



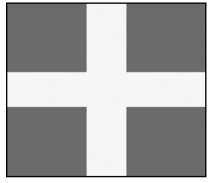
"Sabby the Lingo?" Maritime Language - XX

by VINCENT T. PICA, II

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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!



R - Romeo

International Meaning:

No meaning.

Navy Meaning:

Preparing to replenish (At sea). Ready duty ship (In port).

• **Reef Knot** - [image] - Also known as the square knot, it is formed by two half hitches in which the ends always fall in line with the outer parts. This knot is used to loosely tie lines around the bundles of sail that are not in use after reefing.

• **Reefing** - The operation of reducing a sail by taking in one or more of the reefs.

• **Reeve** - To pass or lead a line through a block or other object. When the end of a line is passed through anything, it is said to be "rove" through it.

• **Relative Bearing** - Direction or bearing of an object relative to a boat's heading.

• **Repel Boarders** - An order announced for the ship's company to arm themselves to prevent boarding of their ship.

• **Reserve Buoyancy** - The lifting power. It may be measured by the volume of a watertight hull above the load water line.

• **Rhumb Line** - A straight line compass course between two points. A line on the earth's surface which intersects all meridians at the same angle.

• **Ride To** - Lie at anchor.

• **Riding Light** - An all around white light displayed at night by a ship when she is anchored.

• **Right of Way** - The right to maintain a course according to the Rules of Navigation.

When two boats are on intersecting courses, one is the "stand-on" vessel (has "right of way" and must hold its course steady) so the other "give-way" vessel may steer clear.

• **Rip Tide** - The rip tide is not a tide, it is a current. When waves hit the beach they hit at an angle and push water ahead of them. This water forms a current that flows parallel to the shore, called the longshore current. When the shape of the beach changes, or its direction (as in from North-South to Northeast-Southwest) the speed of the current changes. Locally this can cause more water to flow into an area than can flow out, and water will pile up. This is much like a traffic jam for the currents. However, the water, which is trapped next to the shore, cannot get out because of the longshore current. Eventually, so much water will pile up that it can break through the longshore current in a small area. The large amount of water rushing through a small break causes a strong current in a small area that flows perpendicular (away) from the shore. This is the rip tide.

• **Rips** - Short, steep waves caused by the meeting of currents.

• **Rode** - The anchor line, cable or chain that connect the anchor to the boat.

• **Rogue Knot** - Seaman's name for a reef knot tied upside down. also called a "granny" knot.

• **Rooming** - The navigable water to leeward of a vessel.

• **Rope** - When rope comes aboard a vessel and is put to use, it is called line, although some still call it rope if it is over one inch in diameter. A coil of rope that is not designated for any particular use.

• **Rose Box** - The strainer at the end of the suction pipe of a bilge pump which prevents solid material in the bilges from being sucked into the pump and choking it. Also known as a strum box.

• **Rules of the Road** - The rules concerning which vessel has the right of way if there is a possibility of collision between two or more boats; written to prevent accidents and collisions; includes right of way, lights, pennants, and whistle signals.

• **Run Aground** - To take a boat into water that is too shallow for it to float in, i.e: the bottom of the boat is resting on the ground.

• **Run Out** - To put out a mooring, hawser or line from a ship to a point of attachment outside her.

• **Running** - Sailing in the same direction as the wind with the wind coming from the stern.

• **Running Backstay, Runners** - Adjustable stays used to support and control tension on the mast when the wind is from abaft the beam; temporary backstays used to stabilize the mast and prevent undue flexing due to the pumping action of the sea.

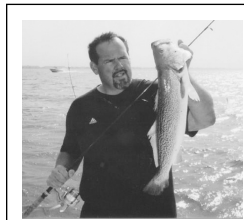
• **Running Bowline** - [image] - A type of knot that tightens under load. It is formed by running the standing line through the loop formed in a regular bowline, or by tying around a bight in the line.

• **Running Fix** - A fix taken by taking bearings of a single object over a period of time. By using the vessel's known course and speed, the location of the vessel can be found.

• **Running Lights** - Lights required to be shown on boats underway between sunset and sunrise; they tell other vessels not only where you are, but what you are doing.

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

WEEKEND NOR'EASTER SPARKS OFF STRIPED BASS

by TONY SALERNO

In the fishing world when things become stagnant, change is always for the better. And this past week's low tropical depression did just that as stripers binged on hapless baitfish exiting the nearby south shore inlets.

