



Spring Lines - Happiness at the Dock!

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One of the two great mysteries of boating is docking while under the baleful gaze of (pick all that apply: your slip mates, restaurant patrons looking down at you, the dock master). The other is "What Side Of This Buoy Do I Go On?". (See SSP 1/26/11.) This is about mastering the first.

Spring lines are a little understood and little appreciated aid in proper docking. It is also little understood that there are two forms of spring lines that have opposite functions. One form is the line or lines tied from your boat to the dock that keep it from moving fore or aft while docked. The second form is the line (only one) that is tied from your boat to the dock that allows you to spring into or out of a slip. We'll discuss both.

The Springing Spring Line

If you've ever been confronted with a wind that is blowing you against a dock that you are trying to get away from, you know how difficult (and expensive) that can be. As you power ahead, your stern is being pushed against the dock by the wind. Bump, bump, scratch, scratch, scrape, scrape. Painful, lubberly and potentially expensive. But try this. While at

the dock, release all your lines except the bow line. Uncleat it but leave one round turn under the horn so that you have both some purchase plus a way to pull the line free towards you while aboard the boat when you are ready. While keeping that purchase, power ahead slightly. When the boat gets to the end of the still-secure bow line, your stern will spring outwards as the bow is pulled closer to the dock by the momentum of the boat itself. Now, put your engine in reverse, pull the bow spring line back to you as you now easily back away from the dock! This process can be reversed if you can't power ahead (say there is another boat tied up just ahead of you) by using a spring line off your stern, backing down on it, having your bow spring out and away you go!

What if you have to dock in a tight place and the wind is pushing you off the dock now? The concept is the same. First, cleat a line to the stern cleat closest the dock and throw the bitter end to the dock head. Ask him to cleat it to his dock cleat. Now turn your wheel towards the dock and power ahead slowly. Lo and behold, your boat will move sideways to the

dock. This can also be reversed if there is no room ahead. Just tie it to your bow cleat, throw the line to the dock hand for his securing it at his end, and turn the wheel once again towards the dock and then power astern. In both cases, if the wind is too strong at dead-slow on the throttle, you can apply more thrust - as long as those cleat knots are well made. You don't want to spring free!

The Docking Spring Line

When using a spring line at the dock to secure your boat so that it doesn't move forward or aft while tied to that dock, the only thing to remember is that the lines are named for the direction that they go in when they leave your boat. An aft spring line goes aft and a forward spring line goes forward. So, if the skipper says "hand over the 'bow aft' spring line to the deck hand!" he means - go to the bow, put a line on the cleat and hand it to the deck hand who will walk aft and probably cleat it to the dock just past the mid-point of the boat. The skipper will likely then say, "OK, hand him over the 'stern forward' spring line." You will then tie a line to your stern cleat, hand it to the dock

hand who will walk it forward and cleat it to the dock, also just past the mid-point of the boat. You now have an "X" formed by the two spring lines criss-crossing each other. The aft spring line keeps the boat from moving forward and the forward spring line keeps the boat from moving aft. In that they are crossed like that, you don't need to leave any slack in them for the tide changes because they will act like scissors as the boat goes up and down with the tide! BTW, the dock hand could have tied them both to the same mid-cleat on the dock as that does not put double pressure on one cleat. When the wind is on the bow, the stern forward spring line is the only one tensioning the cleat. When the wind is astern, it is the bow aft spring line that is keeping the boat from moving ahead.

Spring ahead - to better seamanship!

