



"Sabby the Lingo?" Maritime Language - XVIII

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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!

P - Papa

International Meaning:

All personnel return to ship; proceeding to sea.

- **Pad Eye** - A loop shaped fitting attached to the deck, spar, boom, etc., used to secure a line or block to some part of the vessel.

- **Painter** - A line tied to the bow of a small boat for use in towing, securing or tying up.

- **PAN PAN** - An urgent message used on a radio regarding the safety of people or property. A PAN PAN message is not used when there is an immediate threat to life or property, instead the MAYDAY call is used. PAN PAN situations may develop into MAYDAY situations. As with a MAYDAY, PAN PAN messages have priority on the radio channels and should not be interrupted. In the case of a less urgent safety message, such as a hazard to navigation, the appropriate signal to use is SECURITE.

- **Parachute Flare** - An emergency signal flare that will float down on a parachute after launch, hopefully improving its visibility.

- **Passed West** - Died. Perhaps derived from the sun setting in the west.

- **Passenger Ship** - A ship that is authorized to carry more than twelve passengers.

- **Pay Out** - To ease out or slacken a line, chain or cable or let it run in a controlled manner.

- **Pendant** - The line by which a boat is connected to a mooring buoy; a short rope hanging from a spar having at its free end a spliced thimble or a block. Sometimes called "Pennant".

- **Pennant** - A small tapering flag, which can be used for identification or communication.

- **Petty Officer** - Rank intermediate between officer and rating, and in charge of ratings; more or less equivalent to the rank of sergeant.

- **Pilothouse** - A compartment on or near the bridge of a ship that contains the steering wheel and other controls, compass, charts, navigating equipment and means of communicating with the engine room and other parts of the ship. Also known as wheelhouse.

- **Piloting** - Navigation by using visible references, the depth of the water, etc.

- **Pinching** - Sailing too close to the wind.

- **Pinnacle** - Formerly, a small, two-masted sailing vessel sometimes with oars.

- **Pitch** - (1) The alternate rise and fall of the bow of a vessel proceeding through waves; also called hobby

horsing (2) The theoretical distance advanced by a propeller in one revolution. (3) Tar and resin used for caulking between the planks of a wooden vessel.

- **Pitchpole** - Said of a boat which turns end over end in very rough seas.

- **Plot** - To mark a course on a chart.

- **Point** - To sail as close as possible to the wind. Some boats can point better than others, sailing closer to the wind.

- **Points of Sail** - The headings of a sailboat in relation to the wind, i.e., upwind, close reach, reach, broad reach, downwind.

- **Pooped** - Hit by a wave over the stern; having a wave wash over the stern of the boat. This can be a very dangerous situation.

- **Port** - (1) The left side of the boat when facing forward; originally called larboard. The opposite of starboard. (2) - A porthole. A window in the side of a boat, usually round or with rounded corners. (3) A harbor.

- **Poseidon** - The Greek god of the sea.

- **Position Line or Line of Position** - A line drawn on a chart, as a result of a bearing, along which the boat is positioned.

- **POSH** - Port Out, Starboard Home... Used for Cruising Liners years ago for the "BEST" Cabins. Hence the name!

- **Preferred Channel Buoy** - Also known as a junction 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.

- **Privileged Vessel** - A vessel which, according to the applicable Navigation Rule, has right-of-way. Also known as the "stand on" vessel.

- **Progressive Flooding** - When water from a leak passes successively from one compartment to the next, usually in the absence of watertight bulkheads or watertight doors left open. This is what eventually sank the Titanic.

- **Prow** - The bow and forward part of the vessel above the waterline.

- **Puff** - A sudden burst of wind stronger than the current wind conditions.

- **Pulpit** - An elevated guardrail set up at the bow of a vessel. When erected at the stern, it is called a pushpit.

- **Pumpout** - Removing waste from a holding tank.

- **Put In** - To enter a port or harbor.

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..."



FISHING WITH TONY

CLASSIC NOR'EASTER DRIVES IN HERDS OF STRIPERS

by TONY SALERNO

Yep, just as reliable as the days on the calendar, the first fall nor'easter had blast past us late last week, and in its wake, the storm helped produce some wild striped bass fishing along the south shore inlets. The action was so hot, that suds-surfers and boatmen alike had absolutely no problem icing down limits of bass along with a few blues and weakfish. It did not matter whether it was day or night, the bass bit, and bit hard.

