

# The Ship's Mail

The Ship's Mail is a bimonthly publication of the San Diego Sail & Power Squadron, Inc.  
Vol. 59, No. 6 A unit of the United States Power Squadrons® Nov./Dec. 2006

## SDSPS Anglers Land a Prize: The Carlins Catch a Marlin!

by 1st/Lt Dan A Carlin, AP  
Asst. Squadron Education Officer

Everyone knows the routine for successfully catching pelagic offshore fish. You get up at midnight, pound down quarts of hot black coffee, stumble aboard the too small, too narrow boat and get underway at 8 to 10 knots in a 5-8 foot swell at 6 to 8 second intervals that produce the predictable response in the most susceptible crewmember in less than 30 minutes. Blackness surrounds the boat and the radar screen becomes the focus of attention, with all the other eyes searching intensely in the path of the vessel for any floating debris, buoys, whales, or other boats that would hole the boat or damage the running gear and end the trip.

Nervous, boring head-nodding hours later, it's time to argue about the color and pattern of the lures as they are eased into the water behind the boat and trolled at 6 to 10 knots. As the hours go by the lures are exchanged for different sizes and colors, the pattern and distance from the stern are varied, 2 long/2 short, 3 long/1 short; maybe a teaser is put out way behind or up close. The combinations and distances are endless.

During all this activity everyone is searching the water and sky for birds, kelp paddies, breaking fish, porpoise, a sleeping, feeding, jumping or tailing billfish, or any sign that will point to fish. Especially when targeting marlin, this process goes on all day and more often than not results in large bruises on the crews' hips, thighs and shoulders from the rough seas and equally bruised egos from the lack of results. Success however is so overwhelmingly exciting that scores of people brave these conditions, shell out loads of cash for fuel, put in hours and days of preparation, subscribe to online fish reports, fishing opportunity to tug on a marlin. That is the routine; chat-rooms, sea



Trish and Dan Carlin with their trophy catch.

surface temperature reports, for the preparation, perseverance, patience and determination.

(Continued on page 4.)

### Don't Miss These!

Friday, 10 Nov.—Members' Meeting at Southwestern Yacht Club. [See GMM notice, back page.]

Saturday, 2 Dec.—D/28 Winter Council at the SWYC. [See Calendar, p. 5]

Sunday, 10 Dec. at 1600—Annual SDSPS holiday "Parade of Lights" cookout on Shelter Island. [See back page.]

Friday, 5 Jan. 07 at 1900—Annual Meeting, at SWYC. Vote for your new Bridge! [See back page]

Saturday, 20 Jan. 07—Change of Watch. [Save the date; details in next issue of *The Ship's Mail*.]

## Report from Your Commander

*By Cdr Tom Fota, P*

At the end of September, I traveled to Phoenix to attend what was billed as the Great Southwest Tri-District Conference. This was a first-ever joint conference of Districts 13, 25 and 28, representing squadrons in California, Nevada, Arizona, and Utah. The Conference started with Hospitality at 1700 on Thursday and commenced with a Dinner/Dance/Raffle at 2000. What was also special about this conference is that the USPS Operating Committee also attended this meeting. More on this later.

On Friday afternoon, District Meetings were held by all of the districts separately. Our squadron won a number of awards which will be shown and presented at the next General Membership Meeting on Friday, Nov 10. There will be more information about the meeting and a reservation form on our website, [www.sdsp.org](http://www.sdsp.org), in the next week or so. On Friday evening there was a Western-style BBQ Buffet with entertainment by the Yellow Bird Indian Dancers, a local Apache family who sang and demonstrated several ceremonial dances important to their tribe.

Saturday morning started with the Chief Commander's Message followed by an informal Town Hall Meeting. Our Chief Commander Ernie Marshburn, and his Executive Officer Creighton Maynard, sat on the dais in a couple of tall bar stools and took questions from the audience. If I had any illusions about the rumored stuffiness of the NOC, they were quickly dispelled. They were down-to-earth, funny, interesting, and informative. I quickly gained a new respect for the organization and its National Officers. USPS is undergoing some interesting changes!

Later on Saturday morning I attended a seminar on USPS University, a new approach to boating education. We learned about the courses that have been rewritten, the courses that are currently being rewritten, new seminars that will be offered, a boat operator certification program, and much more than I can describe here. At our November GMM, the presentation is traditionally done by our Education Department and they will be giving a modified version of the same presentation that was shown in the seminar. Be sure to attend the meeting and find out more about the greatly expanded educational opportunities that will be offered in the near future.

