelter from the sun, wind, or waves. If the catamaran capsizes, I’ll have to right it myself.”

But the TransCat Expedition is more than just a daring test of endurance and seamanship. At its core, the journey is a global call to action for ocean conservation, climate change awareness, and equitable access to education. Bertish has dedicated the expedition to raising funds and awareness for a variety of environmental and educational initiatives across the world.

Among the initiatives supported by the expedition are the construction of a circular economy classroom for a school in Kenya, the expansion of ocean education programs through SAAMBRA and the 2 Oceans Education Foundation in South Africa, and the development of mobile ocean aquarium outreach programs for underserved youth through groups like Nine Miles Project, Waves for Change, and the Sentinel Alliance. In addition, the mission will fund the planting of over 1,000 trees in North America and more than 3,000 trees in Africa through organizations like SeaTrees and the World Forest Initiative, as well as contribute to coral reef restoration efforts at Hanauma Bay, Hawaii.

“This journey pushes the boundaries of what’s possible when passion, purpose, and perseverance come together,” Bertish said. “Our planet and future generations

deserve bold action — for our oceans, our climate, and our communities.”

Bertish is no stranger to combining record-breaking solo expeditions with a message of global stewardship. Over the past decade, he has redefined the intersection of extreme ocean adventure and environmental activism, raising millions for ocean conservation, education, and children’s health initiatives.

His reputation as a trailblazer began in 2010 when he won the Mavericks Big Wave Invitational in Half Moon Bay, California, surfing some of the biggest waves ever recorded in competitive history. That victory set the stage for his next historic achievement — the 2017 solo, unsupported crossing of the Atlantic Ocean on a stand-up paddleboard. Over 93 days, Bertish paddled 4,050 miles from Morocco to Antigua, becoming the first person to accomplish the feat and raising significant funds for Operation Smile, youth programs, and ocean conservation efforts.

In 2022, Bertish again made history with the Transpacific Wing Project, completing the first-ever solo, unsupported wing foil crossing of the Pacific Ocean. Covering 2,465 miles from Santa Cruz, California, to Honolulu, Hawaii, in just 48 days, the expedition shattered the world record for the longest distance traveled solo on a wing foil — nearly doubling his own previous record. That journey, too, carried a message of climate action and ocean education, a hallmark of Bertish’s expeditions.

Beyond his record-setting adventures, Bertish has shared his experiences and

mission through books, films, and global speaking engagements. His acclaimed 2015 film *Ocean Driven* and best-selling autobiography *Stoked!* chronicle his early life and rise as a competitive waterman. His 2021 documentary *Last Known Coordinates* captures his groundbreaking Atlantic paddle journey, while his latest book, *All In!*, details the trials and triumphs of his Transatlantic SUP Crossing.

Through it all, Bertish has remained steadfast in his belief that bold action — both on the water and off — is necessary to protect the planet’s oceans and communities. “This expedition is not just about breaking records,” he said. “It’s about inspiring collective action. When we protect our oceans, we protect all life on this planet.”

The TransCat Expedition 2025 will

test the limits of human endurance and resilience, but for Bertish, the physical challenge is only part of the story. “Our oceans connect us all,” he added. “This journey is about reminding the world of that connection and the responsibility we all share to safeguard these fragile ecosystems.”

Supporters can track Bertish’s real-time progress across the Pacific, learn more about the expedition’s global impact, and contribute to the mission by visiting [transcatexpedition.com](https://transcatexpedition.com).

As *The Wildcat* sails west into the open Pacific, Bertish carries not only the hopes of his supporters but the weight of a message that resonates far beyond the waves — when individuals take bold steps, they can help chart a better course for the planet.



Fred Pompermayer image



Fred Pompermayer image

# Harbor Hopping in Southern CA



Santana Sailing image



Santana Sailing image

**Editor's Note:** This article was contributed by Marc Hughston, Chief Instructor for Santana Sailing in Long Beach. The content has been published with his full permission, and The Log acknowledges his expertise and authorship. Full attribution for this piece is credited to Marc Hughston.

Wouldn't it be good to do something a little different, easier, and fun this summer? Try some Harbor Hopping under sail.

During the last many years of teaching sailing and running sailing adventure trips, it occurred to me that it would be fun and easy to just go Harbor Hopping right here in our own local paradise. You pack breakfast, lunch and snacks, cold drinks, tie up in a new harbor at the end of the day and visit a nice restaurant ashore. Take off the next morning and do it again!

