



"Sabby the Lingo?" Maritime Language - XII

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As noted prior, each discipline has a language and that language conveys competency to the listener. This column is part of a series of maritime vocabulary words. So you can sound like the salty ol' mariner you are... We'll run enough of these to get the major concepts and phraseology from Alpha to Zulu in front of you!

I - India

International Meaning: I am directing my course to port.

Navy Meaning: Coming alongside.

Meaning in a Sailing Regatta: Round the Ends Starting Rule

- In Irons - A sailboat with its bow pointed directly into the wind, preventing the sails from filling properly and stopping the boat. It can be very difficult to get a boat that is in irons back under sail. also known as "In Stays".

- In Soundings - A vessel is in soundings when she is in sufficiently shallow water for soundings to be made and used as an aid in the vessel's navigation.

- Inboard - (1) Toward the center of the boat. (2) An engine that is mounted inside the boat.

- Inflatable - A dinghy or raft that can be inflated for use or deflated for easy stowage.

- Inland Rules - Navigation rules governing waters inside designated demarcation zones

- Inland Waters - Term referring to lakes, streams, rivers, canals, waterways, inlets, bays, etc.

- International Date Line - The line of longitude 180 degrees opposite Greenwich, England, located in the Pacific that marks the date change

- International Rules - Navigation rules governing waters outside designated demarcation zones

- International Waterways - Consist of international straits, inland and interocean canals and rivers where

they separate the territories of two or more nations.

- Intracoastal Waterway - A system of rivers and canals along the Atlantic and Gulf Coasts of the United States allowing boats to travel along them without having to go offshore.

- Inverter - Electrical power converter; converts square-wave DC current to sine-wave AC current

- Iron Genny - Auxiliary engine

- Isinglass - The clear, soft plastic material used for dodger window panels

- Isobars - Lines drawn on a weather map indicating regions of equal pressure. When the lines are close together, this indicates a rapid change in air pressure, accompanied by strong winds.

J - Juliet

International Meaning: I am on fire and have dangerous cargo; keep clear.

- Jack - The national flag flown on a jackstaff on the bow of naval ships while anchored.

- Jack Lines - Safety lines, usually of flat webbing, that run along the deck between bow and stern used to attach a tether from a safety harness.

- Jack Tar - Nickname for a British naval seaman.

- Jack With a Lantern - Used by some seamen to describe St. Elmo's Fire.

- Jackstaff - A short vertically erected pole at the bow on which the national flag is hoisted on naval ships while at anchor.

- Jacobs Ladder - A rope ladder with wooden steps. A rope ladder, lowered from the deck, as when pilots or passengers come aboard.

- Jaw - The distance between a rope's adjacent strands, giving a measure of the tightness of the lay. The shorter the distance, the harder the lay. When a line has

been overused and the lay has become slack, it is said to be slack-jawed.

- Jetsam - Anything thrown overboard; debris, jettisoned items, floating at sea. Goods deliberately thrown overboard from a ship, for example to lighten her if she is in danger, while flotsam refers to goods accidentally lost overboard or which may float up from a hull of a wrecked ship.

- Jettison - To cast overboard or off. To discard something as unwanted or burdensome. Goods or equipment may be jettisoned to lighten a ship in danger.

- Jetty - A man made structure projecting from the shore. May protect a harbor entrance or aid in preventing beach erosion.

- Jib - The foremost sail; a triangular shaped foresail forward of the foremast.

- Jib Sheet - The lines that lead from the clew of the jib to the cockpit and are used to control the jib.

- Jibber the Kibber - The act of decoying a ship ashore by means of false lights.

- Junction Buoy - Also known as a preferred channel buoy. A red and green horizontally striped buoy used in the United States to mark the separation of a channel into two channels. The preferred channel is indicated by the color of the uppermost stripe. Red on top indicates that the preferred channel is to the right as you return, green indicates the left.

- Jury Rig - A temporary repair or replacement using improvised materials and parts.

More in the weeks ahead...!

BTW, if you are interested in being part of USCG Forces, email me at JoinUSCGAux2008@aol.com or go direct to Lisa Etter, who is in charge of new members matters, at FSO-PS@emcg.us and we will help you "get in this thing..."



by TONY SALERNO

FISHING WITH TONY

FLUKE STILL DOMINATING BOTH SHORES

Just when you thought the fluke action couldn't get any better, well it did. However, let me be quick to stress that the keeper to short ratio can be quite high at times. Nonetheless anglers sticking to primo tides and large baits are not having too much of a problem limiting out on most days. What really makes the scenario grand is red hot action on both the north and south shores.

"Fluke fishing took off like a rocket by the end of last week in both the bay and ocean" states Captain Jim Russo of the Center Moriches based open boat the Rosie. While there are loads of quality shorts just missing the filet board, there are plenty of patrons scoring their limits with some real quality beauties to boot. Most keepers are in the 4 to 6 pound range with most days seeing the pool fish in the eight to 9 pound range. During the week Captain James nailed a 9 pound beauty on a whole squid from the deep blue, while one patron found an 8 1/2 pound brute take his bucktail on Wednesday afternoon's trip. As a bonus with the fluke, sea bass and triggerfish are mixing into the catch to keep things interesting.

