

in more conventional books on boating, and its intended use is for those chance occasions when the more usual systems are inoperative. There are helpful tips on how to avoid trouble and in some cases how to get out of trouble in the 40-page paper-bound booklet.

The author based this pamphlet on over 20 years of experience with the National Ocean Survey and Coast and Geodetic Survey. Single copies are free (multiple copies cost \$1.50 each) from the Division of Marine Resources, University of Washington HG-30, Seattle, WA 98195.

The **Atlas of Physical and Chemical Properties of Puget Sound and Its Approaches** by Eugene E. Collias, Noel McGary, and Clifford A. Barnes was planned to provide useful information for anyone making decisions based on physical and chemical characteristics of Puget Sound, and for anyone doing research on estuaries. Ocean engineers, commercial fishermen, fish farmers, regulatory agency personnel, and legislators are among those who will be interested in the data portrayed in this atlas.

The first readily available graphic description of Puget Sound water quality data over a sustained time period (1952-1966), the 235-page atlas includes the oceanographic parameters for vertical profiles along eight major channels of the Sound. The paperbound volume is available from the University of Washington Press, Seattle, WA 98195 for \$15.00.

Letter  
Editor:

I found the paper "Some ABC's of Fo'c'sle Living" (Marine Fisheries Review, June 1974) most informative as well as entertaining. It was obvious that the authors had experienced both the hardships and rewards of life at sea, for only "someone there" could describe them with such vigor and color.

But while my "editorial greed" was aroused I wasn't able to overlook a few items to "nitpick" about. These may be small details or simple misconceptions in my mind, but if valid they are important to a seaman.

On several occasions the authors refer to the "dock" as the physical structure to which one secures his vessel. This structure may be called the pier or wharf, if open piered, or the bulkhead, if it is a solid structure. "Dock" would refer to the space alongside a wharf that a ship occupies when tied up; or more commonly to a basin or enclosure for the reception of vessels and subsequent control of the water level (i.e., a graving dock or floating dry dock); or to the act of berthing a vessel. The word "dock" should be used to describe a piece of water, or a particular act of shiphandling, or a specialized structure but not the good ol' pier.

A vessel is not necessarily "underway" when she is "in forward motion, running, steaming"; she is "making way." A vessel is underway when she is not at anchor, or made fast to the shore, or aground and may indeed be underway, but not making way. These definitions are provided for in the nautical rules of the road and accepted by most seamen.

Finally, with regard to an anchor watch, I cannot agree with the definition that a bearing "is a compass reading on a very close landmark." Bearings, whether radar or visual, are best

observed to landmarks or land tangents a good distance from the observer but sufficiently close to avoid their obscurity by weather. Bearings on objects at close range may change substantially as a vessel swings about her anchor causing undue alarm, but a watchstander will soon get the feel for how much a distant bearing may allowably change. In the absence of radar, a good range, and at least one cross bearing, will enable one to detect anchor drag.

The above comments should not detract in any way from the excellent essay written by Larssen and Jaeger. The authors have been going to sea for a longer period of time than I have been alive and it is from men such as these, who have both loved the sea and learned how to live with her, that younger men acquire their best knowledge. Any seaman, fisherman or merchant, should be indebted to someone who takes the time to pass on his experience.

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