At Santana Sailing we started doing these trips a couple of years ago, and they have really been rewarding. This summer we have three Harbor Hopping trips in August

August 2-3, we are sailing from Long Beach to Newport Beach and back – an easy hop.

August 8-10, we sail from Long Beach to Catalina, calling first at Two Harbors, then Avalon for the second night, navigating home the third day.

August 22-24, we depart Long Beach for Redondo's King Harbor on day one, make the easy sail to Marina Del Rey for the second night, and spend our third day with the spinnaker up sailing back downwind to Long Beach.

See the Santana Sailing website and follow the Go Harbor Hopping link for all the details if you would like to join.

If you plan to go harbor hopping on your own boat or a chartered boat, here are a few details to keep in mind.

- DOCKWA is an online service that will list available marinas and allow booking a guest slip online, though not every marina is listed on DOCKWA.
- A Google or ChatGPT search for Guest Slips or Transient Slips will

turn up many results.

- Guest slips and guest moorings vary in price from \$1.25 to \$2.25 per foot per night.
- You will need to present your ID, vessel registration, insurance, and may need a copy of your charter contract.
- Calling the Harbor Patrol office in each harbor before your trip will help you understand the latest anchoring regulations and restrictions.
- If you are a yacht club member, check to see what reciprocal relationships your club may have to facilitate guest slips in other harbors.

Here are some specifics for each harbor, starting with Marina Del Rey and working our way south.

## Marina Del Rey

Guest Slips:

- Marina Del Rey Marina (a Suntext Marina), reserve online
- Burton Chase Park Transient Boat Dock (LA County), no advance reservations.

Anchorage: None

## Redondo Beach King Harbor

Guest Slips/Moorings listed by DOCKWA:

- California Yacht Marinas – Port Royal Marina (Dock), reserve online
- Redondo Beach Marina (Mooring), reserve online

Anchorage:

Harbor Patrol states anchorage is available at the end of the channel near the King Harbor Yacht Club and recommends setting bow and stern anchors.

## LA Harbor/San Pedro

Guest Slips listed by DOCKWA:

- California Yacht Marinas – Cabrillo Marina (Dock), reserve online

Anchorage:

Cabrillo Beach anchorage noted as "General Anch N," on NOAA chart 18751

## Long Beach Harbor

Guest Slips:

- Alamitos Bay Marina (Dock) Call to reserve: (562) 570-3215, Marine Bureau office
- Shoreline Marina (Dock) Contact: (562) 570-4950

- By DOCKWA: Long Beach Yacht Club (Dock), reserve online

Anchorage:

Permitted on the N side of Island White only. Day use Monday – Thursday 10-3PM. Overnight anchoring is permitted only Friday, Saturday, Sunday.

## Newport Beach

Guest Slips:

- Newport Harbor Patrol Guest Slips/Moorings (Sheriff's Harbor Patrol) Location: 1901 Bayside Drive. By boat, tie up at the Harbor Patrol Dock near the yellow Rescue boats and CG Cutter *Narwhal*, check in personally at the Harbor Patrol office.

- Marina Park Guest Slips (City of Newport Beach Harbor Department). Located on the Balboa Peninsula, at Marina Park, 1600 W. Balboa Blvd. Reservations & contact: Call 949-270-8159 or VHF Ch. 17.

Anchorage:

Lido Island Anchorage off the E end of Lido Isle. Refer to NOAA chart 18754. Anchor inside of the 4 buoys labeled A, B, C, D. 14 day limit, a person must remain aboard.

## Dana Point Harbor

Guest Slips listed by DOCKWA:

- The Marina at Dana Point (Dock),

Please see **HARBOR HOPPING, PAGE 20**




## Instructional Sailing Adventures

Go Harbor Hopping With Us



- **Orange County**
  - [Long Beach to Newport Beach and Back](#)
  - 2-day cruise August 2-3
- **Catalina**
  - [Long Beach to Two Harbors, Avalon and Back](#)
  - 3-day cruise August 8-10
- **Los Angeles**
  - [Long Beach to Redondo Beach, Marina Del Rey and Back](#)
  - 3-day cruise August 22-24

Sun, fun and sailing with informal instruction throughout  
Follow the [Go Harbor Hopping](#) link at

# www.SantanaSailing.com

# More Than Boats: The Social Side of Yacht Club Life

By: LOG STAFF

For many, yacht clubs conjure up images of sleek sailboats, competitive races, and waterfront dining — but beyond the boats and docks lies a vibrant, often underestimated social scene that keeps members coming back season after season. In coastal communities like Newport Beach, Dana Point, and beyond, yacht clubs are evolving into something more: part neighborhood gathering place, part philanthropic hub, part floating country club.