Hopping over to the north shore, Captain Desmond O'Sullivan of the Port Jeff based open boat the Celtic Quest has been running to the east end of the Sound looking for monster fluke and finding them along with all the action on shorts that anyone can possible want. On Thursday, in less than desirable conditions, 15 anglers combined for over 700 fluke with 24 beauties hitting the filet table up to 6.5 pounds. Closer to home there is loads of action anywhere from Smithtown Bay to Mount Misery Shoal with quite a few legal size flatties to keep things interesting.

Looking at other opportunities, anglers fishing east of Port Jeff particularly between Mount Sinai and Rocky Point are finding good porgy fishing in 25 feet of water. Clams and worms work well on the hooks while a couple of pots filled with frozen clam chum will really get the scup chewing.

If you want bluefish, the Middle Grounds will keep you busy on either chunks or diamond jigs while anglers looking to slam a few bass will find clams and clam chumming inside and just outside Moriches Inlet during an ebb tide provides the best action.



Captain James Russo of the open boat the Rosie with a 9 pound fluke.

Tides for Moriches Inlet Starting with July 29, 2009

| Day | High/Low | Tide Time | Height Feet | Sunrise/Sunset | Moon Time | % Moon Visible |
|---------|----------|-----------|-------------|----------------|--------------|----------------|
| Wed. 29 | High | 1:09 AM | 2.8 | 5:45 AM | Rise 2:34 PM | 50 |
| 29 | Low | 7:15 AM | 0.4 | 8:10 PM | | |
| 29 | High | 1:46 PM | 3.2 | | | |
| 29 | Low | 8:10 PM | 0.6 | | | |
| Thu. 30 | High | 2:03 AM | 2.6 | 5:46 AM | Set 12:05 AM | 60 |
| 30 | Low | 8:14 AM | 0.5 | 8:08 PM | Rise 3:37 PM | |
| 30 | High | 2:38 PM | 3.1 | | | |
| 30 | Low | 9:11 PM | 0.6 | | | |
| Fri. 31 | High | 3:00 AM | 2.5 | 5:47 AM | Set 12:44 AM | 69 |
| 31 | Low | 9:11 AM | 0.6 | 8:07 PM | Rise 4:35 PM | |
| 31 | High | 3:34 PM | 3.1 | | | |
| 31 | Low | 10:05 PM | 0.5 | | | |
| Sat. 1 | High | 4:01 AM | 2.4 | 5:48 AM | Set 1:30 AM | 78 |
| 1 | Low | 10:03 AM | 0.6 | 8:06 PM | Rise 5:27 PM | |
| 1 | High | 4:30 PM | 3.1 | | | |
| 1 | Low | 10:54 PM | 0.5 | | | |
| Sun. 2 | High | 4:59 AM | 2.5 | 5:49 AM | Set 2:22 AM | 85 |
| 2 | Low | 10:52 AM | 0.5 | 8:05 PM | Rise 6:12 PM | |
| 2 | High | 5:22 PM | 3.2 | | | |
| 2 | Low | 11:39 PM | 0.4 | | | |
| Mon. 3 | High | 5:51 AM | 2.6 | 5:50 AM | Set 3:19 AM | 91 |
| 3 | Low | 11:38 AM | 0.5 | 8:04 PM | Rise 6:50 PM | |
| 3 | High | 6:08 PM | 3.2 | | | |
| Tus. 4 | Low | 12:23 AM | 0.3 | 5:51 AM | Set 4:20 AM | 95 |
| 4 | High | 6:36 AM | 2.7 | 8:03 PM | Rise 7:23 PM | |
| 4 | Low | 12:23 PM | 0.4 | | | |
| 4 | High | 6:50 PM | 3.3 | | | |
| Wed. 5 | Low | 1:04 AM | 0.2 | 5:52 AM | Set 5:21 AM | 98 |
| 5 | High | 7:16 AM | 2.8 | 8:02 PM | Rise 7:50 PM | |
| 5 | Low | 1:07 PM | 0.4 | | | |
| 5 | High | 7:28 PM | 3.3 | | | |
| Thu. 6 | Low | 1:43 AM | 0.1 | 5:53 AM | Set 6:22 AM | 99 |
| 6 | High | 7:54 AM | 2.9 | 8:01 PM | Rise 8:14 PM | |
| 6 | Low | 1:49 PM | 0.3 | | | |
| 6 | High | 8:03 PM | 3.3 | | | |
| Fri. 7 | Low | 2:20 AM | 0.1 | 5:54 AM | Set 7:24 AM | 99 |
| 7 | High | 8:29 AM | 2.9 | 7:59 PM | Rise 8:37 PM | |
| 7 | Low | 2:28 PM | 0.3 | | | |
| 7 | High | 8:37 PM | 3.2 | | | |
| Sat. 8 | Low | 2:53 AM | 0.1 | 5:55 AM | Set 8:25 AM | 96 |
| 8 | High | 9:03 AM | 3.0 | 7:58 PM | Rise 8:59 PM | |
| 8 | Low | 3:05 PM | 0.4 | | | |
| 8 | High | 9:11 PM | 3.2 | | | |
| Sun. 9 | Low | 3:25 AM | 0.1 | 5:56 AM | Set 9:26 AM | 92 |
| 9 | High | 9:37 AM | 3.0 | 7:57 PM | Rise 9:21 PM | |
| 9 | Low | 3:42 PM | 0.4 | | | |
| 9 | High | 9:46 PM | 3.0 | | | |