On Saturday afternoon, I attended a presentation where the new GPS Seminar was given, along with comments

on how the course was developed. It was very interesting. Frankly, I wasn't looking forward to spending three days in Phoenix, where the temperature was about 100-102 degrees each day, but I'm certainly glad that I went. I learned much more about the organization and gained a new perspective and respect on how USPS is changing for the future.

## Executive Officer's Report

*Lt/C Edward C. Bowler, AP*

**Public Relations Officer** - We NEED a Public Relations Officer! This year, we have been operating without one and any of you squadron members who have training in doing this type of work, or who would like to learn, should step forward and be recognized. Outreach to the public is the way we get students for our public Boating and Boat Smart classes and spread the word about the other civic service work we do. It is an important part of insuring our future, and we need someone to put a shoulder to the wheel. See me at the General Members' meeting on 10 November or give me a call.

**Safety Officer-P/C** Richard Gaffney continues to submit reports of interesting safety concerns for *The Ship's Mail*. Although he has not been able to active in other ways because of family concerns, he continues to serve the squadron in this important role. Thank you, Richard.

*(Continued on p. 5)*

### ***The Bridge***

Cdr Tom Fota, P	858-484-8668	<a href="mailto:commander@sdsp.org">commander@sdsp.org</a>
ExO Ted Bowler, AP	619-334-7150	<a href="mailto:exo@sdsp.org">exo@sdsp.org</a>
SEO Mike Fontaine, AP	858-793-1268	<a href="mailto:seo@sdsp.org">seo@sdsp.org</a>
AO Barbara A. Goddard, P	619-281-3410	<a href="mailto:ao@sdsp.org">ao@sdsp.org</a>
Sec'y Don Litzenberg, AP	858-487-8491	<a href="mailto:secretary@sdsp.org">secretary@sdsp.org</a>
Treas'r Claudia Bowler, AP	619-334-7150	<a href="mailto:treasurer@sdsp.org">treasurer@sdsp.org</a>

### ***Education Department***

SEO Mike Fontaine, AP	858-793-1268	<a href="mailto:seo@sdsp.org">seo@sdsp.org</a>
ASEO Dan A. Carlin, AP	858-792-9942	
Ch/LB/B Dan A. Carlin, AP	858-792-9942	
Ch/LB/AG Mike Sampsel, SN	619-421-8136	
Ch/LB/Elec. Bill Bridge, SN	858-277-2916	

### ***The Ship's Mail***

*The Ship's Mail* is published bimonthly for the members of the San Diego Sail & Power Squadron, Inc. The purposes of the squadron are to promote safe boating and provide civic service.

Editor & Mailing Agent: Katharine Law, SN, Asst. Sec'y  
610-281-3410; [killawyer@msn.com](mailto:killawyer@msn.com)  
Roster Changes: Cdr Tom Fota, [roster-update@sdsp.org](mailto:roster-update@sdsp.org)



*Nancy Renzi steers Julieta, while Ted Umland provides tactical advice and Julie Umland spots the next mark.*

## OCTOBER SAIL FLEET

*by Lt/C Don Litzenberg, AP*

The October race day was perfect! There was enough rain in the morning to wash clean the decks, and the sun was out and warm by start time. It was our month to race to South Bay and the wind was blowing about 7 knots at the start line and was up to about 15 knots below the bridge in the South Bay. *Jandon* took a comfortable lead at the start and increased it steadily throughout the race. *Marilee* came in second on handicap and *Julieta* finished third. *Julieta* continues to hold the lead on cumulative points for the year. Keep up the good work, *Julieta*! The final race of the year is November 11th. We hope to see you on the Bay.