Take South Shore Yacht Club (SSYC) in Newport Beach, for example. Established in 1957, SSYC has built its reputation on more than just sailing expertise. While its rich history of racing and cruising is still at the heart of the club, members will tell you that what truly sets it apart is the sense of community, camaraderie, and social connection that extends far beyond the waterline.

“Our yacht club fosters a strong sense of family and community by creating opportunities for connection, tradition, and shared experiences,” said Lisa Cullinane, Vice Commodore for SSYC. “From regattas and sailing lessons to social events and volunteer efforts, everything we do is designed to bring people together.”

In many ways, yacht clubs have become the modern, coastal version of the country club. Instead of golf courses, members enjoy ocean views, marina-front happy hours, and docks lined with sailboats and cruisers. But like the best country clubs, it's the social calendar that really brings the community to life.

At SSYC, the calendar is packed with unique and popular events, from the classic opening day ceremonies to Friday night dinners and weekend trips to Avalon. “Our most popular event all year is our annual Endless Summer Beach Party,” Cullinane shared. “We roast a pig in the sand and dance to our favorite band, The Newport Beats. It's an event people look forward to all year long.”

Happy hours and dinner events are



South Shore Yacht Club image



South Shore Yacht Club image

staples at most clubs, but many offer far more for those looking to get involved. SSYC organizes land cruises like wine tours in Temecula and Ensenada, train rides to Santa Barbara, and casual get-togethers at the club. “It's not just about boats — it's about the people who make this club a second home,” Cullinane added.

Clubs like SSYC also play an active role in giving back. Annual events like the Richard Henry Dana Charity Regatta, hosted by Dana Point Yacht Club, demonstrate how yacht clubs can make a meaningful impact beyond the harbor. At SSYC, charitable work happens year-round. “We hold one or two charity events per year and have donated to the Newport Sea Base,” said Cullinane. “Our charitable events change every year, but we always have funds set aside to work with when we find a worthy cause.”

The philanthropic aspect isn't limited to regattas. Many clubs partner with local organizations, offering their venues for charity galas, fundraising dinners, or community meetings. Dana Wharf's Lady Anglers — a group focused on all female fun, fishing, and fundraising — hold meetings and events at the Dana West Yacht Club, blending social events with

charitable work.

At SSYC, their partnership with Newport Sea Base provides opportunities for young people to get involved with boating early on. But it goes deeper than that. “We celebrate each other's milestones, pass down knowledge across generations, and create memories that strengthen our bonds year after year,” Cullinane said.

As yacht clubs look to grow their membership, highlighting these social benefits has become key. While the boating and racing opportunities remain a significant draw, it's often the atmosphere—the friendships, the family-friendly events, the chance to network and give back — that convince potential members to join.

“We have the best of all worlds,” Cullinane explained. “We're the most cost-effective club to join with little restriction, we have a lot of on-the-water events, and we host many regional and local sailboat races annually.”

Beyond the activities, prospective members often weigh logistical factors too. “There are things people might not realize when choosing a yacht club,” Cullinane pointed out. “Do they require boat ownership? What's the initiation fee

and monthly dues? Is there a work requirement? And are they affiliated with SCYA (Southern California Yachting Association) and YCAOL (Yachting Club of America who administrates reciprocals)? Those memberships extend reciprocal privileges to yacht clubs all over the world.”

Cullinane also emphasized one key factor many overlook. “The most important consideration is if you mesh well with other members. Are these ‘your people’? Do you want to spend time with them? SSYC is known as the friendliest club in Newport Beach, with full reciprocal privileges, no limit on non-boat owners, and no work requirement.”

In short, yacht clubs like South Shore Yacht Club remind us that life on the water is about more than what's happening on deck. It's about connections — friendships formed over dockside dinners, good causes supported through regattas, and lifelong memories made both on and off the water.

“Yacht clubs today are more than sailing societies — they're active, welcoming communities,” Cullinane said. “We may have come for the boats, but we stay for the people.”

## Harbor Hopping

From page 19

reserve online.

