

Chum Line



Good Sportsmanship is Worth More Than all the Fish in the Ocean OCTOBER 2020

Our Dinner Meeting this month will feature Wolfe Pack Guide Service via Zoom

Wolfe Pack Guide Service is a family owned and operated business. There are now 3 generations of fishing guides in our family. Although my father has now retired, we have well over 75 years of combined guiding experience between my father Dennis Wolfe, my brother Scott Wolfe, my son Kameron Wolfe and myself Richard. Together we fish on the Umpqua, Coquille, Elk, and Sixes river systems. My father brought Scott and I up fishing for whatever fish were around and he taught us most of what we know. It is a rare opportunity to make a living at what you love to do in life and we are very blessed to do just that. We guide all year for different species of fish.

Fishing is more than just catching fish, although you will do plenty of that. One of our fundamental principals, is that you not only go fishing with us but that you hopefully learn to become better fishermen. Because of our love and knowledge of the wilderness and the fisheries you will not only enjoy fantastic fishing, but also an outdoor river experience that will leave you with a new appreciation for the creation we live in.

We fish several rivers on the southern Oregon coast outside of Roseburg west of the I-5 corridor. We have a unique opportunity to fish the rivers that are fishing the best at the time you book your trip with us. Depending on the river that we fish, there are fishing lodges, vacation rentals, and hotels available.

January thru mid-April begins the Steelhead season. We fish the Coquille, Elk, Sixes, and the Umpqua systems for these steelies. April thru October we start fishing the Umpqua system. Late April and May we go after Spring Chinook. Late April thru early June we can fish for Shad, and the famous Smallmouth Bass can be caught Mid- April thru early

September. Fall Chinook and Coho are also available in late September and October on the Umpqua. November and December, we end our year on the Elk and Sixes rivers for the bright chrome, just in from the ocean, latest fall run of Chinook on the Oregon coast.

Our business is one in which many of our clients are not only clients but become our friends. Cathy Needleman is one such friend even part of our family. We began fishing her and her father Don about 20 years ago. Over the years we have had the pleasure of fishing with her husband Steve, all of her children and even some of her grandchildren. Our 3 generation, guide family has now fished with 3 generations of her family. Cathy has supported us for many years and it was a welcomed opportunity when she asked us to participate in this Zoom meeting with your fishing club. Thank you.



DINNER MEETING
MONDAY, OCTOBER 26, 2020 ~ 7:00 PM

A Message from the President

By Ted Feit

HOW WE CAN MAKE OUR SPORTFISHING BOATS SAFER

The greatest tragedy in commercial maritime boating in the past 25 years in Southern California occurred over Labor Day weekend, 2019 at Santa Cruz Island. The dive boat *Conception* was anchored near the shore when a fire broke out in the galley at 3 a.m. By the time the crew had been jolted awake in the wheelhouse, flames had engulfed the *Conception*'s main deck, blocked stairways, and trapped 33 divers and one crew member. Autopsies later showed that all 34 died of smoke inhalation. While the National Transportation Safety Board (NTSB) could not find physical evidence of an ignition source in its review of this incident released this past month, the most probable cause of the fire was lithium-ion battery failure.



The Conception smolders in the morning light September 2, 2019.



The Conception, one of the premier Santa Barba Dive boats.

A faulty lithium-ion battery can overheat from moisture exposure or breakdown of the insulation between its cells, causing a runaway thermal reaction (932 degrees F in seconds). Once the highly reactive lithium ignites, it cannot be put out with fire extinguishers, which can disperse the lithium and spread the fire. The Federal Aviation Administration (FAA) has documented that lithium-ion batteries have brought down two commercial aircraft flights and has recorded 241 incidents involving overheated lithium batteries in airports and on aircraft between 1991 and 2019. Currently, the FAA forbids storage of lithium-ion batteries in cargo holds but allows the use of lithium-ion electronic devices in the passenger space.

We all love our cell phones, computers, and cameras powered by lithium-ion batteries and they are here to stay and (hopefully) augment our lives. But we – the sportfishing and recreational maritime community as well as the Coast Guard – have to deal with the fact that the digital age has altered the landscape of fire risk on boats. Before most marine fires started in the engine room or in the cooking area. Now there is increased risk of fire where ever digital devices are present, whether in the galley, the bunks of overnight boats, or in the staterooms on long range boats. Dive boats have more risk because divers bring more devices such as underwater cameras, torches, and mobility aids, but it takes only one faulty battery to start a fire. The captain of the *Conception*, Jerry Boylan, stated to the NTSB committee investigating the *Conception* fire that he was not informed by the Coast Guard of any increased fire risk associated with digital devices before the 2019 Labor Day weekend.