Nor'easters, as violent as they may be will often give fishing a shot in the arm as it pushes cold water from the deep blue onto our coastline, which can move game and baitfish around and stir quite a feeding frenzy. In addition, nor'easters will rile up the ocean front surfs to a point where countless amounts of sea clams will crack and tumble ashore making for a natural chum slick for species such as stripers, blues and weakfish, which proves beneficial for both boaters and suds surfers alike.

From Fire Island through Shinnecock Inlets this past week surfcasters reaped the benefits of the fall harvest as pods of stripers paid visit to much of the shoreline at one point or another. The Smith Point Pavilion and Ponquogue Beach was a couple of highlights and anglers tossing fresh whole clams or casting chicken scratch Bomber plugs were rewarded with linesiders to 30 pounds. Boatman drifting live eels just inside the breakwaters of the inlets joined on the fun as well with some bass tipping the scales towards the 40 pound mark.

As you read this, seas have settled down and the hunt for giant bass and blues will be the target for most boaters this weekend as the gamester's peak at their migratory run. Anglers trolling wire lined umbrella rigs and spoons as well as diamond jigging will surely enjoy plenty of fast pace action.

Along the north shore, last weeks storm had woke up and has become a lull period on the blackfish bite. In spite of ideal conditions, tog fishing had become quite a challenge for area party and charter boats. The Port Jeff open boats seen large crowds and minimal results on the blackfish front; however, as of this writing the tog action has resumed back to normal with plenty of fish to 11 pounds once again hitting the decks.

If it's bass or blues you desire from this part of the earth, you're in luck. The area just east of buoy 11 is still the center of torrid bluefish action as well as plenty of school size bass that will greedily accept diamond jigs and chunk baits descending to the bottom.

Tides for Moriches Inlet starting with November 18, 2009

Day	High/Low	Tide Time	Height Feet	Sunrise/Sunset	Moon Time	% Moon Visible
Wed. 18	Low	12:59 AM	0.1	6:42 AM 4:31 PM	Rise 8:41 AM Set 5:43 PM	1
	High	7:21 AM	3.4			
	Low	1:43 PM	-0.1			
	High	7:47 PM	2.7			
Thu. 19	Low	1:40 AM	0.2	6:43 AM 4:30 PM	Rise 9:32 AM Set 6:39 PM	4
	High	8:02 AM	3.3			
	Low	2:24 PM	0.0			
	High	8:33 PM	2.6			
Fri. 20	Low	2:20 AM	0.3	6:44 AM 4:29 PM	Rise 10:15 AM Set 7:39 PM	9
	High	8:46 AM	3.1			
	Low	3:04 PM	0.1			
	High	9:22 PM	2.5			
Sat 21	Low	2:59 AM	0.4	6:45 AM 4:29 PM	Rise 10:51 AM Set 8:39 PM	15
	High	9:33 AM	2.9			
	Low	3:45 PM	0.3			
	High	10:12 PM	2.4			
Sun. 22	Low	3:40 AM	0.5	6:46 AM 4:28 PM	Rise 11:21 AM Set 9:40 PM	23
	High	10:21 AM	2.8			
	Low	4:28 PM	0.4			
	High	11:01 PM	2.4			
Mon. 23	Low	4:27 AM	0.7	6:48 AM 4:27 PM	Rise 11:48 AM Set 10:40 PM	31
	High	11:08 AM	2.7			
	Low	5:16 PM	0.5			
	High	11:49 PM	2.4			
Tus. 24	Low	5:26 AM	0.8	6:49 AM 4:27 PM	Rise 12:11 PM Set 11:39 PM	40
	High	11:56 AM	2.6			
	Low	6:10 PM	0.5			
	High	12:35 AM	2.4			
Wed. 25	High	12:35 AM	2.4	6:50 AM 4:26 PM	Rise 12:33 PM	50
	Low	6:36 AM	0.8			
	High	12:43 PM	2.5			
	Low	7:05 PM	0.4			
Thur. 26	High	1:22 AM	2.5	6:51 AM 4:26 PM	Set 12:40 AM Rise 12:56 PM	59
	Low	7:41 AM	0.7			
	High	1:33 PM	2.5			
	Low	7:54 PM	0.4			
Fri. 27	High	2:11 AM	2.7	6:52 AM 4:26 PM	Set 1:42 AM Rise 1:19 PM	68
	Low	8:36 AM	0.5			
	High	2:27 PM	2.5			
	Low	8:40 PM	0.2			
Sat. 28	High	3:00 AM	2.9	6:53 AM 4:25 PM	Set 2:46 AM Rise 1:45 PM	77
	Low	9:27 AM	0.3			
	High	3:22 PM	2.5			
	Low	9:25 PM	0.1			