**Anchorage:**

Two designated anchorage areas inside Dana Point Harbor, marked by yellow buoys and signage. Guests may anchor for up to 5 days within any 30-day period

- West Basin Anchorage – located near the Ocean Institute at the west end. Mud bottom with good holding; defined by yellow buoys
- East Basin Anchorage – situated near the bait barge and fuel dock on the east side

### Oceanside Harbor

**Guest Slips:**

- 24 transient slips plus side-ties for larger boats. Slips can be reserved up to 60 days in advance, or on a first-come, first-served basis.

- Reservation office hours: Monday–Saturday, 8:00 am–4:30 pm. Reserve by phone at (760) 435-4000, or in person at 1540 Harbor Drive North.
- Check-in: Dock at guest slips #5, #6, or #7 and then complete registration at the harbor office.

**Anchorage:** None.

### San Diego Harbor

**Guest Slips listed by DOCKWA:**

- Harbor Island West Marina (Dock), reserve online
- Sun Harbor Marina (Dock), reserve online
- Halfmoon Marina (Dock) Shelter Island, contact online

**Shelter Island Guest Dock (San Diego Harbor Police)**

- Location: 1401 Shelter Island Drive, Shelter Island (at the entrance to Shelter Island Yacht Basin)



Sanatana Sailing image

- 26 slips accommodating vessels up to 65 ft LOA
- Maximum stay: 15 days within any 40-day period
- Reservation: Up to 14 days in advance via Port of San Diego's online system

**Anchorage:**

- A-1 “La Playa Cove” – 72-hour weekend-only anchorage (Fri 9 AM–Mon 9 AM), max 40 boats
- A-5 “Glorietta Bay” – 72-hour daily anchorage, up to 20 boats

For more information, please visit <https://santanasailing.com/>.



## TOP CORNER

**Celebrating Community: Rainbow Sandals Makes Generous Contributions to CCA California**

Rainbow Sandals, based in San Clemente, made a generous \$10,000 donation to the California State chapter of the Coastal Conservation Association, supporting efforts to protect marine resources and the future of sportfishing. The contribution was made even more meaningful as Donna Kalez, owner of Dana Wharf Sportfishing, participated in the presentation, further reinforcing the partnership between Rainbow® Sandals, Dana Wharf, and the fishing community. "Fishing is so important to all coastal communities, and we are investing in the future of our oceans and ensuring the joy of sportfishing is preserved for generations to come," said Jay "Sparky" Longley, owner of Rainbow® Sandals. "Together we can protect our marine resources while nurturing a thriving fishing community."



## CALIFORNIA FISHING NEWS

**Medium But Mighty: How to Hook SoCal's Favorite 1 to 10 Pound Fish**

By: KATHERINE M. CLEMENTS

Not every fishing trip needs to be an offshore odyssey chasing giant tuna or monstrous yellowtail. Sometimes, the real fun comes from tangling with the reliable, hard-fighting medium-sized species that Southern California waters serve up year-round. If you're heading out on a sunny half-day trip, here's your tacklebox guide to landing the 1 to 10-pounders that keep SoCal anglers coming back for more.

**Sand and Calico Bass:**

These coastal bruisers are the bread and butter of local fishing, especially around rocky reefs, kelp beds, and harbor structures. For live bait enthusiasts, nothing beats a frisky anchovy or sardine pinned to a hook and dropped near structure. But fans of artificial bait have plenty of options too.

Soft plastics like rubber swimbaits or flukes (those baitfish-shaped soft lures with a darting, wounded action) are deadly when bounced near the bottom or swum through kelp lanes. Hard baits like the SP Minnow, Lucky Craft jerkbaits, or a classic Tady surface iron let you cover more water and trigger aggressive strikes. Surface irons, with their side-to-side flutter, imitate a fleeing baitfish and can draw bass up from the structure for a surface explosion.

**Sheephead:**

These colorful, buck-toothed reef dwellers are as tasty as they are tough. To tempt a sheephead, think like a shellfish — they love crustaceans. A chunk of cooked shrimp or a juicy piece of clam on a small hook is hard for them to resist. Drop it near rocky bottom structure and wait for the tell-tale tap-tap of a sheephead nibble.

**Halibut:**

Southern California halibut may not be as massive as their northern cousins, but they put up a strong fight and make for fantastic table fare. Drift a lively



Log image

Hookup Baits are realistic, pre-rigged jigs designed to mimic small baitfish. Popular for bass, halibut, and more, they offer great casting distance and a fluttering action that attracts fish. The 3/8 oz Chovy Jig is ideal for coastal fishing near kelp, rocks, and structure.

sardine or small mackerel along sandy flats or drop-offs to entice these ambush predators. Many anglers swear by slow-rolled swimbaits, but live bait is still king for halibut, especially when fished near the bottom.