In December, 2019, Senator Dianne Feinstein and Representatives Salud Carbajal and Julia Brownley (all from California) introduced the Small Passenger Vessel Safety Act in the aftermath of the *Conception* boat fire. The goal of this legislation is to prevent the tragedy of the *Conception* fire from happening again by reducing risk. The bill proposes:

- (i) Requires small passenger vessels to have no less than two means of escape to different parts of the vessel.
- (ii) Mandates safety standards for the handling and storage of phones, cameras and other electronic devices.
- (iii) Establishes stricter standards for interconnected fire alarm systems.

HOW WE CAN MAKE OUR SPORTFISHING BOATS SAFER CON'T

In its report, the NTSB also has questioned the U.S. Coast Guard's regulation of small boats, including not requiring smoke detectors. The Conception, in fact, had smoke detectors in its bunks but these were older style smoke detectors that sounded locally and could not be heard by the crew above the decks. A more modern smoke detection system is interconnected throughout the boat and emits noises which will wake up the dead (I know because I have such a system in my place). The bill was referred to the Subcommittee on Coast Guard and Marine Transportation and will not be considered until after resolution of the Covid-19 pandemic.

An issue not addressed by this bill is the fire emergency training of the crew and the passengers. We fishermen have all attended the safety lectures given by the crew at the start of a trip numerous times. We are informed about the location of the fire extinguishers, the location of the life savers, and the location of the life boat. The Coast Guard does not mandate any dissemination of information about how the crew and passengers should respond to a fire.

In order to work at the Los Angeles Jewish Home for the Aged, I was required to take a course on Fire Safety – this is a requirement for all employees and staff. While I grumbled out about having to block off a morning to listen to lectures, there were two invaluable take away lessons from this course. One is that fire kills human beings mainly by smoke inhalation. By the time people would succumb to the heat and be burned, they are usually dead. This is what happened in the Conception fire. The second is that the appropriate response to a fire is to get everybody out into fresh air, either on the deck, and if this is not possible on the life boat or bobbing near the boat wearing a life preserver. Fighting and containing the fire is a secondary task. As my instructor stated, if you encounter a small fire armed with a fire extinguisher, you can devote two minutes to putting it out. If not completely successful, sound the alarm and get out.

The sportfishing community can help improve the safety of our fishing boats by lobbying the Coast Guard to require fire safety training for the crew of fishing vessels, toughening the requirements for smoke detectors on small passenger vessels, and for mandating that the crew discuss the response to a fire in their safety talk at the start of our fishing trips.



Steve Simon went fishing at Westlake and caught a true exotic for that lake...A very old bottle!



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PACIFIC DAWN

SPORTFISHING



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09/14/2020

Randy Sharon
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Thousand Oaks, CA 91320

Dear Los Angeles Rod and Reel Club,

Thank you so much for your very generous donation and consideration for those of us impacted by COVID 19.

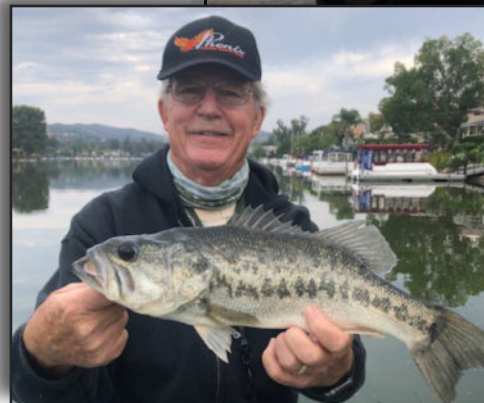
We have lost over 50% of our revenue this year due to the corona virus. Your donation will help pay our expenses during the times we have gone through without income.

Your kindness is greatly appreciated, we have enjoyed working with you and will continue to for years to come.

With kind regards,

Patrick Cavanaugh
Owner
Pacific Dawn Sportfishing LLC

Westlake never seems to disappoint for these two members; Andy MacDonald and Steve Simon



Health and Happiness

Linda Simon is our contact for "Health and Happiness"

Please contact Linda either by phone (818-980-7470) or email (simonmurphy08@sbcglobal.net) for any information about our club members/family - i.e., happy or sad news; health issues; graduation or congratulations, etc.

An EXCELent Time to go Fishing!

By Marc Monforte

Throughout the year, there are better times than others, depending upon the particular species of fish that you would like to specifically target, to take a trip. Whether it be that species that inhabits/visits local Southern California waters, waters further north to Alaska, or various destinations south in Mexican waters, there is usually a seasonal main pelagic attraction that coincides with that time of year. By far, **my favorite time of the year to fish**, which offers the best opportunity to catch the largest variety of fish are the **Fall 10 to 12 Day Trips from late September through the mid-December** timeframe.

