



"Sabby the Lingo?" Maritime Language - XV

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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!

M - Mike

International Meaning: My vessel is stopped; making no way.

Meaning in a Sailing Regatta: Mark Missing.

- Magnetic Bearing - The bearing of an object after magnetic variation has been considered, but without compensation for magnetic deviation.

- Magnetic Course - The course of a vessel after magnetic variation has been considered, but without compensation for magnetic deviation.

- Magnetic Deviation - Compass error. The difference between the reading of a compass and the actual magnetic course or bearing due to errors in the compass reading. These errors can be caused by metals, magnetic fields and electrical fields near the compass. The act of checking for magnetic deviation is called swinging.

- Magnetic North - The direction to which a compass points. Magnetic north differs from true north because the magnetic fields of the planet are not exactly in line with the north and south poles. Observed differences between magnetic and true north is known as magnetic variation.

- Magnetic Variation - The difference between magnetic north and true north, measured as an angle. Magnetic variation is different in different geographic locations, so the nearest compass rose to each location on a chart must be used.

- Make Fast - To attach a line to something so that it will not move.

- Make Way - Moving through the water.

- Marline - Pronounced "marlin" - small line used for whipping, seizing, and lashing.

- Marlinespike - Pointed tool used for line work, for opening line strands for splicing, and especially for prying tight knots apart.

- Marry, to - The operation of bringing two lines together; term also applied to other objects.

- Mast - The vertical pole or spar that supports the boom and sails. A mast on a mechanically propelled vessel holds electronics antennas, lights, etc.

- Master - The Captain of a vessel. Highest officer aboard ship. Oversees all ship operations. Keeps ships records. Handles accounting and bookkeeping. Takes command of vessel in inclement weather and in crowded or narrow waters. Handles communications.

- MAYDAY - An internationally recognized distress signal used on a radio to indicate a life threatening situation. Mayday calls have priority over any other radio transmission and should only be used if there is an immediate threat to life or vessel. Mayday comes from the French M'aidez which means help me. For urgent situations that are not immediately life threatening there is the PAN PAN identifier. Less urgent messages such as navigational hazards should send a SECURITE message.

- Mean Low Water - A figure representing the average low tide of a region.

- Mediterranean Berth - A method of docking with a boat's stern to the dock.

- Meet Her - An order to the helmsman to put on opposite rudder to check the swing of the ship.

- Messenger - A small line used to pull a heavier line or cable. The messenger line is usually easier to throw, lead through holes or otherwise manipulate than the line that it will be used to pull.

- Midchannel Buoy - A red and white vertically striped buoy used in the United States to mark the

middle of a channel. Midchannel buoys may be passed by on either side.

- Midships - In the middle portion of the boat - Roughly halfway between a ship's stem and stern, and where the beam usually is the widest.

- Mile - Distance at sea is measured in nautical miles, which are about 6067.12 feet, 1.15 statute miles or exactly 1852 meters. Nautical miles have the unique property that a minute of latitude is equal to one nautical mile - Measurement of speed is done in knots where one knot equals one nautical mile per hour.

- Monkey Fist - A large heavy knot usually made in the end of a heaving line to aid in accurate throwing.

- Mooring - An anchor or weight, permanently attached to the sea floor, with a buoy going to the surface, used to hold the boat in a certain area.

- Mooring Buoy - A buoy secured to a permanent anchor sunk deeply into the bottom.

- Mooring Line - A line used to secure a boat to an anchor, dock, or mooring.

- Motor - (1) An engine. (2) The act of using an engine to move a boat.

- Motor-sailing - Sailing with the motor on and in gear.

- Mushroom Anchor - A type of anchor with a heavy inverted mushroom shaped head. Mushroom anchors are used to anchor in mud and other soft ground.

- Muster - To assemble passengers and/or crew.

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

AUTUMN FISHING ALREADY IN FALL MODE

by TONY SALERNO

Judging by all the angling possibilities that are available on both the north and south shores, you would swear it was mid October. OK, perhaps not temperature wise during the daytime hours; however, the evenings are starting to hint that it won't be long before fall time. In the meantime, the porgy and bluefish action has been top rate as well as sea bass and triggerfish, and the last few days have seen a strong surge of bonito and false albacore.

Candy Carafitis of Carafitis Fishing Station on Main Street in Port Jeff reports a real slam fest on the scup in the areas of Cranes Neck and Old Field Point. Worms and clams on both sides of the moving tide are getting the job done at both spots with fish to 2 pounds. If you demand quality over quantity, then head over to the Middle Ground during the ebb tide and anchor over a chunk of rocks where scup in the 1 1/2 to 3 pound range has been the norm.