**Whitefish:**

These smaller reef fish are perfect for beginners or filling the cooler. A simple strip of squid on a size 3 or 4 hook is all it takes to get bit. Lower it down to the rocky bottom, and be ready — whitefish often school up, making for non-stop action.

**Barracuda:**

The "slimers" of SoCal — barracuda — may not win beauty contests, but they're toothy, aggressive, and love to smash baits. A live anchovy or sardine is a classic choice, but make sure to use a wire leader. These short lengths of stainless steel or titanium prevent their sharp teeth from slicing through your line. Feeling flashy? A surface iron, like a Tady lure, mimicking a darting baitfish along the surface, can trigger explosive



Log image

Butterfish aren't always in the bait tank, but when they show up, they work just as well as sardines. Their flashy profile makes them a solid choice to pin on your hook.

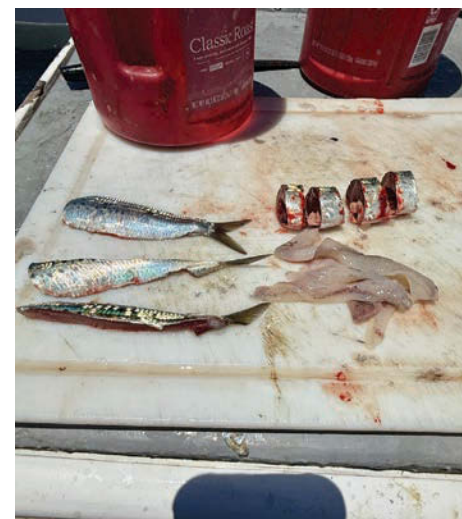
topwater strikes that will get your heart racing.

**Bonito:**

Fast, feisty, and fun on light tackle, bonito patrol the nearshore and offshore waters in search of shiny snacks. To hook up, fire out a shiny metal jig like the Shimano Coltsniper. These long-casting jigs imitate baitfish and are perfect for reaching schools busting on the surface. Cast, let it sink a bit, then retrieve with a steady, fast pace — the strikes are often aggressive and immediate.

**White Seabass:**

The elusive white seabass is a prized catch along our coast, and while they can reach impressive sizes, many of the school-sized fish fall right into the medium-weight sweet spot. The hands-down best bait is live squid, but a live mackerel can sometimes draw a bite when squid is hard to find. Artificial enthusiasts also do well with large white flukes rigged on a chartreuse or white leadhead, bouncing along the bottom near kelp edges or reef structure. The fluke's



Log image

When the bait barge is out of those bright green anchovies, cut bait gets it done. Mackerel strips, sardine chunks, and squid are all reliable options for bass, halibut, and more.



Log image

The anchovies haven't been as lively lately, so sardines have been showing up more at the bait barge. They're available most of the year — and as we all know, bigger baits catch bigger fish. And summer is prime time for chasing those big ones.

slender, baitfish profile combined with subtle action makes it an excellent stand-in when natural bait is scarce.

Please see **BEST BAITS, PAGE 22**

# Flylining 101: Let the Bait do the Work

By: KATHERINE M. CLEMENTS

If you’ve spent any time on a sport-fishing boat off the Southern California coast, chances are you’ve heard the term “flylining” tossed around the bait tank. It’s a technique as classic as it is effective, and if you’re targeting yellowtail, tuna, calico bass, or dorado, it’s a trick you’ll want up your sleeve—or rather, on your hook.

At its core, flylining is about keeping things simple and natural. The technique involves hooking live bait — typically sardines, anchovies, or mackerel — and casting it into the water *without* any added weight, sinkers, or hardware. That leaves the bait free to swim naturally in the current, just like it would in the wild. And to a hungry predator, that makes it nearly irresistible.

“The beauty of flylining is you’re letting the bait do the work,” as many seasoned captains will tell you. With no sinkers dragging it down or hardware interfering, the bait moves with the current and behaves naturally, making it an easy target for surface-feeding fish. It’s particularly deadly when targeting species like yellowtail and tuna around kelp paddies, reefs, or offshore banks, where predators are often lurking just below the surface.

