

CLAMDIGGER II

Volume Two Number One

James H. Cornell, Jr. DCP

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Division 18- 1st (SR)

Editor James Edwardson, SO-PB

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Condolences for DC3 Nathan Bruckenthal

As many of you have already heard, DC3 Nathan Bruckenthal, USCG, died on 25 april 2004 in the northern Arabian gulf while defending the Kwawr Al Amaya oil facility from enemy attack. Petty officer Bruckenthal was attached to TACLET south. His body is under coast guard escort at Dover AFB awaiting a military funeral (date/location to be determined).

Petty officer Bruckenthal is survived by his wife, Patricia Bruckenthal. Members of the coast guard family in Miami intend to establish a fund for donations for the family. No details are currently available. Petty Officer Bruckenthal spent much of is youth here on long island and his father lives in Northport.

CAPTAIN'S CORNER

15 May 2004

I'm glad to see that the CLAMDIGGER II is back in circulation. Since Joe Corrigan left, it's been tough finding a replacement. Jim Edwardson will do a fine job at this newsletter. No one person can do this job alone. I would like to see each of the Division Board and Staff, contribute an article on regular basis.

A Regatta has been scheduled for Saturday, 22 May @ 1000. The plan is to rendezvous at Station Shinnecock @ 0930, and leave the station @ 1000, head west to the east cut of Moriches Inlet, pass the west cut and head back to Station Shinnecock for a picnic.

Our second annual SAREX and first for the year, will be scheduled shortly. The purpose

will be Boat Crew Training and Currency Maintenance. We will meet in the Peconics, like the last time. This time we might have a visitor, CDR Felker, DIRAUX.

Before anyone starts training at any station, in any capacity, they must go thru a screening process.

The screening process will consist of the Flotilla Commander, either I or a designee and the Station. This will apply to Watchstanders, CG Boat Crew and also non traditional jobs

Division 18 created an Honor Guard. The purpose is to prepare us for any ceremonies or parades that might come up. Our first meeting was Tuesday, 18 May.

Station Shinnecock Cooks, Currently we have 4 members that have trained as cooks and are actively filling in on a regular

basis. They are Jim Cornell, Debbie Cornell, Mary Jo Cruickshank and Tom Cruickshank.

Currently we have 2 Watchstanders, at Station Shinnecock and Montauk and additional Watchstanders are in Training. Our long standing watchstander, Henry Landis, has been doing most of the training. Group Moriches has employed 1 engineer, Merlon Wiggin. Our goal for this year is to augment the stations with Non-traditional as well as Traditional support as much as possible.

James H. Cornell, Jr.
Division Captain 18

E-mail System

Don Daniels and Jim Edwardson of 18-6 have added a full E-mail system to the Flotilla web page. This system should enable

efficient communication to and from Flotilla members. Gene McHugh is overseeing the implementation of the use of the system. It is hoped that this will serve as a model for a Division Email system in the future.

Fingerprinting

In order to facilitate the now required Personnel Security Investigations (PSI) Todd Chorney, Hal Adkins, and Jim Edwardson have taken and passed the finger printing exam and are ready to get your hands dirty. They are the Division 18 fingerprint technicians.

Awards

At the April Division 18 meeting our DC, James Cornell, was presented the Auxiliaris of the Years award. Robert Ettl received the Flotilla of the year award for 18-3.

Team Coordination Training (TCT) Workshop

Special thanks to CPO John Joffe [Jjoffe@actny.uscg.mil] for presenting most valuable information at the TCT Workshop, which was held on Saturday, 31 January at Station Shinnecock. TCT is a program that focuses on reducing the probability for human error by increasing individual and team effectiveness. Safety has long been the Commanding Officer's responsibility and, until recently, was assumed to be the logical

result of finely tuned technical skills. USCG mishap data suggests that while technical skills are an essential component of any job, they alone will not ensure safety. Over 20 members attended learning what to do and more important what not to do in emergency situations.

AuxCOM

A Communication Specialty course was given 13 Jan 2004 to 9 Mar 2004 at Station Shinnecock. The instructor was Bill Tooker who was assisted by Jim Cornell and Van Field . Twelve members took the course, completing this step towards the Aux Ops rating.