Stripers have been a bit on the slow side; however, there are loads of bluefish gallivanting at all the points and at the Middle Ground. Diamond jigs have been the poison as of late. Should you decide to toss a Deadly Dick spoon at a pod of breaking fish you might just stumble upon either a school of bonito or a school of false albacore. While the bonito makes for some fine dining, you'll want to consider the albies for catch and release since their flesh leaves much to be desired.

Along the south shore sea bass, porgies, triggerfish, blues and stripers have all been quite cooperative as of late, particularly inside and outside Moriches Inlet.

Captain James Russo of the open boat, the Rosie has been having a feast of his own keeping rods bending all around the boat with a mix of sea bass, porgies and triggerfish. Everyone is coming off the boat with smiling faces and hefty bags of tasty fillets. Please note that while the action is red hot, the Rosie sails during the week by reservation only. On the weekends, the boat sails full day from 7A.M. to 3 P.M. To reserve your spot at the rail, you can give Captain James a call directly at (631) 831-6859.

Striper action has been solid at the inlet on both chunks and live bait, while locating the birds will put you on the blues.



Liam Finn with a 2 pound porgy weighed in at Carafitis Fishing Station in Port Jeff

Tides for Moriches Inlet starting with September 9, 2009

Day	High/Low	Tide Time	Height Feet	Sunrise/Sunset	Moon Time	% Moon Visible
Wed. 9	Low	3:57 AM	0.2	6:26 AM	Set 11:43 AM	82
9	High	10:19 AM	3.3	7:10 PM	Rise 9:22 PM	
9	Low	4:44 PM	0.4			
9	High	10:53 PM	2.8			
Thur. 10	Low	4:36 AM	0.4	6:27 AM	Set 12:52 PM	73
10	High	11:11 AM	3.3	7:08 PM	Rise 10:06 PM	
10	Low	5:38 PM	0.5			
10	High	11:52 PM	2.7			
Fri. 11	Low	5:26 AM	0.5	6:28 AM	Set 1:58 PM	63
11	High	12:12 PM	3.2	7:07 PM	Rise 11:01 PM	
11	Low	6:51 PM	0.6			
Sat. 12	High	12:56 AM	2.6	6:29 AM	Set 2:58 PM	52
12	Low	6:39 AM	0.5	7:05 PM		
12	High	1:16 PM	3.2			
12	Low	8:10 PM	0.5			
Sun. 13	High	2:02 AM	2.7	6:30 AM	Rise 12:06 AM	41
13	Low	8:05 AM	0.5	7:03 PM	Set 3:49 PM	
13	High	2:24 PM	3.3			
13	Low	9:18 PM	0.4			
Mon 14	High	3:11 AM	2.8	6:31 AM	Rise 1:18 AM	30
14	Low	9:18 AM	0.4	7:02 PM	Set 4:32 PM	
14	High	3:33 PM	3.3			
14	Low	10:15 PM	0.2			
Tus. 15	High	4:17 AM	3.0	6:32 AM	Rise 2:35 AM	19
15	Low	10:20 AM	0.2	7:00 PM	Set 5:08 PM	
15	High	4:39 PM	3.5			
15	Low	11:08 PM	-0.1			
Wed. 16	High	5:18 AM	3.3	6:33 AM	Rise 3:51 AM	11
16	Low	11:17 AM	-0.1	6:58 PM	Set 5:39 PM	
16	High	5:37 PM	3.7			
16	Low	11:57 PM	-0.2			
Thur. 17	High	6:11 AM	3.5	6:34 AM	Rise 5:07 AM	4
17	Low	12:12 PM	-0.2	6:56 PM	Set 6:07 PM	
17	High	6:28 PM	3.7			
Fri. 18	Low	12:44 AM	-0.4	6:35 AM	Rise 6:21 AM	1
18	High	7:00 AM	3.7	6:55 PM	Set 6:33 PM	
18	Low	1:04 PM	-0.2			
18	High	7:16 PM	3.7			
Sat. 19	Low	1:30 AM	-0.4	6:36 AM	Rise 7:35 AM	0
19	High	7:46 AM	3.8	6:53 PM	Set 7:00 PM	
19	Low	1:54 PM	-0.2			
19	High	8:02 PM	3.6			
Sun 20	Low	2:13 AM	-0.3	6:37 AM	Rise 8:47 AM	1
20	High	8:31 AM	3.8	6:51 PM	Set 7:29 PM	
20	Low	2:42 PM	-0.2			
20	High	8:48 PM	3.4			