### San Diego Sail Fleet Results for October 2006 Regatta

Boat		Sail	Dis- tance	Finish	Elapsed	Race		Cum	New		
Name	Skipper	#	NM	Time	Time	Handi- cap	Delta	Posi- tion	Points	Points	Handi- cap
Julieta	Ted Umland	5027	10.68	14:50:00	2:50:00	825	13.59	3	3	18.75	820
Casamar His Knot Hers	Dave Baer John Isaksen Jerry	57789 3028	0.00	0:00:00	dns	788	dns	0	4	22.75	788
Dorus Mor Fiddler's Green	Murphy Ed Bowler Don	0	0.00	0:00:00	dns	1041	dns	0	4	45	1041
Jandon	Litzenberg	7266	10.68	14:22:45	2:22:45	748	0.00	1	0.75	23.5	743
Marilee	Mike Collins	7473	10.68	14:41:40	2:41:40	849	0.95	2	2	26.25	844
Sand Dollar	Nancy Renzi	0	0.00	0:00:00	dns	934	dns	0	4	45	934
Sea Lily	Ed Brunjes	0	0.00	0:00:00	dns	1013	dns	0	4	45	1013
Sicilian Sea Bare Necessities I	Ron Bush Dan Nephew Gerry	0	0.00	0:00:00	dns	1001	dns	0	4	42	1001
Destarte	Murphy	0	0.00	0:00:00	dns	1173	dns	0	4	44	1173
Q5	Bill Qually	0	0.00	0:00:00	dns	1050	dns	0	4	43	1050
						904	0.00	0	4	45	904

### Education Dept Report

*by SEO Mike Fontaine, AP*

Congratulations to the recent graduates of **WEATHER 101 & 102**; Richard Hamm, Susan Henry, Rosemary Hutzley, Paula Stanford and Tom Stanford. Thanks to excellent instructor, Bill Bridge.

**ADVANCED PILOTING** has been rescheduled to start 20 November. The new graduates of Dave Baer's **PILOTING** course, scheduled to be complete on 8 November, and all SDSPS members who have passed **PILOTING** are eligible and encouraged to take this AP course.

The September Boat Smart course, taught by Ed Mraz, had 6 students of whom 5 took and passed the final test. The 4 October Boating Course, taught by Dan and Trish Carlin, enrolled 15 students and will finish in mid-November.

### ***Welcome, New Members!***

The San Diego squadron has four new members: **Timothy W. Attwell, David J. Hale, Electra L. Hale, and Robert A. Seehase.** Welcome aboard, and we look forward to seeing you at meetings.

## **CARLINS' MARLIN** (Con'd from p. 1)

### ***Then there are those days....***

August 25, 2006, another Friday night before a fishing or diving weekend for Trish and me. Shortly after dinner Trish tells me she feels a head-cold coming on and diving is out of the question, but maybe a little fishing for tomorrow. On the morning of the 26th, the sun rises brightly well before 6, but Trish has long ago silenced the alarm and gone back to sleep. Around 0800 we are finally out of bed and decide on a plan to cruise to the 224 Fathom Spot and look for marlin, a fish we have yet to catch. We stop at Starbucks for coffee, pick up 60 pounds of ice at Ralph's, and head to the boat 15 miles south on Interstate 5. While loading the boat and anxious to get underway, I remember the trim tab motor has frozen and needs replacing. Fortunately, I have all the parts and tools I need and open the rear hatch and climb down into the bilge and contort myself to affect the repair.

Clearing Mission Bay channel and leaving can buoy 2 behind, there is a 3-foot swell at 14 to 18 second interval,. The trim tabs go down, the Dive Inn jumps onto plane and we are cruising at 18 knots turning 2750 rpm. When there is no wind, current or chop, the ocean appears 'oily' and, with bimini top down, it is warm enough to shed my shirt. In the back of my mind I wonder how conditions could get any better, knowing that catching fish is usually most productive in adverse conditions.

I have studied the sea surface temperature charts from Terrafin©, looked at the fish reports from several on-line sites and conclude the warm water and fish are moving to a spot 5 nautical miles ENE of the 224 Fathom Spot. I let the auto-pilot and chart-plotter do all the work by selecting the waypoint from the list, pressing the 'GO TO' button on the Furuno 1850, then punching the NAV button on the Sitex autopilot. The course and all corrections necessary for a direct approach to the waypoint will be handled by the electronics interface and the physical connection to the rudder. As I scan the horizon looking for any interference to our safe passage, Trish is getting the trolling gear ready.

**After a couple of hours,** we arrive at the spot. The water temperature is right and Trish slides the lures into the water. We run with 4 lures in the water from 6" to 18" long in wild color patterns. Five minutes into the troll the clicker on the Penn

International 2-speed reel is singing its high-pitched whine, which can only mean a fish has devoured the lure and is swimming away from the boat, taking the 50-pound monofilament line off the spool. Trish insists I take the pole while she winds in the other lures to avoid any tangles.

