



Quick, Honey, Put on a Life Jacket!

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A number of years ago, as I was doing a (free) vessel exam for the owner of a very substantial yacht, I got to the part where I ask to see the life jackets. (see SSP, "Life Jackets Save Lives - Maybe Yours", 2/11/09) He pointed me to a locker, which I opened to find the life jackets, stowed under an anchor, chain and additional rope. This column is about that.

No Good If You Can't Get To Them

I promptly asked him, "Sir, do you have any grandchildren?" "Why, yes, I do. Five of them. Why do you ask?" I replied, "Imagine what forces you will be under when you say these words to your grandchildren, 'quick! Put on a life jacket!' and you point to this locker. Which one of your grandchildren will be able to move this anchor to get to the life jackets - which are still in their wrappers, btw." He blanched.

No safety equipment is of any use if you can't get to it. Or, no one knows where it is except you, the skipper, who is likely to be mighty busy just when safety equipment is needed. Talk about pressure!

Pre-Underway Check List

By USCG regulations, before we leave the dock on a mission - of any type or any duration - we must, as a crew, go through a check-list akin to a vessel exam. This includes, among many items, where are:

1. The extra life jackets (we must have ours on at all times, which is an EXCELLENT idea, skipper (see SSP, "Do I REALLY Need to Wear a Life Jacket", 9/24/08));
2. The medical kit - and ensure that none of the perishable supplies have in fact perished due to the passage of time;
3. The "visual distress signals", i.e., flares - and that they have not expired and are serviceable (see SSP, "Visual Distress Signals and the Private Boat Captain", 9/27/06);



4. The boat hook - a good tool for extending for retrieving something - or someone - that may be just out of reach;

5. The Man Overboard "apparatus", i.e., line and ring to throw to someone who has indeed fallen overboard (see SSP, "Maaaaaaann Overboard!", 11/19/08);

6. And fire extinguishers (see SSP, "Vessel Afire!", 3/14/07).

This list is by no means exhaustive, but it represents some of the major categories of pending disaster that may befall a skipper. While you are dealing with the boat and how it needs to be used to respond to the emergency, your crew can be dealing with the crew's response. Whether it be a grounding (see SSP, "Hard Aground - Now What!?", 7/9/08), or far worse, a vessel sinking being dealt with (see SSP, "We're Sinking", 12/13/06), you as the skipper have a lot on your mind and a lot to deal with. Can you imagine yourself also having to stop dealing with the emergency at hand so that you can direct crew to emergency equipment that will protect them and you from the effects of that emergency?

But Everyone Has a Pressure Point...

Beyond which, they start to crack. What do you do if the crew can't handle the pressure as well as you are handling it?

Well, how about handing them the laminated layout of your boat with the location of all the equipment labeled? Seriously, of all the risks that you spend time and money in preparing for and against, have you thought about panic as a risk? What then?

"Honey, hey, enough! Here, look at this - right now - and go get everybody in life jackets. Now!"

It is likely to reduce the panic, because now the crew has something to focus on other than the water sloshing on the floor boards...

Oh, remember the comment about a (free) vessel exam at the start of this column? If you want one, email me below or (see SSP, "No Fuss, No Muss - and Your Favorite Price (free) - Vessel Exams", 4/8/08).