### How It Works

The setup is refreshingly simple. Most anglers use a light fluorocarbon or mono-filament leader tied to their main line. The hook can be placed through the nose, collar, or back of the live bait, depending on conditions and how you want the bait to swim. From there, you gently lob the bait out into the water and let it swim on its own.

The key is to maintain a loose



A classic flyline setup involves tying your hook directly to the end of the line, then carefully rigging your bait by passing the hook sideways through the nose of the anchovy. This simple yet effective technique allows the bait to swim naturally in the current — a key element to successful flylining.

line — just enough tension to feel the bite, but not so much that it restricts the bait’s movement. Let the bait swim, watch your line, and stay ready.

Flylining works best in calm to moderate currents when fish are feeding near the surface or midwater column. It’s a go-to tactic on many Southern California sportfishing trips, especially during summer when yellowtail, tuna, and dorado are within striking distance.

### Can You Flyline with Different Reels? You Bet.

While the concept is simple, the reel you choose can make or break your flylining success. The good news is, you can



Another popular option when baiting your hook for a flyline setup is to hook the anchovy right under the gill slit. This method keeps the bait lively and allows it to swim more freely in the water, making it an enticing target for nearby game fish.

flyline with a variety of reels — though some styles are better suited to the job than others.

**Conventional Reels** are the top pick for serious flylining. These reels give you precise control over how much line you let out, making it easy to smoothly feed line as your bait swims. With a conventional reel, you can “thumb the spool” to stay in contact with your bait and strike quickly when a fish bites. These setups are perfect for open water, offshore fishing, and working kelp paddies. Brands like **Penn Fathom**, **Shimano Trinidad**, and **Avet** are popular among SoCal anglers.

**Spinning Reels** also get the job done, especially if you’re working lighter bait

like anchovies or sardines, or if you’re flylining inshore. Spinning setups are easy to use, great for casting distance, and perfect for beginners. That said, managing line slack is important to avoid tangles, and they aren’t ideal for heavy setups or targeting larger offshore species. Some reliable spinning reels for the job include the **Penn Battle**, **Shimano Stradic**, and **Daiwa BG**.

**Baitcasting Reels**, which fall somewhere between conventional and spinning reels, can work well in specific situations. Their compact size makes them great for light-tackle inshore flylining or targeting calico bass around structure. Just keep in mind that most baitcasters lack the line capacity and drag strength for bigger offshore species. If you want to give it a shot, try models like the **Shimano Curado** or **Daiwa Tatula**.

### The Final Word on Flylining

Regardless of your reel choice, the real secret to successful flylining is all about presentation. Smooth line flow, minimal resistance, and a natural-swimming bait are what fool even the wariest fish. Matching your reel, line, and hook to your bait size, target species, and fishing location will dramatically improve your chances.

For Southern California anglers, flylining remains one of the simplest, most effective ways to connect with prized species like yellowtail, tuna, and calico bass. It’s a reminder that sometimes, less really is more — just let the bait do its thing.

Need help building the perfect flylining setup for SoCal waters? Just ask your local tackle shop, or stay tuned to *The Log* for more gear tips and fishing techniques to help you hook up on your next trip.

## FISHING FORECAST— A PARODY

### BREAKING: Fish Caught, Anglers Happy — Experts Recommend Going Fishing Immediately. Consider Yourself Drawn In!

Sometimes, there’s not much that needs to be said — the fishing is simply good right now. If you’ve been waiting for a reason to get on the water, this is it. The conditions are right, the fish are biting, and now is the time to go.

Report:

"Fishing right now is good, people should go now."



Angler with a nice sand bass on a stick.

## Best Baits

### Quick Tackle Tips:

- **Leader Line:** For most of these species, a light to medium fluorocarbon leader (15 to 25lb) provides abrasion resistance without spooking fish. For toothy critters like barracuda, swap to a short wire leader.
- **Hook Size:** Match your hook to your bait. Small bait? Use a size 2 to 4 hook. Larger sardines or mackerel? Size 1/0 to 3/0. For sheephead and whitefish, smaller hooks increase your hook-up rate.
- **Techniques:** Slow drifts, fan-casting around kelp beds, or vertical drops near structure all produce bites. Don’t forget to adjust for current and water clarity.

Southern California’s nearshore waters are packed with fun, hard-fighting fish in the 1 to 10-pound range. With the right baits, lures, and a little know-how, your next half-day trip can deliver rod-bending action, tasty fillets, and stories worth telling at the dock.