Just as I pick up the pole and swing hard to set the hook, the water erupts 100 feet from the boat and 10 feet of writhing, twisting, shaking, dancing marlin clears the water, one enormous eye focused directly on my eyes. Before I realize I have only put the drag resistance to half power, the fish has taken more than half of the line from the reel. I fully engage the drag which only enlivens my adversary. The jumps are more frantic now, and the power is more intense. Suddenly a triple jump toward the boat and the marlin is swimming right at the *Dive Inn*.

**Reeling as fast as I can,** I fear the hook will fall out if the tension is slacked. Finally gaining resistance again, the fish jumps straight up out of the water barely 25 feet from the boat and dives straight down. I am bracing myself against the bait tank, in blue shorts, no shirt and barefoot, just holding onto the raw power trying to pull me overboard as I scream my appreciation and excitement of the moment. Trish is snapping pictures and exhorting me to ignore the soreness in my legs, arms and back, in between her own howls and exclamations. We both know this is as good as it gets.

Carefully keeping tension on the marlin and allowing him a little room to run as he tires, I make sure he is exhausted before bringing him to the swim-step. With just the two of us novices, we need a docile fish for our first attempt at securing a dangerous and large billfish. As the Striped Marlin approaches the stern, its beauty and strength are fully visible and remarkable to the two of us.

Trish is poised with the first gaff and deftly puts the 6-inch diameter hook cleanly into the jaw, with little reaction from the fish which is aft of the swim-step and directly centered. I grab the second gaff, for insurance and secure him in the tail, with still no real reaction. For the next 10 minutes we work feverishly to put a noose around the tail, remove the hook, tie the mouth shut, haul it onto the swim-step and secure it in every conceivable way. Once tied on, the high fives and screaming come non-stop while our hearts race

(Con'd on p. 5)

**SDSPS CALENDAR –Nov/Dec 2006/Jan 2007**

<b>Day/Date/Time</b>	<b>Activity</b>	<b>Site</b>	<b>Contact</b>
<b>November</b>			
Mon/6 1900	ExCom meeting	Cdr's home	Tom Fota
Fri/10 1800-2100	<b>General members' meeting (GMM)</b>	Southwestern YC	Barbara Goddard
Sat/11 1200	Sail Fleet Race	San Diego Bay	Ted Umland
Sat/18	SD Cruiser Nav. Contest	Hosts: SDYC	Dave Weimer
<b>December</b>			
Sat/2 0830-1600	<b>D28 Winter Council meeting</b>	Southwestern YC	Katie Law
Mon/4 1900-2100	ExCom meeting	Cdr's home	Tom Fota
Sun/10 1630-1830	Holiday Party/"Parade of Lights"	Shelter Island	Barbara Goddard
<b>January 2007</b>			
Thur-Sun/4-7	San Diego Boat Show [Staff our booth!]	S.D. Convention Center	Shaun McArdle
Fri/5 1730	ExCom meeting	Southwestern YC	Tom Fota
Fri/5 1900	<b>SDSPS Annual Meeting</b>	Southwestern YC	Barbara Goddard
Sat/20 1800	<b>Change of Watch Dinner</b>	Southwestern YC	Barbara Goddard

**CARLINS' MARLIN** (Con'd from p. 4)

and we hug and jump, almost overboard. There is just no experience like this first marlin for the two of us and, as we ease the boat into gear to go back to the marina, alternating screams come from each of us, unable to hold in our excitement.

We are able to go only 12 knots because at any higher speed the fish might get ripped from it's position on the swim-step, so after 15 minutes we figure the fish must be dead enough to bring into our 8-foot by 10-foot cockpit. Fortunately it was, because the length and weight of the fish is challenge enough. Since we intend to not only weigh our first marlin and take the traditional transom photo but to eat it as well, we cover the shining black, blue and silver specimen with all our ice and towels to keep the sun off. With a

gently following sea, we push back for home at 20 knots, not even feeling the water under the *Dive Inn*.

The weigh-in (109.1 lbs) and picture at Dana Landing are fun and all the people near the pier come by to congratulate us and admire the fish. Enjoying the moment, I cut it short because I am anxious to clean the fish and get it on ice. Back in our slip the cleaning process is slow and methodical and definitely takes the two of us. We ice the fish filet pieces immediately (waiting until the next day to turn them into  $\frac{3}{4}$  inch steaks soaking in a tangy marinade).

