



Fog!

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 UNITED STATES COAST GUARD AUXILIARY



Jeez, is it me or have we been beset by fog more often than sun of late? 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...

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 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, 2/22/12)

2. While underway and making way, that is, engine in gear, give one "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 "not more than two minutes apart." Let me make it plainer. No LESS than every two minutes.

3. While underway but not making way, that is, dead stop on the engine but not at anchor, give two "prolonged" blasts, separated by a couple of seconds apart, no less than every two 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 five 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, 8/29/12.) 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), 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. 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...!

BTW, if you are interested in being part of USCG Forces, email me at JoinUSCGAux@aol.com or go direct to the D1SR Human Resources department, who are in charge of new members matters, at DSO-HR and we will help you "get in this thing..."

Tides for Moriches Inlet starting with July 3, 2013						
Day	High/Low	Tide Time	Height Feet	Sunrise/Sunset	Moon Time	% Moon Visible
Wed 3	High	3:47 AM	2.7	5:25 AM 8:26 PM	Rise 2:02 AM Set 4:33 PM	24
	Low	9:50 AM	0.4			
	High	4:18 PM	3.2			
	Low	10:44 PM	0.4			
Thur. 4	High	4:43 AM	2.7	5:25 AM 8:26 PM	Rise 2:40 AM Set 5:27 PM	16
	Low	10:37 AM	0.4			
	High	5:08 PM	3.2			
	Low	11:31 PM	0.3			
Fri. 5	High	5:36 AM	2.7	5:26 AM 8:25 PM	Rise 3:23 AM Set 6:18 PM	10
	Low	11:22 AM	0.3			
	High	5:54 PM	3.2			
Sat. 6	Low	12:15 AM	0.2	5:26 AM 8:25 PM	Rise 4:10 AM Set 7:04 PM	5
	High	6:23 AM	2.7			
	Low	12:07 PM	0.3			
	High	6:37 PM	3.3			
Sun. 7	Low	12:59 AM	0.2	5:27 AM 8:25 PM	Rise 5:01 AM Set 7:46 PM	1
	High	7:07 AM	2.8			
	Low	12:51 PM	0.3			
	High	7:16 PM	3.3			
Mon. 8	Low	1:40 AM	0.1	5:28 AM 8:24 PM	Rise 5:55 AM Set 8:24 PM	0
	High	7:48 AM	2.9			
	Low	1:34 PM	0.3			
	High	7:53 PM	3.3			
Tus. 9	Low	2:20 AM	0.1	5:28 AM 8:24 PM	Rise 6:51 AM Set 8:59 PM	0
	High	8:28 AM	2.9			
	Low	2:15 PM	0.3			
	High	8:28 PM	3.3			
Wed. 10	Low	2:56 AM	0.1	5:29 AM 8:24 PM	Rise 7:48 AM Set 9:31 PM	2
	High	9:07 AM	2.9			
	Low	2:54 PM	0.3			
	High	9:02 PM	3.2			
Thur. 11	Low	3:31 AM	0.1	5:30 AM 8:23 PM	Rise 8:47 AM Set 10:01 PM	5
	High	9:46 AM	2.9			
	Low	3:32 PM	0.4			
	High	9:37 PM	3.1			

Weather Forecast
 E Moriches, NY (11940)

10-Day Marine Outlook Hourly Details										
Today	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	
Jul 2	Jul 3	Jul 4	Jul 5	Jul 6	Jul 7	Jul 8	Jul 9	Jul 10	Jul 11	
Scattered T-Storms 78°F 71°F	Mostly Cloudy 82°F 70°F	Partly Cloudy 83°F 70°F	Partly Cloudy 83°F 71°F	Isolated T-Storms 84°F 70°F	Partly Cloudy 85°F 70°F	Partly Cloudy 85°F 70°F	Mostly Sunny 84°F 70°F	Mostly Sunny 83°F 69°F	Mostly Cloudy 82°F 67°F	
Wind Speed & Direction										
14mph SSW	13mph SSW	13mph SW	11mph WSW	10mph WSW	10mph WSW	10mph WSW	10mph WSW	9mph WSW	9mph SW	



by TONY SALERNO

FISHING WITH TONY

MAFMC Overturns 'Punitive' Recreational Measures

The Mid Atlantic Fishery Management Council (Council) this week approved an Omnibus Recreational Amendment to evaluate alternatives to the accountability measures (AMs) currently in place for the recreational Atlantic mackerel, bluefish, summer flounder, scup, and black sea bass fisheries. The successful vote by Council in favor of removing general in-season closure authority from NOAA Fisheries and halt implementation of recreational payback on healthy fish stocks is seen by the Recreational Fishing Alliance (RFA) as a benchmark decision for other regional fisheries councils to follow.

The MAFMC vote to remove the general in-season closure authority from the Northeast regional office of NOAA Fisheries was one of the key AM issues of concern to recreational anglers, especially those who target black sea bass. Such in-season closure authority was used as recently as the fall of 2012, bringing a premature close last year's black sea bass fishery. For a region already impacted by Mother Nature in the form of Super storm Sandy, the closure was another blow to regional and local economies as well as adversely affecting jobs.

MAFMC also voted to restrict payback of any harvest overage in the annual catch limits for recreational fishermen to those species that a B/BMmsy ratio of greater than 1; in other words, there will be no payback mechanism in place for those fisheries which have been determined to be rebuilt stocks in the Mid-Atlantic region includes black sea bass, summer flounder, porgy, and bluefish. For those fisheries not fully rebuilt, any payback will be scaled relative to how nearly fully rebuilt the fishery is. The Mid-Atlantic is the only Council in the nation that has paybacks in recreational fisheries.

Another major victory for recreational fishermen was Council action relative to the quality of the data used for the triggers of the accountability measures described above. Accountability measures would only be triggered by a three-year average of the lower limit for the confidence interval of the recreational harvest. In other words, instead of treating recreational landings as an absolute number, the Council is recognizing this data as an estimate with an inherent variability. Recreational catch estimates exist within a range as opposed to an absolute, to-the-pound number, and only the lower range of that number should trigger a punitive measure.

The council's decision to remove the general in-season closure authority from the Northeast regional office of NOAA Fisheries, restrict overage payback in the recreational sector for rebuilt fish stocks, while incorporating analysis of statistical confidence intervals on a three-year average must first be approved by NOAA Fisheries, but RFA expects the support of the regional office out of Gloucester, MA.