It may be **COVID Time**, but a pre-planned trip is also time to get out there and fish! As such, I just recently returned from the **Patrick Gallagher's Alijos Rocks Special**, in which 26 anglers and 8 crew members spent 10 days aboard the **Long Range Sportfisher, EXCEL**. With deck space at 124 feet in length, and a stern 32 foot wide, a very comfortable riding and spacious trip it was. With 16 of the 18 staterooms available to passengers, the combination of both single and double occupancy also provided spacious and comfortable sleeping accommodations (although we did need to bring along our own pillow and blanket, re: COVID). Given the newly enacted guidelines, protocols and procedures associated with COVID-19 compliance that has allowed the sportfishing fleet to operate, it has made for a new way to temporarily fish. Yet, even with those restrictive and protective guidelines in place to enhance personal safety around other anglers, this particular/individual trip went a step beyond, requiring each passenger and crew member alike to have a **COVID-19 test within 72 hours prior to departure**. With a precautionary reluctance to take a fishing trip during this time of uncertainty for many anglers, the extra measure of assurance that all those aboard were



just recently tested to be virus free, at least reduced some of the anxiety!

After the captain's (**Justin Fleck**) meeting on the stern with all the "anxious to go fishing" passengers assembled, to provide a detailed overview of the new COVID compliance protocols and expectations, we finally pushing away from the **Fisherman's Landing**

dock. With a first stop at the Everingham Brothers bait receiver, we spent a couple of hours filling the eight above and below deck bait tanks/fish holds with approximately **600 scopes of aged sardine bait**. Now fully armed with plenty of those small pelagic bullets aboard, we first sailed past the Point Loma Lighthouse, as the Excel then proceeded to spend the next two days traveling south, before arriving at our first fishing destination, **Rocas Alijos (Alijos Rocks)**.

For those who have not had the opportunity to visit this remote fishing ground, **Rocas Alijos** are a group of tiny, steep and barren **volcanic islets** (above-water rocks), that are located about **540 miles south of San Diego and 150 miles west of Baja's Bahia de Magdalena (Magdalena Bay)**. The islet group consists of **three principal Rocks** and numerous smaller ones that sit atop the summit of a 12,000 foot, underwater mountain. The largest rock of the group, **South Rock** is 111 feet tall and has a diameter of 46 feet, whereas **Middle Rock** is 59 feet in height and 33 foot in diameter. The third islet is



North Rock, which protrudes 72 feet above the water and 39 feet around. The various smaller rocks in between and alongside the three main rocks are submerged and barely visible among the heavily breaking waves. The most interesting of the rocks is certainly South Rock, which when looking at it from the right perspective/direction, you can see completely through the bottom of the rock via three separate, large openings.

Upon our arrival to **The Rocks**, we immediately deployed the first of five trolling groups, in hopes of finding some speedy wahoo at home. It didn't take long for one of the five trollers to shout out with the first call of the trip, "**HOOK-UP**". Fortunately for us the wahoo were there, although not in spectacular numbers, but enough for us to put 32 aboard the first day of fishing, in addition to the 35 or so smaller grade (8 to 15 pound) yellowtail and assorted bottom fish. On our second day, we ventured 9 miles away to fish the **Alijos Bank** for the deeper water **Home Guard/Mossback Yellowtail**. Although the promise of 25 to 50 pound and larger yellowtail started off well with a few

35 to 45 pounders coming over the rail, our optimism was quickly quelled, as the number of sharks that quickly formed around the boat, made it impossible to land any more of those magnificent fish! After the “dinner bell” was rung, it was **only large heads without bodies coming over the rail!** As such, with unfishable conditions at the Bank, we slid back over to the Rocks for a last parting shot at more wahoo and yellowtail; and then it was time to make a strategic move eastward to the “**Ridge Zone**” area.

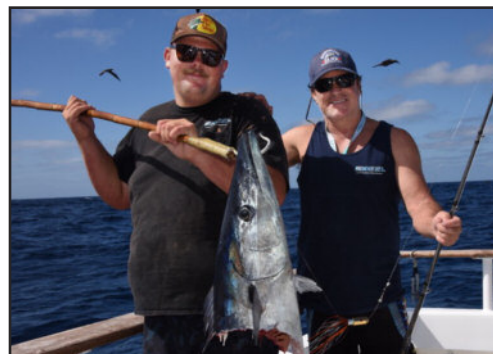
Arriving the next day to the northern area of the Ridge Zone (**Uncle Sam Bank**), which is one of many high spots (banks) along the length of Baja’s southern-most mainland **Ridge Zone and adjacent Lower Banks locations**, which runs **from Bahia de Magdalena to Cabo San Lucas**, our fishing continued. Over the next couple of days we fished from **Uncle Sam Bank**, to the **23 Fathom Spot**, and also the further south area of **Thetis Bank**. The Ridge locations provided good fishing on a large variety of fish including smaller grade yellowfin tuna, yellowtail, dorado, medium-size wahoo, grouper, lots of bottom fish, and an occasional aerobic marlin/sailfish. After the Ridge, our next move was to the more northern beach area where we caught more yellowtail, and everybody on board got a nice stringer of reds and lingcod off the bottom.