Recruiting and Retention Workshop

On Thursday, 4 March, John Molfetta conducted a Recruiting and Retention Workshop. The workshop was held at Station Shinnecock. Eight members attended.

Staff Officer Workshop

On Thursday, 5 February our first Staff Officer Workshop was held at Station Shinnecock. The workshop was geared towards new and seasoned Flotilla and Division Staff. Twelve members attended.

Division 18 CoW

Division 18 Change of Watch (COW) was held on the rescheduled date Sunday Feb.15th,2004 in the Non Commissioned Officers Club at

the Air National Guard Station, Gabreski Airport. It was the most successful COW, at least in recent history, with close to 70 attendees. Special Guest from the Gold side included, CDR John Felfer; DIRAUX, CDR John Healey, Commander Group Moriches; LT Yang, Ops. Officer; CWO Dennis Casey, CO Station Shinnecock; and from from the Auxiliary, COMO Nick Kerigan, DC0 and Charlie Sferra, VCO. All guest had a great time. The buffet stile dinner was well prepared and enjoyed by all. There is a sizable photo exhibit on the division web site <http://www.div18cg.us>.

The Coast Guard received a mayday: "Help! We're in the water!"

"Capsize?" the radio operator asked.

After a long silence, the voice answered, "Six and seven-eighths."

CPO John Joffe-s SUMMARY OF MISHAPS

After attending the TCT training course CPO John Joffe added me to his maillist with weekly updates of some of the more interesting accidents . Here are some of the highlights.

THE NEW SUV

A guy buys a brand new Lincoln Navigator SUV for \$42,500 and has \$560 monthly payments.

He and a friend go duck hunting in the winter, and of course all the lakes are frozen over. These two guys go out on the lake with their guns, a dog, and of course the new Vehicle. They drive out onto the lake ice and get ready. Now, they want to make some kind of a natural landing area for the ducks, something for the decoys to float on. In order to

make a hole large enough to look like something a wandering duck would fly down and land on, it's going to take a little more effort than an ice hole drill. So, out of the back of the new Navigator comes a stick of dynamite with a short, 40-second fuse.

Now these two Rocket Scientists do take into consideration that they want to place the stick of dynamite on the ice at a location far from where they are standing (and the new Navigator), because they don't want to take the risk of slipping on the ice when they run from the burning fuse and possibly go up in smoke with the resulting blast. They light the 40-second fuse and throw the dynamite.

"Remember a couple of paragraphs back when I mentioned the vehicle, the guns,

and the **DOG!!** Let's talk about the dog: A highly trained Black Lab used for **RETRIEVING**. Especially things thrown by the owner. You guessed it, the dog takes off at a high rate of doggy speed on the ice and captures the stick of dynamite with the burning 40-second fuse about the time it hits the ice.

The two men yell, scream, wave their arms and wonder what to do now. The dog, cheered on, keeps coming. One of the guys grabs the shotgun and shoots the dog. The shotgun is loaded with #8 shot, hardly big enough to stop a Black Lab. The dog stops for a moment, slightly confused, but continues on. Another shot and this time the dog, still standing, becomes really confused and of course terrified, thinking these two geniuses have gone insane.

The dog takes off to find cover, under the brand new Navigator. The men continue to yell as they run. The exhaust pipe on the truck is still hot, so the dog yelps and drops the dynamite under the truck, and takes off after his master.

Then --"BOOM!"-- the Navigator is blown to bits and sinks to the bottom of the lake in a very large hole, leaving the two idiots standing there with this "I can't believe this happened" look on their faces. The insurance company says that sinking a vehicle in a lake by illegal use of explosives is **NOT COVERED**. He still has yet to make the first of those \$560.00 a month payments!!! And you thought your day was not going well!!

Float Plans – Nothing but Upside...

Vincent T. Pica, II
USCGAux Coxswain
USCG licensed Master
April 2004

The Float Plan, oft-spoken of and more often ignored, is nominally known as a mechanism for ensuring that missing vessels are indeed missed in time for action to be taken that might lead to the rescue of the crew rather than the recovery of their bodies. "Boat-A is supposed to be at Payne's Marina in the Great Salt Pond on Block Island at this time and date. Is it there?"

