



Fog!

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As the air temperature rises and the water still holds some of that winter chill, we can expect fog, just as we do in the Fall when the air is cooling but it is the water that is now warm. For those of a more scientific-bent, fog that forms when water is warmer than the air is called "steam" fog (Fall). Think of that pot of spaghetti water you are boiling. Fog that forms when the water is colder than the air is called "advection" fog (Spring). There is a third kind of fog called "radiation" fog. That is the fog that you see float in across the backyard or linger in a dip in the country road...



"not more than 2 minutes apart." Let me make it plainer. No LESS than every 2 minutes.

But fog is fog. You can't see the land or the buoys or, worse, the bow! What to do?

Well, with the dropping price of radar, boats in the mid-20' range can now be found to have radar (see below for listing of SSP columns on radar) aboard. If you do have radar aboard, read the manual and get familiar with gain controls. I won't waste space in this newspaper lending advice to a skipper that already has a state of the art system aboard on how to use it. Not surprisingly however, the advice below holds for the 65'er with radar and chart overlay capabilities as well as the skipper in the 17' open boat with a 90-hp Merc on the stern. When the fog rolls in...

1. Slow down to "a slow bell", that is, with forward propulsion necessary to maintain steerage, but no greater. Put on life jackets. (see "Life Jackets - Do I Really Need To Wear One?", SSP, 9/24/08)

2. While underway and making way, that is, engine in gear, give 1 "prolonged" blast on your whistle (4-6 seconds). This is specified in the Navigation Rules, Rule 35(a) (see "COLREGs: What's That I Hear?", SSP, 10/3/07.) In fact, the Rules say

3. While underway but not making way, that is, dead stop on the engine but not at anchor, give 2 "prolonged" blasts, separated by a couple of seconds apart, no less than every 2 minutes. This is Rule 35(b).

4. If necessary to anchor due to visibility (none!), "boats less than 39 feet 4 inches (12 meters) in length may make an efficient sound signal at intervals of not more than two minutes." In short, it is not specified for boats under 12 meters. Boats larger than 12 meters at anchor must clang their bell 5 times quickly followed by one prolonged and one short (~1 second) blast in the whistle.

5. Listen. Sound travels more efficiently through fog than clear air. Listen. Bring your engine to dead stop from time to time and listen. Listen for the sound of surf (move away from that!), buoy whistles/horns/bells (move towards that, carefully) or other engines (sound danger whistle right away and take all way off - but don't turn off the engine!)

So, now you are properly communicating with other boats but you do want to get in out of the fog if you can. How? Don't, as some old chestnuts

might advise, hug the shore. As the fog intensifies and you draw closer and closer to shore, you know what will happen. (See column on what to do if you run aground (see "Hard Aground, Now What!?", SSP, 7/09/08.) Of far more danger, don't "hug the shore" when you are outside the Inlet. If you get caught in the surf line (see 5 above), you will be capsized and now there is imminent threat to life.

If you can't see, you must stop, drop the hook, sound your warning horn as specified and wait out the fog. If due to electronics (GPS, Loran) you realize that you are in a heavy traffic lane, get out - at a slow speed and just enough to be out of the traffic. But if you can't see past the bow and you are underway and making way, you are in extreme danger of having a collision at sea.

If you have some visibility, see #'s 1 and 2 above. The slower speed will help in another way as well - you can hear better. Lastly, if you have those canisters of compressed gas as your boat's horn/whistle, you will likely run out of compressed air before you run out of fog. Think about getting a simple whistle. Get the "pea-less" kind in case you have to worry about your spittle freezing one cold and foggy day... and blow, baby, blow...!

Radar Columnns

- "Radar: Your Eye Ayes!", SSP, 12/19/07
- "Radar: Hi-Def Has Arrived", SSP, 9/10/08
- "Radar: What's Blinding You?", SSP, 12/31/08

BTW, if you are interested in being part of USCG Forces, email me at JoinUSCGAux2010@aol.com or go direct to John Blevins, who is in charge of new members matters, at FSO-PS@emcg.us and we will help you "get in this thing..."



FISHING WITH TONY

MORICHES ANGLERS SHARK

TOURNAMENT ON TAP THIS WEEKEND

by TONY SALERNO

They've been hosting it for the past 36 years and it keeps on going strong at each and every one of them. I'm talking about the Moriches Anglers 36th Annual Shark Tournament being held this Saturday July 10th.