Stock up on your favorite live baits, pack a few shiny Coltsnipers, bring along those surface irons, and hit the water ready to tangle with SoCal’s medium-sized marine stars.

See you out on the water — and tight lines! (That’s fisherman-speak for “good luck” — may your lines stay tight and there’s action on the end of the line.)

# NOAA Adjusts Recreational Bluefin Tuna Retention Limits for 2025 Season

New limits began June 3, 2025, and continue through December 31; targeted fishing remains off-limits in the Gulf of Mexico (per its longstanding name, though renamed by U.S. authorities as the “Gulf of America”).

By: LOG STAFF

NOAA Fisheries has announced a change to the daily recreational retention limits for Atlantic bluefin tuna, effective June 3 through December 31, 2025, for vessels holding Highly Migratory Species (HMS) Angling or Charter/Headboat permits. The updated regulations are aimed at balancing fishing opportunity with the need to stay within quota limits. The goal is to allow good fishing opportunities without overfishing.

The new retention limits apply to all U.S. regions except the Gulf of Mexico, where targeted bluefin tuna fishing remains prohibited by NOAA due to ongoing conservation efforts. These adjustments may be revised later in the season if catch rates indicate further management actions are needed to avoid overharvest.

According to NOAA Fisheries, the updated limits are designed to “provide a reasonable opportunity to harvest the available angling category quota and subquotas, without exceeding them, while maintaining equitable fishing opportunities.” In layman’s terms, the updated limits are intended to give recreational anglers a fair chance to catch bluefin tuna without exceeding the total allowable

Vessel/ Permit Type	Default Retention Limit per Vessel per Day/Trip	Adjusted Retention Limit per Vessel per Day/Trip
Private vessels with a Highly Migratory Species (HMS) Angling category permit	1 school, large school, or small medium (27 to <73”)	1 school (27 to <47”) 0 large school/small medium (47 to <73”)
Charter boats with an HMS Charter/ Headboat permit fishing recreationally	1 school, large school, or small medium	2 school 0 large school/small medium
Headboats with an HMS Charter/ Headboat permit fishing recreationally	1 school, large school, or small medium	2 school 0 large school/small medium

quota for the year. The changes are also designed to ensure that fishing opportunities are distributed equitably among different types of vessels and regions.

When making inseason adjustments such as quota transfers or changes to retention limits, NOAA Fisheries takes into account a range of regulatory criteria outlined in 50 CFR 635.27(a)(7), with particular attention to factors (i) through (x), along with other relevant considerations. For recreational retention limits, NOAA Fisheries also has the authority to establish different limits for private vessels, charter boats, and headboats. In both commercial and recreational fisheries, the decision-making process relies on a variety of information sources, including available bluefin tuna quotas and subquotas, current and historical catch and landings data, and observed trends in bluefin tuna availability on the fishing grounds. This data is gathered through mandatory reports submitted by fishermen, landings information from fish dealers, and surveys conducted within the recreational fishing community.

The change impacts all recreational fishermen operating under HMS Angling and HMS Charter/Headboat permits. Daily retention limits vary by vessel type and region, and anglers are encouraged to review the full retention table published by NOAA before heading out. An HMS permit allows recreational or commercial



Log Archive image, 2019

vessels to legally fish for and retain species such as tuna, swordfish, sharks, marlin, and other large pelagic fish that migrate long distances across ocean regions. The permit ensures that vessels comply with federal regulations under the NOAA Fisheries Highly Migratory Species Management Division.

In addition to observing retention limits, all permitted vessel owners are required to report any bluefin tuna retained or discarded dead within 24 hours of landing or the end of their trip. Catch reports can be submitted in one of three ways:

- Through the HMS Permit Shop online

- Using the HMS Catch Reporting App
- By calling 888-872-8862 (Monday through Friday, 8 a.m. to 4:30 p.m.)

The agency also noted that, in accordance with Executive Order 14172, the term “Gulf of America” is now used in official documents in place of “Gulf of Mexico,” including in regulations outlined under 50 CFR part 635. NOAA will continue to abide by this Executive Order for the time being.

For more information and to review the latest retention table, visit [fisheries.noaa.gov/topic/atlantic-highly-migratory-species](https://fisheries.noaa.gov/topic/atlantic-highly-migratory-species).