So, in a nutshell, float plans are all about Safety Of Life At Sea (SOLAS). However, as the title infers, the development of a float plan delivers nothing but upside to the boat's master and thus to the crew who are fully the master's responsibility.



Charting

The ideal float plan involves the detailed analysis of getting to your destination and returning safely. The float plan provides the opportunity for the skipper to sit with his or her charts, in the calm of a kitchen, den or study, and literally walk through the passage with parallel rulers and dividers.

What is the goal of such detailed analysis? The net effect is to create your own Pilot Guide for the entire passage

and to be able to assign predicted times to each leg. Deviation from predicted times is an early warning to the skipper that something is up – working against (or with!) a current, cross winds creating additional work effort for the engines to hold course, etc. All of this translates into fuel consumption “deltas” which ultimately leads directly to SOLAS issues – Safety Of Life At Sea...

Here is an example of a detailed piloting guide that encompassed a large part of a full Float Plan. Let’s inspect a few components of it as we go through it.

First, note that there is a column simply called “Step” – forcing the skipper to think about each component of the passage. Next to it, which of course depends on what paper charts you have spread out on your kitchen table the night before, is “Chart” – what page are you on at that time. If the charts do not reflect what you are seeing over the bow, one thing you want to do is re-check the chart. If you have made an error in the development of your pilot guide, the rest of the guide is likely to be suspect and you’ll have to do what every skipper has done for centuries untold – improvise *carefully*... If the chart is generally consistent but winds and tides have done the inevitable, then the overall pilot guide is likely to still have integrity but, once again, you’ll have to do what every skipper has done for centuries untold – improvise *carefully*...

The balance of each component of the pilot guide is the working part – your point of sail, expressed in degrees (m) and the distance over the water, plus what you should see over the bow. Lastly, there is a place for the skipper to record the time. Remember, time is money – and fuel consumed! There is a lot of information about what is happening to your hull embedded in those time and distance datum.

**Float Plan from Larchmont
To Croton-on-Hudson
September 4, 2002**

Starting at Larchmont Harbor

<u>step</u>	<u>chart</u>	<u>point of sail</u>	<u>to</u>	<u>time</u>
1	26E	135°m, ½ nm	head of Larchmont Harbor Breakwater (south of Satan’s Toe), passing to port with Dauntless Rock to starboard	_____
2	26E	205°m, ¼ nm 40° 54.8’N, 73° 44.1’W	come to starboard, fetching Larchmont G-1 on starboard, marking eastern edge of Hen & Chickens	_____
3	-	200°m, 2 ½ nm 40° 52.4’N, 73° 44.3’W	bear off 5° and make for R-44a, passing Execution Rock to starboard	_____
4	-	225°m, 3.3nm 40° 49.5’N, 73° 46.6’W	make for north edge of Stepping Stones	_____
5	-	214°m, 1.4nm 40° 48.2’N, 73° 47.3’W	make for R-48 FL R 4s Bell, passing Gangway Rocks after 1nm to port	_____
6	62	285°m, 1 ½ nm	come to starboard, passing under the Throgs Neck bridge and up to the Whitestone	_____

			bridge, fetching G-1A just prior	
7	62	270°m, 4nm 40° 48'N, 73° 53.5'W	follow VTS channel markers, passing Riker's Island to port and fetching G-1 FL G 2.5s	_____
8	62	260°m, ½ nm	come to port, passing between the Brothers	_____
9	62	230°m, 1 ½ nm	follow Middle Ground down under the train and Triborough bridges into Hell Gate	_____
10	62	310°m, ¼ nm	come to starboard, passing Mill Rock to port, and head up the Harlem River	_____
11	62	- 2nm	follow Harlem River north to Spuyten Duyvil train bridge. If not open, hail bridge master on VHF #13	_____
12	57	5°m, ¼ nm	upon transiting Spuyten Duyvil, come to starboard and fetch G-3 FL G 2.5s	_____
13	57	- 10nm	pass under Tappan Zee Bridge	_____
14	57	- 8nm 41° 10.9'N, 73° 55.9'W	enter Haverstray Bay and fetch R-22 FL R 4s	_____
15	-	41° 11.833'N, 73° 53.393'W	Half Moon Bay Marina hailing on VHF #9, failing try 914-271-5400	_____
Nautical miles:	<u>40</u>		elapsed time	_____
			Estimated time:	<u>3 ½</u> <u>hours</u>

The rest is piloting – what we mostly do in our AOR...



