



The Rule of the Road – Set to Poetry

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Over 125 years ago, Captain Eldridge set to poetry the most essential aspect of the Rules of the Road (COLREGs.) From this, the renowned Eldridge Tide and Pilot Book, the marine industry's most respected tide and current reference guide since 1874, was born. I have had one at the helm of my vessels since, well, I can't remember that far back.

This is the essence of avoiding collisions at sea. This column is all about that.

The Poem

Here is what the Captain penned, and here is the dissection...

When all three lights I see ahead,
I turn to Starboard and show my Red. Rule 14!
Green to Green, Red to Red,
Perfect Safety – Go Ahead.
But if to Starboard Red appear,
It is my duty to keep clear – Rule 15(a)!
To act as judgment says is proper:
To Port or Starboard, Back or Stop her.
And if upon my Port is seen
A Steamer's Starboard light of Green, Rule 15(b)!
I hold my course and watch to see *
That Green to Port stays Clear of me.
Both in safety and in doubt
Always keep a good look out. Rule 5!
In danger, with no room to turn,
Ease her, Stop her, Go Astern.

* "There's nought for me to do but see" is the original version.

Rule 13 - Overtaking

Bottom line, if you are overtaking another vessel, you are the Give-Way vessel. Here are three ways to tell who is who:

1. At night, you can see a white light and no red or green side lights. The white light is either an

anchor light or it is the stern light. You are overtaking that vessel. Don't hit her!

2. During the day, if at a distance you see an uninterrupted wake from one side of the boat to the other, you are overtaking her. If you see a break in the middle of the wake, you are not. (see rule 14 below!)

3. When in doubt, assume you are the overtaking vessel and act accordingly.

Rule 14 – Head-On

When two vessels are on opposite compass courses, this is a problem. Here are 3 ways to tell what's what:

1. At night, if you see three lights – red, green and a white light above them, you are definitely heading straight at each other.

2. During the day, if at a distance you see an interrupted wake in the middle of the boat's aspect, you are very likely heading right at each other. That break is the bow cutting through the water.

3. When in doubt, assume you are on reciprocal courses and act accordingly.

In this situation, both vessels are "Give-Way" and both are required, where conditions permit, to turn to starboard and open up a passing lane between them. Remember – take "early and substantial" action so that your maneuver is "telegraphed" to the other skipper.

Rule 15 – Crossing

When two vessels appear to be heading across each other's paths, this is by definition a crossing situation but how can you tell if you are actually on a collision course. Here are 3 ways who's who:

1. At night, if you see a red light and a white light above it and trailing behind, you are crossing each other's path and she is the Stand-On vessel (red means stop!) You are thus the Give-Way. If

you see a green and a white light above it and trailing behind, you have a crossing situation where you are the Stand-On vessel – but keep an eye on her always! During the day, you can obviously see if the vessel is crossing your path on your starboard side (you are Give-Way) or on your port side (you are Stand-On.)

2. Mark the other boat's progress against something fixed on your boat – a cleat, a stanchion, the anchor – anything that is traveling with you. If the opposing boat continues to hover on or around that fixed mark as you both continue your course and speed, a collision is about to happen! If still in doubt, watch the land behind her. If she appears to be gaining on the land, she will pass ahead of you. If she seems to be falling back against the land, she will pass behind you. If the land is unchanged against her course over the water, sound collision alarm!

3. When in doubt, assume you are on a collision course and act accordingly.

In this situation, the Give-Way vessel is, by preference, to turn to starboard (towards the Stand-On boat) and go behind her (go "under her stern"). Remember – take "early and substantial" action so that your maneuver is "telegraphed" to the other skipper.

Now, granted, you can't reduce an inch of regulations to 4 stanzas of poetry, completely, but these words are key to the essential elements of what the rules are all about – avoiding a collision at sea!

BTW, if you are interested in being part of USCG Forces, email me at JoinUSCGAux2009@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 AS FLUKE SEASON WINDS DOWN, GAMESTERS AND BOTTOM FISH STEAL SHOW

With only a few days left before the final curtain call on fluke season, anglers belonging to fishing clubs and tournaments are scrambling to capture that trophy fish that will earn them bragging rights at year end awards ceremonies. For everyone else, all is not lost as eleven open boats stretched from Freeport to Montauk that possess RSA Permits which allows the boats to extend the fluke season well into September and will keep fluke junkies in the game.

Speaking of fluke, the fishery is still holding on pretty well from both shores continuing with an insurmountable amount of shorts in the mix. Those fish that are keepers are of true quality. Candy Caraftis of Caraftis Fishing Station in Port Jeff reports a lot of fish continue to be caught at all the local haunts and savvy anglers such as Joe Gilner continue to work their magic with beautiful size fluke.

On Saturday Joe had four big keepers only retaining his limit to 6 pounds. According to Candy most anglers are beginning to make the change over to stripers and blues with good results over at the Middle Grounds. Along with the gamesters, platter size scup have also moved into the Middle Ground providing a good bite around the change of tides. Closer to home, smaller yet more abundant scores of scup ranging in 20 to 30 feet of water anywhere from Smithtown Bay to Rocky Point. Clams and worms and of course plenty of clam chum assist in a good catch.

