



Hard Aground! Now What?!

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When I teach seamanship courses to private boaters on the South Shore, I note that, if you boat in our local waters and have never run aground, you're lying. Even USCG regulars have been known to "touch bottom" at times in these waters... So, the issue is not if you run aground but what you do afterwards.

What Do You Do First?

There are a couple of things to do right away. First, determine if the grounding has caused a leak. Even sand, if you hit it hard enough, will stove in a hull (or a through-hull fitting or a drive shaft fitting through a stuffing box.) While the water obviously isn't very deep right where you are, if your hull starts to fill with water, she may slide into deeper water and now problems will start to escalate. At roughly the same time, get everyone into life jackets. You're the skipper and are responsible for the safety of everyone on that vessel. Secondly, check your tide charts and determine if time is an ally or an enemy, i.e., if the tide rising (the rising tide lifts all boats said John Kennedy) or falling. If it is falling, time is now working against you.

Now What?

So, at this point, you know if the boat has sprung a leak (if so, get right on VHF-16 and hail the USCG; get the "rescue starts now" clock ticking asap); you have everyone in life jackets and you know if you will be helped by time or not. This should have taken you less than one minute. If the hull isn't leaking, try backing away the way you came in. Increase throttle moderately and keep turning the wheel back and forth, port to starboard and back again. Why? Well, to some degree, it is like rocking a car in the snow. Sand and boats can get into a very powerful embrace caused by suction of the wet sand and a smooth surface of a boat's hull. But, secondly and perhaps more importantly, you are sending sand from the stern directly forward - increas-



ing the "hump" that you have to float over. By turning the wheel, you'll break the suction and spread the sand around. Be conscious of what is behind you because, if you suddenly break free, you don't want to go flying into a busy seaway. Assuming this is working, it is quite possible that you will find yourself making more progress when the wheel is to one side or the other. Once you see the stern making more way down one exit path than the other, make that your new centering path. In short, don't waste time and fuel trying to back down a path that isn't getting you anywhere - but don't fail to sway the helm back and forth down your new exit path or you may fill it with sand and ruin your escape... Most times, this will get you out.

I'm Free - Or Am I?

If it does, unless you got out pretty quickly and easily, I would head for the marina and get a hose on that engine and start to wash out the sand. I'd also have somebody look at the running gear. A small nick in a

prop can do a lot of damage to an engine's "innards" because the running gear is no longer balanced. At a minimum, get the boat somewhere where you can get a water hose on the engine and flush it - with the engine OFF. If there is sand in there, don't grind it out of your engine. Wash it out.

What if you are at this for four to five minutes and nothing is happening? Well, if the tide is against you, and you have towing insurance, call for help. Any more time wasted and you might be spending the night. The commercial towers are well equipped and largely well-trained. (You DON'T have towing insurance? Think again, bunky... It is the cheapest insurance that you will use.) Get familiar with the differences between "salvage" and a simple tow, especially if you don't have contracted commercial insurance. Maritime law is complex...

But what if the tide is with you? Well, you can still call for help but you also have an opportunity to engage in some seamanship that might hold you in good stead sometime in the future when you have more difficult circumstances in hand. How about putting an anchor out towards the deeper water and "kedging", i.e., pulling yourself along it from the bow? You are introducing a new angle of pressure and that might pull you free or at least loosen the bottom-suction. At a minimum, as the tide rises, it will keep you from being blown higher on to the beach by the wind. If your boat is big enough to have a tender(dinghy), get it to work pushing the boat. Think like what you are a sea captain.