Piloting

Piloting, as distinct from navigating (which is what you were doing while developing your Pilot Guide above), is driving the boat and reacting to the challenges imposed on you and your vessel by the wind and tides. For example, if you look at #5, you'll see the point.

5	-	214°m, 1.4nm 40° 48.2'N, 73° 47.3'W	make for R-48 FL R 4s Bell, passing Gangway Rocks after 1nm to port
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It was determined that you have to make a slight course adjustment about 1nm after you came to 214°m – “make for R-48, passing Gangway Rocks...” Not worthy of a separate step in the pilot guide – but definitely worth a







“head’s up” to the skipper (who may *not* be you at the time of this leg!)

If piloting is reacting to challenges imposed by winds and tides, you ought to invest some time in knowing what to expect – from the winds (weather) and tides... (assisted by the Local Notice to Mariners!)

Weather



With respect to predicting the weather, I use the Weather.com website – www.weather.com - and the reason I do is because I can get weather prediction by the hour. If the chance of precipitation for a particular day is 50%, but it is 10% in the morning and 90% in the afternoon, I want to know that. Put in your zip code or city name and click go...




Daily Details for Westhampton Beach, NY (11978) for

Hourly Forecast	More Details				
6 AM  40°F Feels Like 37°F	9 AM  44°F Feels Like 42°F	12 PM  47°F Feels Like 43°F	3 PM  50°F Feels Like 46°F	6 PM  50°F Feels Like 46°F	9 PM  44°F Feels Like 41°F

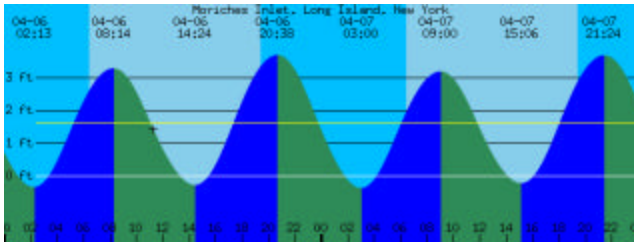
Wednesday	Wednesday Night	Averages & Records
 High: 52°F AM Showers Wind: From the West at 10 mph Precip: 30 % Max. Humidity: 54 % UV Index: 5 Moderate	 Low: 37°F Mostly Clear Wind: From the Northwest at 8 mph Precip: 0 % Max. Humidity: 72 %	Sunrise: 6:23 AM Sunset: 7:22 PM Avg. High: 56°F Avg. Low: 38°F Record High: 83°F (1991) Record Low: 18°F (1982)

Click on “More Details” and see how the hourly details add to the weather analysis...

Hourly Forecast							
Wednesday, Apr 7		Temp °F	Feels Like	Dew Point	Precip.	Humid.	Wind
11 AM	 Few Showers	46°	42°	31°	30%	55%	From the West at 8 mph
12 PM	 Few Showers	47°	43°	31°	30%	54%	From the West at 9 mph
1 PM	Mostly Cloudy	47°	43°	31°	30%	53%	From the West at 9 mph

2 PM	Mostly Cloudy	49°	45°	32°	20%	52%	From the West at 9 mph
3 PM	Mostly Cloudy	50°	46°	31°	20%	49%	From the West at 9 mph
4 PM	 Partly Cloudy	51°	47°	31°	20%	47%	From the West at 10 mph
5 PM	 Partly Cloudy	51°	47°	32°	10%	47%	From the West at 10 mph
6 PM	 Partly Cloudy	50°	46°	32°	10%	52%	From the West at 9 mph

Tides



Nothing is more likely to surprise you and more potentially perilous to happen than running aground – and understanding the tides is all about that. There are several good services, our own Cruise Aid being one, to use but there is something very subtle about tide analysis that no chart gives you.