So much for the routine, the total elapsed time was about 4.5 hours from our slip to the marlin, and then to Dana landing, in perfect conditions after a late start. Sometimes fishing isn't, it's catching, and now we are hooked on catching marlin

**ExO's Report** (Con'd from p. 2)

**Vessel Safety Checks** - During Ron Weiner's tenure as Ch/VSC, he has added three new vessel safety examiners, Ed Brunjes, Tom Fota and. Shaun McArdle. Thank you, Ron, and thanks to all the other VEs who helped the new examiners by supervising their trial vessel safety checks. We now have eight [8] VEs and our statistics for the year [74] being second in the District at press time. We trail the Balboa squadron, which has done 137, but lead Phoenix squadron, whose nine [9] VEs have done 62 VSCs. The San Luis Rey and Lake Mohave squadrons have not participated in the VSC program this year.

**Cooperative Charting** - P/C J. Brockway Clark is helping to organize a coop charting outing before the 2 December meeting of the District Winter Council. We always meet at "0-Dawn-Hundred" to have breakfast at

Denny's Restaurant on Rosecrans Street and then go chasing after geodetic markers around the San Diego area. This year, we'll be meeting *before* dawn (at 0630), but any of you wanting to participate should plan to meet us at Denny's. You'd be amazed how great a cup of coffee and pancakes taste in the company of fellow USPS members!

**Boat Shows** - For the first time this year, our Ch/Boat Shows, P/C Shaun McArdle decided to take a booth in the Harbor Island Summer Boat Show. Our last Boat Smart course had a number of people who had heard of our courses through that show, and we have decided to continue this activity next year. Our next boat show activity will be the 2007 San Diego Boat Show, which usually takes place in early January. We always need "watch standers" for this event, and members who help staff our booth get in free as "exhibitors." Shaun has organized six boat show activities in 2006 and has done a wonderful job. Thank you, Shaun.

### **General Members' Meeting - Friday, 10 November 2006**

*Where:* Southwestern Yacht Club, Qualtrough St., San Diego

*When:* No-host cocktails at 1800, dinner at 1830, brief meeting at 1900

*Program:* Learn about "USPS University", presented by SEO Mike Fontaine

**Dinner reservations are required!** Respond by Wednesday **noon, 8 Nov.**, to Lt/C Barbara A. Goddard, [ao@sdsp.org](mailto:ao@sdsp.org) or call [619-281-3410], and indicate choice of entrée: Prime Rib, Teriyaki Chicken, or Fresh Catch of the Day (all with fresh vegetables, rice pilaf, soup or salad, bread & butter, and dessert.) Cash or check [\$25] at the door.



### **"Parade of Lights Holiday Celebration" - Sunday, 10 December 2006**

*Where:* Near the Tuna Fishermen's statue, Shelter Island Drive, San Diego

*When:* 1630-1830 [Come early to get a parking spot!]

*Program:* None. Just good eating, adult beverages, friendly fellowship and watching the boats, all for only \$10!

**Please call Barbara to put your name in the pot by Friday noon!** [See above contact information.]



### **SDSPS Annual Meeting - Friday, 5 January 2007**

*Where:* Southwestern Yacht Club, Qualtrough St., San Diego

*When:* No-host cocktails at 1800, dinner at 1830, brief meeting at 1900

*Program:* Elect the new Bridge Officers and Committee Members.

**Dinner reservations are required!** Respond by Wednesday **noon, 3 Jan.**, to Lt/C Barbara A. Goddard, [ao@sdsp.org](mailto:ao@sdsp.org) or call [619-281-3410]. See menu on the Jan/Feb *Ship's Mail* or on the website: [www.sdsp.org](http://www.sdsp.org).

### **SDSPS Change of Watch - Saturday, 20 January 2007**

Save the date. Details in the next issue of *The Ship's Mail*.

The deadline for the Jan-Feb 2007 issue of *The Ship's Mail* is 15 December 2006. All articles are gratefully considered.

*The Ship's Mail* is available in color on the squadron website: [www.sdsp.org](http://www.sdsp.org).

*The Ship's Mail*  
P.O. Box 44 23  
San Diego, CA 92164

**First Class Mail**