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 October 17, 2012

Day	High/Low	Tide Time	Height Feet	Sunrise/Sunset	Moon Time	% Moon Visible
Wed. 17	Low	2:19 AM	-0.3	7:05 AM 6:07 PM	Rise 9:37 AM Set 7:39 PM	2
	High	8:36 AM	4.0			
	Low	3:00 PM	-0.4			
	High	9:02 PM	3.3			
Thur. 18	Low	3:07 AM	-0.2	7:06 AM 6:06 PM	Rise 10:46 AM Set 8:36 PM	7
	High	9:29 AM	3.8			
	Low	3:52 PM	-0.2			
	High	9:59 PM	3.2			
Fri. 19	Low	3:58 AM	-0.1	7:07 AM 6:04 PM	Rise 11:49 AM Set 9:38 PM	15
	High	10:27 AM	3.7			
	Low	4:46 PM	-0.1			
	High	11:01 PM	3.0			
Sat. 20	Low	4:53 AM	0.1	7:08 AM 6:03 PM	Rise 12:43 PM Set 10:44 PM	25
	High	11:28 AM	3.5			
	Low	5:45 PM	0.1			
Sun. 21	High	12:04 AM	2.9	7:10 AM 6:01 PM	Rise 1:29 PM Set 11:52 PM	35
	Low	5:57 AM	0.3			
	High	12:29 PM	3.3			
	Low	6:50 PM	0.2			
Mon. 22	High	1:06 AM	2.9	7:11 AM 6:00 PM	Rise 2:08 PM	47
	Low	7:09 AM	0.4			
	High	1:29 PM	3.2			
	Low	7:57 PM	0.2			
Tues. 23	High	2:07 AM	2.9	7:12 AM 5:59 PM	Set 12:58 AM Rise 2:42 PM	58
	Low	8:21 AM	0.4			
	High	2:28 PM	3.2			
	Low	8:58 PM	0.2			
Wed. 24	High	3:07 AM	3.0	7:13 AM 5:57 PM	Set 2:03 AM Rise 3:13 PM	68
	Low	9:23 AM	0.4			
	High	3:27 PM	3.1			
	Low	9:50 PM	0.1			
Thur. 25	High	4:05 AM	3.0	7:14 AM 5:56 PM	Set 3:06 AM Rise 3:42 PM	77
	Low	10:18 AM	0.2			
	High	4:23 PM	3.0			
	Low	10:36 PM	0.0			
Fri. 26	High	4:58 AM	3.2	7:15 AM 5:54 PM	Set 4:08 AM Rise 4:09 PM	85
	Low	11:07 AM	0.2			
	High	5:15 PM	3.1			
	Low	11:19 PM	0.0			



by TONY SALERNO

FISHING WITH TONY

SHARPEN THOSE HOOKS FOR BLACKFISH SEASON

Well, it's that time of year again when the blackfish take to the local wrecks and rock piles and where anglers begin their yearly rituals in pursuit of the spirited togs. The only thing separating fishermen and togs is the abundance of porgies that litter the same grounds as togs on both the north and south shores. The good news, however, is that a few more brisk days will send the scup to deeper water, while the blackfish remain shallow.

Regardless of the current porgy population, the blackfish have started chewing strongly on both sides of the island, with the edge no doubt going to the north shore. According to Candy Caraftis of Caraftis Fishing Station in Port Jeff Village, Old Field Point has been the place to send green and Asian crabs to 12 feet of water where togs to 8-pounds eagerly await your offering. Both sides of the tide are producing, however, getting close to the rocky shoreline at low tide has been best. Cranes Neck has also been producing togs, but you'll find many more porgies here than from Old Field. The usual rocky terrains of the Middle Grounds is still laced with scup, however, this area will start producing in a few weeks.

Along the south shore, you will find all the artificial reefs also bogged with scup and sea bass, however, with a little persistence, blackfish to 10-pounds fill out the coolers. "White crabs have been catching the big white chin togs" according to Captain James Russo of the Center Moriches based open boat the Rosie. The white crabs are harder for the porgies and sea bass to chew, which gives the blackfish a chance at the bait. Of course, if you would like to fill a cooler of scup and sea bass, some fresh clams on a Hi-Lo rig will give you all the action you can handle.

Next door at Shinnecock, the reef is also producing plenty of good action on scup and sea bass with some quality togs in the mix. Again, white crabs get the job done here, but green and Asian crab combo rarely miss on the big togs. In addition, some big triggerfish and monster bluefish have also mixed into the fray.