Tides change at different rates at different places. The difference between Moriches Inlet and the west end of Moriches Bay (Mastic Beach) is +4 ½ hours! Potunk Point (entrance to Westhampton/bascule bridge) is the same +4 ½ hours!

Moriches Inlet versus Mastic Beach

24 June 2003 - 26 June 2003

	Moriches		Mastic		difference	
24-Jun-03	3:37 AM	high tide	24-Jun-03	8:07 AM	high tide	4:30
	5:20 AM	sunrise				
	9:41 AM	low tide		2:27 PM	low tide	4:46
	4:10 PM	high tide		8:41 PM	high tide	4:31
	8:26 PM	sunset				
25-Jun-03	4:31 AM	high tide		9:02 AM	high tide	4:31

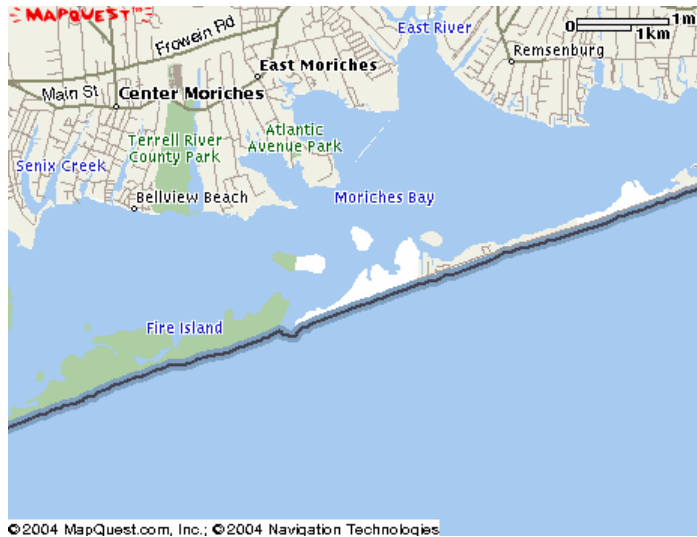
5:20 AM	sunrise			
10:24 AM	low tide	3:10 PM	low tide	4:46
4:58 PM	high tide	9:29 PM	high tide	4:31
8:26 PM	sunset			

26-Jun-03	5:20 AM	sunrise		
	5:22 AM	high tide	9:53 AM	high tide
	11:07 AM	low tide	3:53 PM	low tide
	5:42 PM	high tide	10:13 PM	high tide
				4:31
				4:46

Knowing the tides at Moriches Inlet while spending the next 6 hours transiting from Seatuck Cove to Smith Point, then easting to Potunk Point and back to Seatuck Cove would require major mental gymnastics in order to keep pace with the pace of the tide as it works its way down the East and West Cuts and across the bays and into the coves...

Why do that if the internet can do it for you?

http://tbone.biol.sc.edu/tide/sites_useastupper.html



Potunk Point, Moriches Bay, Long Island, New York
40.8000° N, 72.6500° W

2004-03-23 12:37 AM EST High Tide
2004-03-23 05:48 AM EST Sunrise
 2004-03-23 07:03 AM EST Low Tide
 2004-03-23 12:58 PM EST High Tide
2004-03-23 06:06 PM EST Sunset

Moriches Inlet, Long Island, New York
40.7650° N, 72.7533° W

2004-03-23 02:17 AM EST Low Tide
2004-03-23 05:48 AM EST Sunrise
 2004-03-23 08:27 AM EST High Tide
 2004-03-23 02:22 PM EST Low Tide
2004-03-23 06:06 PM EST Sunset

Bella Luna...

And no tide analysis is complete without knowing if you are dealing with Spring or Neap tides – especially in the coves and creeks of the south shore...



<http://www.stardate.org/nightsky/moon/>

Local Notice to Mariners

The following notice has been running in LNMs for the past several weeks...

