



Prevention of Collision At Sea - After You, Alphonse!

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It would seem intuitive that vessels engaged in certain activities or sizes would have a certain priority that fold nicely into the concept of "stand-on" and "give-way", it is far more complicated than just the Big Boat Rule - Big Boats Rule!

Under Rule 18, and then expanded with respect to Lights and (Day) Shapes by Rules 23-28, the priority of vessels in sight of each other is:

1. NUC - Not Under Command. Due to mechanical or allied reasons, this vessel cannot control itself nor maneuver. The shape/light sequence is ball-over-ball/red-over-red ("red over red, the captain is dead!") All vessels must give way to this vessel.

2. RAM - Restricted in Ability to Maneuver. By the nature of its work, this vessel just can't maneuver well. A dredger, for example, can't get her gear up to get out of

your way, stand-on or give-way. The shape/light sequence is ball-over-diamond-over-ball/red-over-white-over-red. These two classes are often categorized as equal in priority. With that said, if a NUC is drifting down on a RAM, at least the RAM has the option to try to get her gear up...

3. CBD - Constrained By Draft. Surprisingly, this is not an Inland designation, where draft may matter more often. In any event, you can't force this vessel out of its channel since that would cause a collision at sea - with the bottom! The shape/light sequence is a cylinder/red-over-red-over-red.

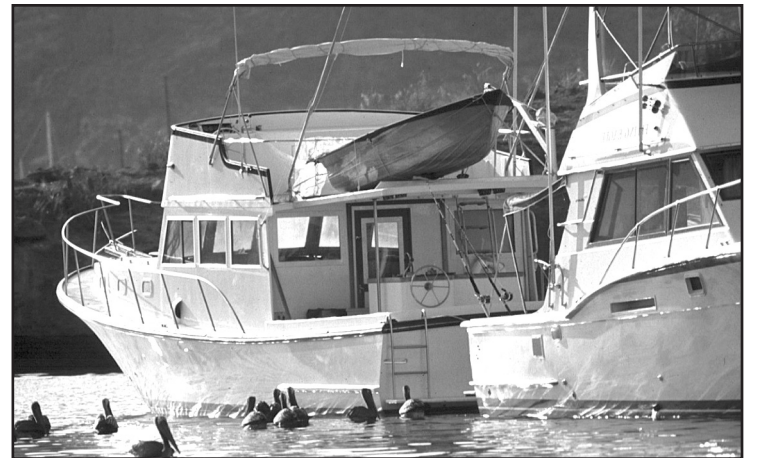
4. Engaged in Fishing. This isn't your neighbor in his Grady-White with a Penn reel in hand. This is a working vessel, trawling lines or nets. The light sequence depends on whether they are fishing or trawling. The shape is constant - two in-

verted cones, tip to tip. If she is fishing, the light sequence is red-over-white (red over white, we be fishin' tonight.) If she is trawling, the light sequence is green-over-white (green over white, we be shrimpin' tonight.)

5. Sailing Vessel. Not a sailing vessel with her engine on. That just makes her a funny looking power-driven vessel.

- 6. Power-Driven**
- 7. Seaplane**

Since a very small percentage of boaters are familiar with the Lights and Shapes, the skipper of such vessels as those in classes 1 through 4 had better be familiar with 5 or more short blasts. Countervailing this, the vessel claiming any of these privileges must display the Shape or Lights appropriate and, if they don't, it will weigh against them in a Court. However, remember that it is never 100-0 when



the Court renders its apportionment of blame.

How does Rule 18 interact with Rule 13? (see SSP, 5/30/07, COLREGs: Overtaking, a Meeting) Rule 13 dominates, subject to the facts. What does that mean? Well, assume that you are drift fishing in your power-driven vessel in Moriches Bay and a sailing vessel overtakes you. Despite Rule 18's priority of order, the sailing vessel clearly is the give-way vessel in this case.

However, if you see a

NUC drifting down on your stern, get out of its way. "Red-over-red, the captain is dead" - they can't maneuver around you!

BTW, if you are interested in being part of USCG Forces, email me at USCGAUX2007@aol.com or go direct to MaryJo Cruickshank, who is in charge of new members matters, at FSO-PS@emcg.us and we will help you "get in this thing..."



County Clerk Update National Deed Service Solicitations

Recently many Suffolk County residents have received official-looking letters from an organization called National Deed Service, Inc. The letterhead looks vaguely official, bearing a New York City return address. The letter states that "the U.S. Government Federal Citizen Information Center website recommends that property owners should have an official or certified copy of their deed." National Deed Service then offers to obtain a certified copy for the recipient for a fee of \$59.50.

The Federal Citizen Information Center (FCIC), website does, in fact, mention certified copies of documents, including deeds, and then points out that you can get certified copies from most government agencies "at a nominal cost." However, using this reference in a mass solicitation for copies of the public record is bothersome considering the fact a certified copy of a deed is easily attained from the Suffolk County Clerk's Office for a fee of \$5.00.

Earlier this year, I asked the

NYS Attorney General for an opinion regarding the practices of National Deed Service. To date, I have yet to receive such an opinion. However, regardless of whether or not these practices are legal and/or ethical, the bottom line is that there is no reason for anyone in Suffolk County to pay \$59.50, or nearly 1,200 percent more, for a certified copy of a deed that is readily available from the Suffolk County Clerk's Office for \$5.00. If you would like a certified copy of your deed, please contact the Suffolk County Clerk's Office at 310 Center Drive, Riverhead, New York 11901. Be sure to include an address and a check for \$5.00 per deed request.