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 31, 2013							
Day	High/Low	Tide Time	Height Feet	Sunrise/Sunset	Moon Time	% Moon Visible	
Wed. 31	High	2:19 AM	2.7	5:47 AM	Rise	12:40 AM	39
31	Low	8:23 AM	0.5	8:07 PM	Set	3:21 PM	
31	High	2:48 PM	3.0				
31	Low	9:24 PM	0.6				
Thur. 1	High	3:15 AM	2.5	5:48 AM	Rise	1:22 AM	29
1	Low	9:17 AM	0.5	8:06 PM	Set	4:13 PM	
1	High	3:42 PM	3.0				
1	Low	10:15 PM	0.5				
Fri. 2	High	4:12 AM	2.5	5:49 AM	Rise	2:07 AM	21
2	Low	10:07 AM	0.5	8:05 PM	Set	5:01 PM	
2	High	4:36 PM	3.0				
2	Low	11:02 PM	0.4				
Sat. 3	High	5:07 AM	2.7	5:50 AM	Rise	2:56 AM	14
3	Low	10:55 AM	0.4	8:04 PM	Set	5:45 PM	
3	High	5:26 PM	3.2				
3	Low	11:46 PM	0.3				
Sun. 4	High	5:57 AM	2.7	5:51 AM	Rise	3:49 AM	8
4	Low	11:41 AM	0.4	8:03 PM	Set	6:24 PM	
4	High	6:10 PM	3.2				
Mon. 5	Low	12:29 AM	0.2	5:52 AM	Rise	4:44 AM	3
5	High	6:40 AM	2.9	8:02 PM	Set	7:00 PM	
5	Low	12:26 PM	0.3				
5	High	6:50 PM	3.3				
Tues. 6	Low	1:10 AM	0.1	5:53 AM	Rise	5:42 AM	1
6	High	7:21 AM	3.0	8:01 PM	Set	7:33 PM	
6	Low	1:10 PM	0.2				
6	High	7:27 PM	3.3				
Wed. 7	Low	1:49 AM	0.1	5:54 AM	Rise	6:40 AM	0
7	High	7:59 AM	3.0	7:59 PM	Set	8:04 PM	
7	Low	1:52 PM	0.2				
7	High	8:02 PM	3.3				

Weather Forecast E Moriches, NY (11940)	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed
	Jul 31	Aug 1	Aug 2	Aug 3	Aug 4	Aug 5	Aug 6	Aug 7
81°F 68°F	77°F 70°F	82°F 68°F	81°F 67°F	79°F 66°F	81°F 65°F	81°F 67°F	81°F 69°F	



by TONY SALERNO

FISHING WITH TONY

TIME FOR SOME HOT TUNA

At 3:00 A.M., January 15, 1942, on a foggy morning, a torpedo fired from a German U-123 hit an unsuspecting oil tanker named Coimbra on her amidships, exploding her cargo of 81,000 barrels of fuel oil into flames. A second series of explosions ripped the Coimbra into three sections before sending her to the bottom. Captain J.P. Barnard and 34 crew members were killed during the initial explosions and resulting fires. Only six people survived. The NY Times reported with headlines "New U-boat Victim Confirmed by Navy". The Coimbra was World War II's second U-Boat sinking off the eastern seaboard.

Today, the 423-foot Coimbra still lies in the three sections she was blown into. Her bow is facing east, mid-section is leaning to port and her stern rests on its side. The wreck is located 28 miles southeast of Moriches Inlet in 180 to 190 feet of water. The Coimbra is home to a myriad of marine species year round as well as supporting some of the best shark fishing grounds during the summer months along the northeast. From Sandy Hook to Montauk, you can find an array of anglers and their fishing vessels searching for a prize mako or thresher shark.

Aside from the bounty of sharks and bottom fish given up each season from this popular wreck, the summer of 2013 is summing up to be one for the history books as some of the best Bluefin tuna fishing in some time is now going on at the area of this wreck. Bluefin from 25 and 250-pounds have been delighting and filling limits for anglers on a daily basis for the past two weeks as the tuna have been feasting on the enormous quantity of sand eels that have taken hold near the wreck sites. Tuna sharpies and experts agree that that given the conditions near and around the Coimbra, the Bluefin should be sticking around for at least the next couple of weeks. Therefore, if you haven't gotten a piece of the pie as of yet, now is the time. And if the boat isn't fit enough for the journey or you don't own a boat, fret not as charter boats from Sheepshead Bay to Montauk are taking advantage of this fishery, where a phone call and a deposit will put you in the action that is so close to home. However, you must hurry, as charter boats are booking these trips quickly.