In Moriches and Shinnecock Bays, the last two hours of the incoming and the first two hours of the outgoing tides are providing a heck of a lot of action with one in 20 fluke a keeper on average. Those that are keepers have also ranged to 6 pounds. The ocean fluke bite has been sporadic due to some hefty swells. However, with beautiful calm seas this past weekend, anglers found a good pick outside the inlets in 70 to 80 feet of water.

Anglers heading for the local reef and wrecks are finding pretty good sea bass fishing and great action on triggerfish. Both species are greedily accepting squid and clam baits with the latter having the edge. At the docks, the kiddies are having a ball with snappers and blue claw crabs on spearing and chicken legs.



Joe Gilner with a pair of quality fluke weighed at Caraftis Fishing Station in Port Jeff.

Tides for Moriches Inlet starting with August 12, 2009

| Day | High/Low | Tide Time | Height Feet | Sunrise/Sunset | Moon Time | % Moon Visible |
|----------|----------|-----------|-------------|----------------|---------------|----------------|
| Wed. 12 | Low | 5:00 AM | 0.3 | 5:59 AM | Set 12:43 PM | 69 |
| 12 | High | 11:39 AM | 3.1 | 7:53 PM | Rise 10:42 PM | |
| 12 | Low | 5:53 PM | 0.7 | | | |
| Thu. 13 | High | 12:06 AM | 2.7 | 6:00 AM | Set 1:53 PM | 59 |
| 13 | Low | 5:46 AM | 0.4 | 7:52 PM | Rise 11:21 PM | |
| 13 | High | 12:32 PM | 3.2 | | | |
| 13 | Low | 7:07 PM | 0.7 | | | |
| Fri. 14 | High | 1:05 AM | 2.6 | 6:01 AM | Set 3:02 PM | 49 |
| 14 | Low | 6:52 AM | 0.5 | 7:50 PM | | |
| 14 | High | 1:31 PM | 3.2 | | | |
| 14 | Low | 8:26 PM | 0.6 | | | |
| Sat. 15 | High | 2:10 AM | 2.6 | 6:01 AM | Rise 12:10 AM | 37 |
| 15 | Low | 8:14 AM | 0.5 | 7:49 PM | Set 4:08 PM | |
| 15 | High | 2:37 PM | 3.3 | | | |
| 15 | Low | 9:34 PM | 0.4 | | | |
| Sun. 16 | High | 3:20 AM | 2.7 | 6:02 AM | Rise 1:10 AM | 27 |
| 16 | Low | 9:26 AM | 0.3 | 7:48 PM | Set 5:07 PM | |
| 16 | High | 3:47 PM | 3.4 | | | |
| 16 | Low | 10:33 PM | 0.2 | | | |
| Mon. 17 | High | 4:30 AM | 2.9 | 6:03 AM | Rise 2:21 AM | 17 |
| 17 | Low | 10:30 AM | 0.1 | 7:46 PM | Set 5:57 PM | |
| 17 | High | 4:54 PM | 3.6 | | | |
| 17 | Low | 11:28 PM | 0.0 | | | |
| Tue. 18 | High | 5:34 AM | 3.1 | 6:04 AM | Rise 3:39 AM | 9 |
| 18 | Low | 11:29 AM | -0.1 | 7:45 PM | Set 6:37 PM | |
| 18 | High | 5:54 PM | 3.8 | | | |
| Wed. 19 | Low | 12:21 AM | -0.2 | 6:05 AM | Rise 4:58 AM | 3 |
| 19 | High | 6:29 AM | 3.3 | 7:43 PM | Set 7:12 PM | |
| 19 | Low | 12:26 PM | -0.2 | | | |
| 19 | High | 6:47 PM | 3.9 | | | |
| Thur. 20 | Low | 1:11 AM | -0.4 | 6:06 AM | Rise 6:17 AM | 0 |
| 20 | High | 7:21 AM | 3.5 | 7:42 PM | Set 7:41 PM | |
| 20 | Low | 1:21 PM | -0.3 | | | |
| 20 | High | 7:37 PM | 3.9 | | | |
| Fri. 21 | Low | 1:59 AM | -0.4 | 6:07 AM | Rise 7:33 AM | 0 |
| 21 | High | 8:10 AM | 3.7 | 7:40 PM | Set 8:09 PM | |
| 21 | Low | 2:13 PM | -0.3 | | | |
| 21 | High | 8:25 PM | 3.8 | | | |
| Sat. 22 | Low | 2:44 AM | -0.4 | 6:08 AM | Rise 8:47 AM | 3 |
| 22 | High | 8:59 AM | 3.7 | 7:39 PM | Set 8:35 PM | |
| 22 | Low | 3:03 PM | -0.2 | | | |
| 22 | High | 9:14 PM | 3.6 | | | |
| Sun. 23 | Low | 3:27 AM | -0.4 | 6:09 AM | Rise 10:00 AM | 8 |
| 23 | High | 9:49 AM | 3.7 | 7:37 PM | Set 9:02 PM | |
| 23 | Low | 3:51 PM | -0.1 | | | |
| 23 | High | 10:04 PM | 3.3 | | | |