## South Coast Fish Report

Provided by Capt. Brian Woolley of Dana Wharf Sportfishing

The excellent bass fishing continues this week. Water temps have been holding steady between 70 and 71 degrees, and that warm water has the calico bass fired up over the hard bottom and tucked into the kelp. Light-line setups have been the go-to—no. 2 hooks and a small handful of assorted sliding egg sinkers are all you’ve needed to catch some nice bass. For those tossing artificials, swim baits, hard jerk baits, and surface iron have been putting solid calicos on deck too.

Sand bass fishing has also been part of the outstanding action. We spent a day or two up the coast fishing the mud, classic summer-style sand bass fishing. It was wide open at times, with flurries of seven to ten fish going at once. Some really nice quality fish are in the mix, with rubber lures and reverse dropper

loop setups being your best bet. We’re still seeing plenty of halibut in the counts as well. The zone below San Mateo Point down through San Onofre continues to be a hot stretch. The *Dana Pride* had eight halibut on board for their trip yesterday, so it’s definitely worth soaking a bait.

Over at San Clemente Island, the *Fury* has had more great fishing. Calico bass are biting well in the kelp, and outside the kelp line, the bonito fishing has been steady. For those wanting to fish the sinker rigs, sheephead, whitefish, and rockfish are all part of the mix.

Yellowtail action at the island has been hit or miss, varying day by day. The *Fury* had a good shot at them midweek, picking up fish in the 8- to 20-pound range.



Big bass derby leader Alex Samaia and his 6.5lb sand bass.

Captain Christian on the *Lex Sea* also had solid yellowtail fishing over at the island, with 18 fish for three anglers on Wednesday.

Overall, things are rolling along just fine.

Quick update on the June Big Bass

Derby—the current leader is a 6.5-pound sand bass. We actually had a 10.2-pounder caught this week, but the angler wasn’t entered in the derby—always tough to watch! Don’t forget, it’s just five bucks in the office before you hop on the boat, and all proceeds go to CCA CAL.

Solution from **CROSSWORD, PAGE 17**

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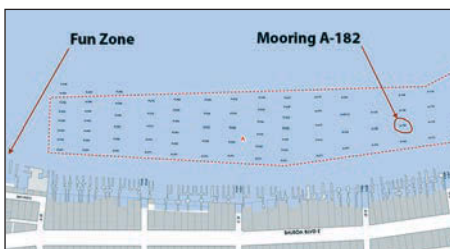


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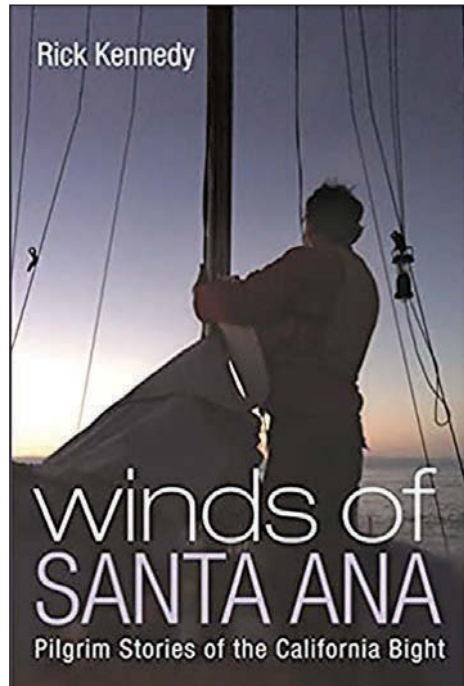
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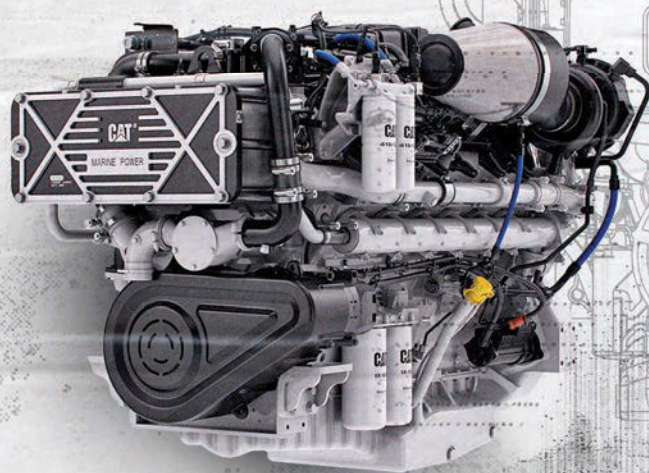
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