While fair weather fishermen and your average Joe or Jane would frown over the grueling cold wind and rain that transpires from a northeastern storm, savvy anglers are well aware that there is no better time to hit the local inlet in their quest for jumbo stripers. The reason being, as the storm approaches, barometric pressure begins to plummet and usually in the first 24 hours of a dropping barometer, bass will feed frantically responding to the change in water pressure. In addition to this phenomenon, the cool ocean waters that flood into the south shore bays during an ole classic nor'easter influences myriads of baitfish to migrate out of the bays, through the inlets and head for warmer southern climate. Needless to say this creates quite a bountiful buffet at the inlets, which adds to the bass's insatiable appetite. As for the rest, I'm sure you get the picture.

Once the front passes and the barometer rises and holds steady, the bass resumes back to their typical feeding habits. As a general rule, live bunker or legal size porgies are a sure bet during the daytime hours, while live slimy and frisky eels give way to plenty of big linesiders during the dark hours.

Up on the north side of the island, the rip lines along all the points and just outside the harbors are starting to show numerous bass catches. Only difference compared to the south shore is that diamond jigs will get the job done. Bluefish are also in the area terrorizing and stuffing down loads of adult and peanut bunker as they begin their migration for warmer waters.

Porgy season is now officially closed until next spring, and while the scup continue to dominate the waters of the Sound, blackfish action continues to build along the deeper rocky lairs of the sound with some impressive size fish, particularly along the Middle Grounds.

Tides for Moriches Inlet starting with October 21, 2009

Day	High/Low	Tide Time	Height Feet	Sunrise/Sunset	Moon Time	% Moon Visible
Wed. 21	Low	3:05 AM	0.2	7:09 AM	Rise 10:57 AM	7
21	High	9:30 AM	3.4	6:02 PM	Set 8:00 PM	
21	Low	3:47 PM	0.1			
21	High	9:58 PM	2.7			
Thur. 22	Low	3:45 AM	0.4	7:10 AM	Rise 11:53 AM	14
22	High	10:17 AM	3.2	6:00 PM	Set 8:53 PM	
22	Low	4:31 PM	0.3			
22	High	10:50 PM	2.6			
Fri. 23	Low	4:26 AM	0.5	7:11 AM	Rise 12:40 PM	21
23	High	11:07 AM	3.0	5:59 PM	Set 9:51 PM	
23	Low	5:17 PM	0.5			
23	High	11:44 PM	2.5			
Sat. 24	Low	5:11 AM	0.7	7:13 AM	Rise 1:20 PM	30
24	High	11:59 AM	2.9	5:58 PM	Set 10:51 PM	
24	Low	6:09 PM	0.6			
Sun. 25	High	12:37 AM	2.4	7:14 AM	Rise 1:53 PM	39
25	Low	6:08 AM	0.8	5:56 PM	Set 11:51 PM	
25	High	12:50 PM	2.8			
25	Low	7:10 PM	0.7			
Mon. 26	High	1:29 AM	2.4	7:15 AM	Rise 2:22 PM	48
26	Low	7:19 AM	0.9	5:55 PM		
26	High	1:42 PM	2.7			
26	Low	8:10 PM	0.7			
Tus. 27	High	2:21 AM	2.4	7:16 AM	Set 12:52 AM	58
27	Low	8:27 AM	0.8	5:53 PM	Rise 2:47 PM	
27	High	2:34 PM	2.7			
27	Low	9:02 PM	0.5			
Wed. 28	High	3:13 AM	2.5	7:17 AM	Set 1:52 AM	67
28	Low	9:23 AM	0.7	5:52 PM	Rise 3:10 PM	
28	High	3:26 PM	2.7			
28	Low	9:46 PM	0.4			
Thur. 29	High	4:03 AM	2.7	7:18 AM	Set 2:53 AM	76
29	Low	10:13 AM	0.5	5:51 PM	Rise 3:32 PM	
29	High	4:18 PM	2.8			
29	Low	10:27 PM	0.2			
Fri. 30	High	4:50 AM	2.9	7:19 AM	Set 3:55 AM	83
30	Low	10:59 AM	0.4	5:50 PM	Rise 3:55 PM	
30	High	5:06 PM	2.9			
30	Low	11:07 PM	0.1			
Sat. 31	High	5:32 AM	3.2	7:21 AM	Set 4:59 AM	90
31	Low	11:45 AM	0.2	5:48 PM	Rise 4:20 PM	
31	High	5:51 PM	2.9			
31	Low	11:47 PM	0.1			