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 August 22, 2012 | | | | | | | |
|--|----------|-----------|-------------|----------------|-----------|----------------|----|
| Day | High/Low | Tide Time | Height Feet | Sunrise/Sunset | Moon Time | % Moon Visible | |
| Wed. 22 | Low | 4:32 AM | 0.0 | 6:09 AM | Rise | 11:47 AM | 20 |
| 22 | High | 11:04 AM | 3.5 | 7:38 PM | Set | 10:15 PM | |
| 22 | Low | 5:11 PM | 0.2 | | | | |
| 22 | High | 11:22 PM | 3.0 | | | | |
| Thur. 23 | Low | 5:20 AM | 0.1 | 6:10 AM | Rise | 12:57 PM | 30 |
| 23 | High | 12:01 PM | 3.5 | 7:37 PM | Set | 11:00 PM | |
| 23 | Low | 6:13 PM | 0.3 | | | | |
| Fri. 24 | High | 12:22 AM | 2.9 | 6:11 AM | Rise | 2:03 PM | 41 |
| 24 | Low | 6:21 AM | 0.2 | 7:35 PM | Set | 11:51 PM | |
| 24 | High | 12:59 PM | 3.4 | | | | |
| 24 | Low | 7:25 PM | 0.4 | | | | |
| Sat. 25 | High | 1:25 AM | 2.9 | 6:12 AM | Rise | 3:05 PM | 53 |
| 25 | Low | 7:35 AM | 0.4 | 7:34 PM | | | |
| 25 | High | 2:00 PM | 3.4 | | | | |
| 25 | Low | 8:36 PM | 0.4 | | | | |
| Sun. 26 | High | 2:29 AM | 2.8 | 6:13 AM | Set | 12:50 AM | 64 |
| 26 | Low | 8:47 AM | 0.4 | 7:32 PM | Rise | 4:01 PM | |
| 26 | High | 3:04 PM | 3.4 | | | | |
| 26 | Low | 9:40 PM | 0.2 | | | | |
| Mon. 27 | High | 3:37 AM | 2.9 | 6:14 AM | Set | 1:53 AM | 75 |
| 27 | Low | 9:50 AM | 0.2 | 7:31 PM | Rise | 4:49 PM | |
| 27 | High | 4:09 PM | 3.5 | | | | |
| 27 | Low 1 | 0:36 PM | 0.1 | | | | |
| Tues. 28 | High | 4:42 AM | 3.0 | 6:15 AM | Set | 3:00 AM | 84 |
| 28 | Low | 10:48 AM | 0.1 | 7:29 PM | Rise | 5:30 PM | |
| 28 | High | 5:09 PM | 3.5 | | | | |
| 28 | Low | 11:28 PM | -0.1 | | | | |
| Wed. 29 | High | 5:40 AM | 3.2 | 6:16 AM | Set | 4:08 AM | 91 |
| 29 | Low | 11:41 AM | 0.1 | 7:27 PM | Rise | 6:06 PM | |
| 29 | High | 6:02 PM | 3.6 | | | | |
| Thur. 30 | Low | 12:16 AM | -0.1 | 6:17 AM | Set | 5:15 AM | 96 |
| 30 | High | 6:31 AM | 3.3 | 7:26 PM | Rise | 6:39 PM | |
| 30 | Low | 12:32 PM | 0.0 | | | | |
| 30 | High | 6:49 PM | 3.7 | | | | |
| Fri. 31 | Low | 1:01 AM | -0.2 | 6:18 AM | Set | 6:20 AM | 99 |
| 31 | High | 7:16 AM | 3.4 | 7:24 PM | Rise | 7:08 PM | |
| 31 | Low | 1:21 PM | -0.1 | | | | |
| 31 | High | 7:33 PM | 3.6 | | | | |
| Sat. 1 | Low | 1:44 AM | -0.2 | 6:19 AM | Set | 7:24 AM | 99 |
| 1 | High | 7:59 AM | 3.5 | 7:23 PM | Rise | 7:37 PM | |
| 1 | Low | 2:06 PM | 0.0 | | | | |
| 1 | High | 8:16 PM | 3.5 | | | | |
| Sun. 2 | Low | 2:24 AM | -0.1 | 6:19 AM | Set | 8:26 AM | 98 |
| 2 | High | 8:41 AM | 3.4 | 7:21 PM | Rise | 8:05 PM | |
| 2 | Low | 2:49 PM | 0.1 | | | | |
| 2 | High | 8:58 PM | 3.3 | | | | |
| Mon. 3 | Low | 3:01 AM | 0.0 | 6:20 AM | Set | 9:27 AM | 94 |
| 3 | High | 9:22 AM | 3.3 | 7:19 PM | Rise | 8:35 PM | |
| 3 | Low | 3:30 PM | 0.2 | | | | |
| 3 | High | 9:41 PM | 3.2 | | | | |



FISHING WITH TONY

OBAMA'S FINAL OCEAN PLAN REMAINS UNDER WRAPS

■ by TONY SALERNO

The Obama administration recently reported that the final version of the president's National Ocean Policy Implementation Plan would not be released this week as originally expected. In a meeting of the Ocean Research Advisory Panel, National Ocean Council Office Director Deerin Babb-Brott suggests that the final plan will be released to the public later.

According to the National Ocean Policy Coalition (NOPC) which represents diverse interest groups united in helping protect the user interests by ensuring the new National Ocean Policy will be more helpful to national interests than harmful, Babb-Brott said the administration is still working on its final plan. Recreational Fishing Alliance (RFA), an outspoken opponent of the president's National Ocean Policy, is one of more than 30 NOPC members.

President Obama passed the National Ocean Policy by executive order in 2010, prompting RFA to call out the administration for behaving more like a monarchy in passing flawed legislation through executive privilege as opposed to legislative debate. "Our president appears to be infatuated with nonsense and bureaucracy, and once again proves that his authority to rule is more powerful than the legislative process alone, signing his name to decrees as if he were a king," said RFA Executive Director Jim Donofrio at the time.

More than two years have passed since President Obama unilaterally issued a new National Ocean Policy that created an expansive federal bureaucracy to manage ocean activities and resources without any specific Congressional approval, and more than eight months have passed since a draft plan was released containing more than 50 proposed actions for implementing the National Ocean Policy and mandatory zoning of the ocean and coastal areas. Donofrio said the president's executive order creating the National Ocean Policy in the summer of 2010 bypassed the House Natural Resources Committee and the entire Congress in order to implement an unfavorable piece of legislation. "Rep. Sam Farr of California tried pushing this Pew Oceans Commission ocean ownership agenda through the House for the past decade, but every time his doomsday bill got debated in the bipartisan committee, it was tossed out for being a bureaucratic nightmare," said Donofrio. "Given the fact that this president loves bureaucracy so much, this was an easy end-around for environs to bypass congressional oversight."

House Natural Resources Committee Chairman Hastings has already sent several letters to the Co-Chairs of the National Ocean Council requesting information on the development, legal authority, activities, staffing, and funding of the National Ocean Policy. The administration has yet to fully comply with the requests. Hastings also sent two letters asking that the administration extend the public comment period on the draft National Ocean Policy Implementation Plan for an extra 90 days to allow ample time for public and Congressional review of the sweeping new policy. The administration declined the request.