To improve service and reduce costs, the U.S. Coast Guard is moving to issuance of the Local Notices to Mariners (LNM) exclusively via the Internet. Recently, we revised the Aids to Navigation (AtoN) Manual (COMDTINST M16500.7) to authorize elimination of printed LNM. Effective **April 1, 2004**, the U.S. Coast Guard will no longer print and mail copies of each LNM. A Notice concerning implementation of Internet delivery of LNM will be published in the Federal Register on March 2, 2004. The notice can be accessed at

<http://frwebgate5.access.gpo.gov/cgi-bin/waisgate.cgi?WAISdocID=25384384009+19+0+0&WAIAction=retrieve>

The electronic versions of LNM appear on the U.S. Coast Guard Navigation Center's Website at <http://www.navcen.uscg.gov/lnm/default.htm>. For many years, each U.S. Coast Guard district has printed and mailed LNM free of charge to any mariner requesting a subscription. LNM provide important safety information; however, the cost of printing and mailing has become prohibitive. Technology now allows us to provide LNM in a timelier and less costly manner via the Internet. All individuals are encouraged to register for List Server notification on the Navigation Center's Website, so when LNM'S are posted for the district(s) in which you are interested, you will receive automatic notification of their availability. Internet delivery of the LNM is part of a much larger U.S. Coast Guard effort to integrate, improve, and streamline the collection and dissemination of all navigation safety information.

No wind, row...

Japanese proverb...

The move of the LNM solely to the internet has caused us to actually look at what is there – and there is plenty! We can now read the LNM and just “drag and drop” what is relevant to the area we will be transiting – saving paper and hassles for us too! Win, win!

LOCAL NOTICE TO MARINERS

U.S. Department of Homeland Security United States Coast Guard



COASTAL WATERS FROM EASTPORT, MAINE TO SHREWSBURY, NEW JERSEY

WEEKLY SUPPLEMENT

INTERNET ADDRESS

[HTTP://www.navcen.uscg.gov](http://www.navcen.uscg.gov)

Weekly supplemental editions contain new information only available following the monthly edition. NOTE: Chart corrections and Light List changes appear only once each. A complete listing of current discrepancies and temporary changes appear in the monthly issue, LNM 40/03. Subscription to this weekly publication is free. If you have questions about the LNM or wish to be on the mailing list, contact:

COMMANDER, FIRST COAST GUARD DISTRICT (oan)

408 Atlantic Avenue, Boston, Massachusetts 02110-3350

Internet Address: [HTTP://www.uscg.mil/dl/navinfo.htm](http://www.uscg.mil/dl/navinfo.htm)

Telephone (Day): 1-800-848-3942 to order LNM; Ext.8351

24 Hour FAX: (617) 223-8073

Coast Guard's Customer Infoline (8:00 a.m. - 4:00 p.m.): 1-800-368-5647

Hearing impaired (TDD) 1-800-689-0816

US SEACOAST-NORTHEAST

Due to the significant increase in the number of vessels fishing off the New England, New York and New Jersey seacoast in close proximity to separation zones and heavy commercial shipping and towing industry traffic, mariners are advised to navigate with extreme caution when in these and all areas of heavy vessel traffic. All mariners shall keep a diligent watch and be aware of each others presence while underway or at anchor in order to avoid any potential casualties, which in the past have included collisions, injury and death.

LNM 30/03 (CGD1)

DISCREPANCIES (all current discrepancies)

LLNR	Name of Aid	Status	Chart Affected	BNM Ref.	LNM Ref.
27730	Gardiners Bay South Entrance LBB S	BUOYSINK/LT EXT	13205	MOR-0016-04	05/04
27775	Threemile Harbor Entrance LBB TM	OFF STA	13209	MOR-0012-04	04/04
27785	Threemile Harbor Entrance Buoy 2	OFF STA	13209	MOR-0023-04	06/04
27960	Shelter Is Sound North Channel LWB N	OFF STA	12358	MOR-0018-04	06/04
27965	Shelter Is Sound North Channel LBB 2	OFF STA	12358	MOR-0017-04	06/04
28040	Shelter Island Sound North Channel LB 7	LT EXT	12358	MOR-0013-04	05/04
28400	Shelter Isd Sound South Channel By 14	OFF STA	12358	MOR-0010-04	03/04
29195	Fire Island Inlet Lighted Buoy 18	OFF STA	12352	MOR-0015-04	05/04
29245	East Channel Lighted Buoy 8	OFF STA	12352	MOR-0003-04	02/04
29335	East Channel Lighted Buoy EN	OFF STA	12352	MOR-0024-04	08/04
31290	State Boat Channel Light 53	DBN DMGD	12352	MOR-0025-04	08/04
31295	State Boat Channel Daybeacon 54	MISSING	12352	MOR-0027-04	09/04
31330	State Boat Channel Daybeacon 62	MISSING	12352	MOR-0028-04	09/04
31400	Oak Island Channel Buoy 5	BUOYSINK	12352	MOR-0026-04	08/04
31485	State Boat Channel Buoy 87	OFF STA	12352	MOR-0007-04	03/04