After boating a nice volume of southern water species, the decision was made to make the long voyage north to **San Clemente Island**, to try and top off our trip with some quality **Bluefin Tuna**. Along the way back, we ran across an off-shore kelp paddy that had hundreds of **Dorado** under it. Literally anything that hit the water was bitten immediately, and when all the anglers had their fill, **we left with the fish biting**. Although we did put a buoy on the paddy, so that another boat coming down the next day would be able to pick up where we left off. Arriving at San

Clemente for our last two full days of fishing, the Bluefin lived up to their reputation for being difficult to catch/entice a bite from. The volume/schools of deep swimming tuna was present, but regardless of the amount of sardines offered up for chum, they didn’t want much to do with us. Our two days of frustrating effort only resulted in 34 Bluefin in total, but certainly among the largest size fish we caught during the trip, with the largest at 143 pounds.

Upon return to **Fisherman’s Landing** to off load our bountiful catch, the RSW (refrigerated salt water) fish holds emptied out to show off the wide variety of fish species that we encountered during our **10-day voyage**, in which we covered approximately **1500 miles of water**. The fish in our catch included: **Yellowfin and Bluefin Tuna, Yellowtail, Wahoo, Dorado, Barracuda, Marlin, Sailfish, Grouper**, and an equal variety of other bottom/rock fish that filled our stringers with **Lingcod, Sheephead, Cabrilla, Big Eye, Spot Back Scorpionfish** (which look like Sculpin), **Calico Bass, Reds** and others that I’m unfamiliar with their names. **We definitely checked off all the boxes!**

As I mentioned, the **fall 10 to 12 day trips are my favorite**, and if you haven’t already done so, and would like the opportunity to experience fishing for such a large variety of different fish species on a single trip, then may I suggest that you consider planning for, and taking one also. I’m sure after the first time you do, **it will become your favorite as well!!**



Follow this link to a very interesting and shocking discovery:

https://www.iflscience.com/plants-and-animals/marine-scientists-make-shock-discovery-as-they-capture-a-skinless-shark/?utm_source=join1440&utm_medium=email



CALENDAR

Board Meeting
October 19, 2020
Held via Conference Call • 7pm



Dinner Meeting
October 26, 2020
Virtual Meeting
Please check your email for more info



SAVE THE DATE FOR 2021
February 22, 2021
ANNUAL AWARDS BANQUET

Los Angeles Rod and Reel Club Foundation & AmazonSmile

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AmazonSmile is a simple and automatic way for you to support your favorite charitable organization every time you shop, at no cost to you. When you shop at smile.amazon.com, you'll find the exact same low prices, vast selection and convenient shopping experience as Amazon.com, with the added bonus that Amazon will donate a portion of the purchase price to your favorite charitable organization. You can choose from nearly one million organizations to support.

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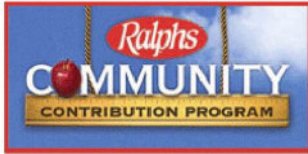
On your first visit to AmazonSmile (smile.amazon.com), you need to select a charitable organization – **Los Angeles Rod and Reel Club Foundation** - to receive donations from eligible purchases before you begin shopping. We will remember your selection, and then every eligible purchase you make at smile.amazon.com will result in a donation.



CATHY NEEDLEMAN AND HER FAMILY TRIP TO OREGON WITH WOLFE PACK GUIDE SERVICE!



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Foundation

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Step #2: Print out this page and take it with you the next time you shop at Ralphs.

Step #3: At check-out, have the LARRC barcode swiped by the cashier together with your Ralphs Rewards Card/phone number.

Notice: The Ralphs LARRC Barcode needs to be swiped only once to link your Rewards Card to LARRC. Future shopping trips will help raise money for LARRC when you use your Ralphs Reward Card at check-out.

Los Angeles Rod & Reel Club Foundation

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- Bar/Bat Mitzvahs
- In Memorandum

Your LARRC Foundation is a charitable organization. Donations maybe deducted. Tributes will be posted in the Chum Line. Tribute cards will be sent to recipient.

Information Request and Donations may be addressed to:

Mrs. Tammy Steinman
5826 Ostrom Avenue, Encino, CA 91316
818-987-2645 • 818-345-6104 Fax • tammy2508@socal.rr.com



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