In years past, traditionally the Moriches Anglers Fishing Club have held their shark tournament the Saturday before Fathers Day with the rain date being Fathers Day. However, changing with the times, this year tourney is on tap nearly a month later in hopes of better weather and a better variety of sharks.

In some years past the tourney had been canceled due to dangerous sea conditions, which can sometimes plague the offshore scene in the month of June. In addition, June is also the month blue sharks move off their living quarters of the Continental Shelf and spread out along the sandy fringes and fingers just north of the shelf off Long Island to spawn. This usually results in an abundance of the blue shark often choking chances at nailing a more desirable tournament contender such as thresher or mako sharks.

"To cut down on the kill of blue sharks, we moved the tournament to a time when edible sharks such as makos and threshers are more abundant and have a better chance at winning the tournament" states Bill Daniels, director of the shark tournament.



Tides for Moriches Inlet starting with July 14, 2010

Day	High/Low	Tide Time	Height Feet	Sunrise/Sunset	Moon Time	% Moon Visible
Wed. 14	Low	3:27 AM	-0.4	5:32 AM	Rise 8:58 AM	6
14	High	9:40 AM	3.3	8:22 PM	Set 10:07 PM	
14	Low	3:36 PM	-0.2			
14	High	9:51 PM	3.7			
Thur. 15	Low	4:13 AM	-0.4	5:33 AM	Rise 10:13 AM	13
15	High	10:35 AM	3.4	8:21 PM	Set 10:36 PM	
15	Low	4:29 PM	-0.1			
15	High	10:46 PM	3.5			
Fri. 16	Low	5:00 AM	-0.3	5:33 AM	Rise 11:27 AM	22
16	High	11:31 AM	3.5	8:20 PM	Set 11:04 PM	
16	Low	5:25 PM	0.1			
16	High	11:42 PM	3.3			
Sat. 17	Low	5:50 AM	-0.1	5:34 AM	Rise 12:39 PM	32
17	High	12:25 PM	3.5	8:20 PM	Set 11:33 PM	
17	Low	6:27 PM	0.2			
Sun. 18	High	12:37 AM	3.1	5:35 AM	Rise 1:49 PM	44
18	Low	6:46 AM	0.1	8:19 PM		
18	High	1:19 PM	3.4			
18	Low	7:35 PM	0.4			
Mon. 19	High	1:33 AM	2.9	5:36 AM	Set 12:06 AM	55
19	Low	7:48 AM	0.2	8:18 PM	Rise 2:59 PM	
19	High	2:14 PM	3.3			
19	Low	8:42 PM	0.4			
Tus. 20	High	2:32 AM	2.7	5:37 AM	Set 12:43 AM	65
20	Low	8:48 AM	0.3	8:18 PM	Rise 4:05 PM	
20	High	3:11 PM	3.3			
20	Low	9:43 PM	0.4			
Wed. 21	High	3:34 AM	2.6	5:38 AM	Set 1:25 AM	75
21	Low	9:45 AM	0.3	8:17 PM	Rise 5:06 PM	
21	High	4:10 PM	3.3			
21	Low	10:37 PM	0.3			
Thur. 22	High	4:37 AM	2.6	5:38 AM	Set 2:15 AM	83
22	Low	10:38 AM	0.4	8:16 PM	Rise 6:00 PM	
22	High	5:06 PM	3.3			
22	Low	11:28 PM	0.2			
Fri. 23	High	5:35 AM	2.7	5:39 AM	Set 3:10 AM	0
23	Low	11:28 AM	0.3	8:15 PM	Rise 6:46 PM	
23	High	5:57 PM	3.3			
Sat. 24	Low	12:15 AM	0.2	5:40 AM	Set 4:10 AM	95
24	High	6:25 AM	2.8	8:14 PM	Rise 7:25 PM	
24	Low	12:16 PM	0.3			
24	High	6:42 PM	3.4			
Sun. 25	Low	1:00 AM	0.1	5:41 AM	Set 5:11 AM	98
25	High	7:10 AM	2.9	8:14 PM	Rise 7:58 PM	
25	Low	1:02 PM	0.3			
25	High	7:24 PM	3.4			