NY – SHINNECOCK BAY - The Coast Guard has received a report of a submerged vessel approx. 150 yards north of Buoy 26 in position. 40 50N 072 29W in East Shinnecock Bay, NY. All vessels are requested to proceed with caution when transiting the area.
Chart(s) 12352 LNM 09/04 (CGD1)

NY-SHINNECOCK BAY TO EAST ROCKAWAY INLET-MORICHES BAY-Shoaling has been reported between Moriches Bay Buoy 26 (LLNR 30335) and Moriches Bay Lighted Buoy 29 (LLNR 30365). Depths of 1.5 feet were encountered at low tide. Vessels are advised to use caution when navigating in the area.
Chart 12352 LNM 28/03 (CGD1)

NY – SHINNECOCK BAY TO EAST ROCKAWAY INLET - SLOOP CHANNEL – Bridge Replacement – Construction is underway for the replacement of the Wantagh State Parkway Bridge at mile 15.4 across Sloop Channel. A 92 X 160 Heavy Lift Ringer Crane Barge, a 72 X 250 Pile Scow and several work barges will be operating in the waterway. Mariners are advised to plan accordingly, reduce wake and exercise extreme caution when transiting the area.
Chart 12352 LNM 09/04 (CGD1)

How much easier is this to deal with – and how much more knowledgeable do we become while “dragging and dropping”...?

Battening Down the Hatches

As Auxiliaries, we have additional responsibilities in completing our float plans. First, it probably makes sense to use the Float Plan document that is endorsed by the USCGAux itself -

<http://www.uscgaux.org/~floatplan/downloads/USCGFloatPlan.pdf>

This document captures all the factual information about your vessel and crew – and who to call if you don't show

up. Also, as Auxiliarists, we must file a Department of Homeland Security patrol report after every passage. Whether for pleasure or “at work”, we are expected to keep a weather eye up for anything that raises our attention within the framework of homeland security and the increased operational tempo.

<http://www.emcg.us/HomelandSecurityPatrolChecklist.pdf>

Do it.

It takes but a minute to fax it in and adds tremendously to your credibility as a skipper...

So, in summary, a complete float plan encompasses:

The float plan document itself - <http://www.uscgaux.org/~floatplan/downloads/USCGFloatPlan.pdf>

The DHS patrol report - <http://www.emcg.us/HomelandSecurityPatrolChecklist.pdf>

Your self-made Pilot Guide that *required* you to use your navigation skills to create...

An analysis of the weather/tides/moon...

An extract of the Local Notice to Mariners...

And a prayer...

Dear Lord,

Be good to me...

Your Sea is so wide...

And my boat is so small...

Amen!

About the author...

Vin Pica is, like many auxiliarians, a life-long and avid mariner. He was a navigator in a brown-water and blue-water sailboat racing crew for eight seasons out of Port Washington, NY, New York City and Newport, Rhode Island. Of note, the master and crew of the sailing vessel ISIS credited him for ISIS's winning of the 1991 Mayor's Cup in New York City based on his tactical directions. From the "iron sails" side, he is a licensed United States Coast Guard Master of Steam and Diesel Powered Vessels and carries a Radar Observer endorsement, Unlimited, on his license. The Ocean Navigator School of Seamanship in Kennebunkport, Maine also certifies him in Marine Diesel Engine Operation & Maintenance. His passages with the M/V SeaPipSea, a 46' Ocean yacht, cover the eastern Seaboard of the United States as far north as Canada and a number of eastern river systems. One such passage ran in the *Clamdigger* on _____.