Moriches Inlet - August 2007

Day	High	Low	High	Low	High
Wed 1		3:10 AM / -0.27 ft	9:18 AM / 3.18 ft	3:22 PM / 0.04 ft	9:32 PM / 3.50 ft
Thu 2		3:50 AM / -0.27 ft	10:06 AM / 3.26 ft	4:09 PM / 0.08 ft	10:21 PM / 3.35 ft
Fri 3		4:30 AM / -0.21 ft	10:57 AM / 3.33 ft	5:00 PM / 0.17 ft	11:14 PM / 3.17 ft
Sat 4		5:14 AM / -0.10 ft	11:50 AM / 3.37 ft	5:58 PM / 0.29 ft	
Sun 5	12:11 AM / 2.98 ft	6:05 AM / 0.06 ft	12:44 PM / 3.38 ft	7:07 PM / 0.39 ft	
Mon 6	1:09 AM / 2.81 ft	7:06 AM / 0.20 ft	1:41 PM / 3.36 ft	8:20 PM / 0.41 ft	
Tue 7	2:11 AM / 2.67 ft	8:15 AM / 0.29 ft	2:42 PM / 3.33 ft	9:28 PM / 0.34 ft	
Wed 8	3:18 AM / 2.61 ft	9:21 AM / 0.30 ft	3:47 PM / 3.34 ft	10:29 PM / 0.23 ft	
Thu 9	4:26 AM / 2.65 ft	10:22 AM / 0.26 ft	4:52 PM / 3.39 ft	11:24 PM / 0.12 ft	
Fri 10	5:29 AM / 2.77 ft	11:18 AM / 0.20 ft	5:50 PM / 3.47 ft		
Sat 11		12:16 AM / 0.01 ft	6:24 AM / 2.91 ft	12:12 PM / 0.14 ft	6:40 PM / 3.53 ft
Sun 12		1:04 AM / -0.07 ft	7:12 AM / 3.03 ft	1:03 PM / 0.10 ft	7:25 PM / 3.54 ft
Mon 13		1:49 AM / -0.11 ft	7:57 AM / 3.11 ft	1:50 PM / 0.10 ft	8:07 PM / 3.48 ft
Tue 14		2:29 AM / -0.11 ft	8:40 AM / 3.14 ft	2:34 PM / 0.14 ft	8:47 PM / 3.36 ft
Wed 15		3:06 AM / -0.06 ft	9:22 AM / 3.12 ft	3:15 PM / 0.21 ft	9:28 PM / 3.20 ft
Thu 16		3:41 AM / 0.04 ft	10:04 AM / 3.08 ft	3:54 PM / 0.32 ft	10:08 PM / 3.00 ft
Fri 17		4:13 AM / 0.18 ft	10:46 AM / 3.02 ft	4:33 PM / 0.45 ft	10:50 PM / 2.80 ft
Sat 18		4:45 AM / 0.34 ft	11:28 AM / 2.96 ft	5:15 PM / 0.59 ft	11:33 PM / 2.61 ft
Sun 19		5:17 AM / 0.50 ft	12:09 PM / 2.90 ft	6:03 PM / 0.73 ft	
Mon 20	12:18 AM / 2.46 ft	5:56 AM / 0.65 ft	12:53 PM / 2.85 ft	7:04 PM / 0.82 ft	
Tue 21	1:07 AM / 2.34 ft	6:50 AM / 0.76 ft	1:40 PM / 2.83 ft	8:13 PM / 0.82 ft	
Wed 22	2:01 AM / 2.27 ft	8:01 AM / 0.80 ft	2:34 PM / 2.86 ft	9:15 PM / 0.73 ft	
Thu 23	3:03 AM / 2.27 ft	9:08 AM / 0.74 ft	3:33 PM / 2.94 ft	10:10 PM / 0.58 ft	
Fri 24	4:07 AM / 2.37 ft	10:06 AM / 0.60 ft	4:33 PM / 3.09 ft	11:00 PM / 0.38 ft	
Sat 25	5:05 AM / 2.55 ft	10:59 AM / 0.43 ft	5:26 PM / 3.29 ft	11:47 PM / 0.18 ft	
Sun 26	5:56 AM / 2.79 ft	11:50 AM / 0.25 ft	6:13 PM / 3.48 ft		
Mon 27		12:32 AM / -0.02 ft	6:41 AM / 3.04 ft	12:40 PM / 0.08 ft	6:57 PM / 3.62 ft
Tue 28		1:16 AM / -0.19 ft	7:24 AM / 3.27 ft	1:30 PM / -0.06 ft	7:41 PM / 3.69 ft
Wed 29		1:59 AM / -0.32 ft	8:07 AM / 3.46 ft	2:18 PM / -0.15 ft	8:25 PM / 3.65 ft
Thu 30		2:41 AM / -0.37 ft	8:52 AM / 3.58 ft	3:06 PM / -0.17 ft	9:12 PM / 3.53 ft
Fri 31		3:22 AM / -0.35 ft	9:39 AM / 3.63 ft	3:55 PM / -0.11 ft	10:03 PM / 3.34 ft