Coyote Point Marina
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Newsletter, August 2022

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Upcoming Events

- July 30-August 5: Delta Cruise-out
- Saturday July 6 Kay and Dave Few Regatta
- September 2-5: Marin YC Cruise-out
- Every Wednesday evening - informal races/evening sails

Important Dredging Information

The Dutra Group is set to begin dredging by the second week of August. In the first phase a very large barge will be placed outside the harbor entrance and begin excavating the outer channel. This 150 foot, 950 ton barge, dubbed the "DB-24", will work its way into the harbor over several days, and dredge the channel, the turning basin, the fuel dock and the northern slips on dock 29. The harbor entrance may be blocked intermittently for short periods of time while the barge is moved, but the harbor will for the most part be open once the barge is in position.

When the DB-24 is working the entrance and turn from the channel to marina the entrance will be fully blocked for one or two days, and you will need to call ahead on VHF channel 80 to request they clear a path so that you may transit the area. Please call at least 15 minutes ahead. We will send out a notice announcing this closure when we have the schedule.

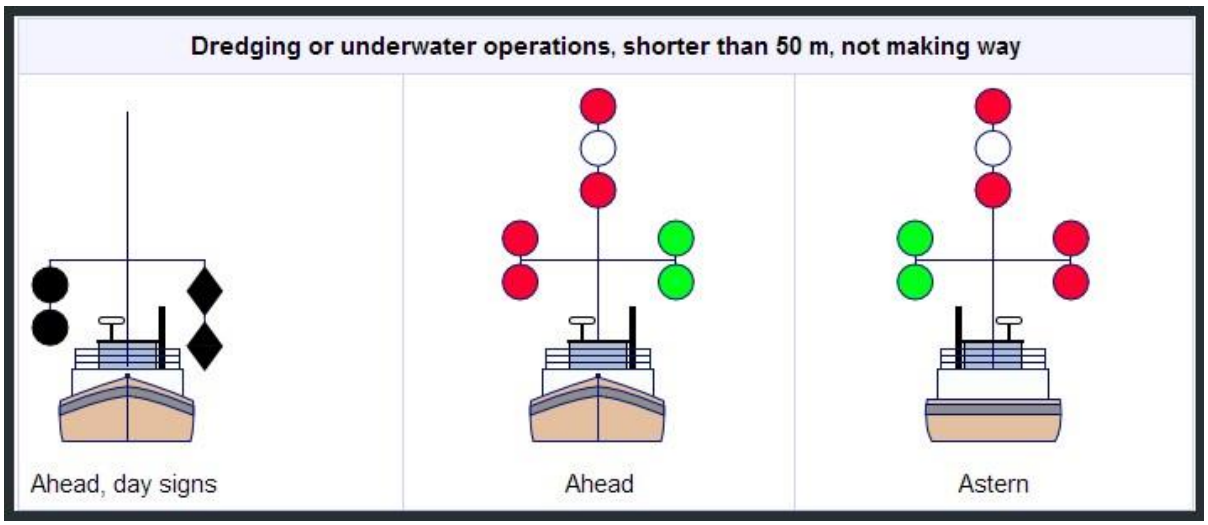
Please note that dredging equipment may be in operation 24 hours a day, seven days a week.

Once the DB-24 pulls out Dutra will bring in smaller equipment to dredge the rest of the slips. They will work their way into the harbor from dock 29 to 28, 27, 26, and 25 in order. The northernmost part of dock 13 will also be dredged. Docks 11, 12, and 20 through 24 will not be dredged this year. The schedule for each dock is still not finalized, but as soon as we have approximate dates we will let you know. You will receive directions as to when and where to move your boat when it's time to dredge your dock.

PLEASE BE PREPARED TO MOVE YOUR BOAT TO ANOTHER SLIP IN THE MARINA PRIOR TO DREDGING OF YOUR DOCK!

Dredge barges display day shapes that show which side is safe to pass. Two diamonds mark the safe side, and two balls mark the danger side. Always pass a barge on the side displaying diamond day shapes! At night the safe side is marked by two vertical green lights and the danger side by two vertical red lights.

You may always contact the dredge operator on VHF channel 80 if you need help deciding how to pass.

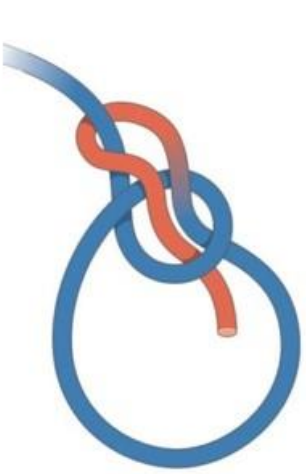


If you can't tie a knot . . . .

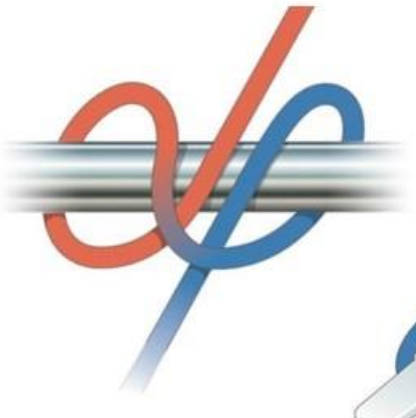
There are hundreds of different of ways to tie a knot in a line, and for many boaters it's overwhelming to try to learn this skill. You can find diagrams of sailor's knots that range from fairly simple to vastly complex, and most diagrams show only how to tie the knots, not which to use when. Understanding that knots should be easy to release or untie is also important.

In my experience a few simple knots are all that most boaters need to successfully handle any situation they may encounter. In my humble opinion, the five most important knots for boaters to know are:

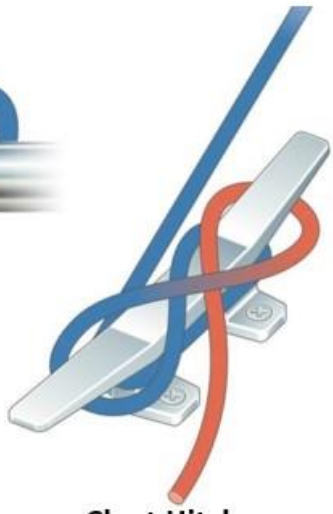
- Bowline
- Clove Hitch
- Cleat Hitch
- Round turn and two half-hitches
- Figure Eight



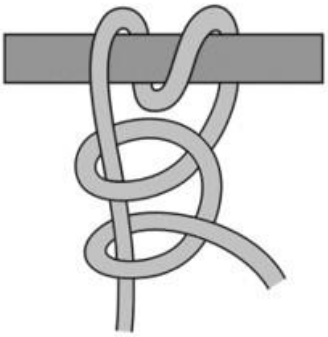
Bowline



Clove Hitch



Cleat Hitch



Round Turn and Two Half Hitches

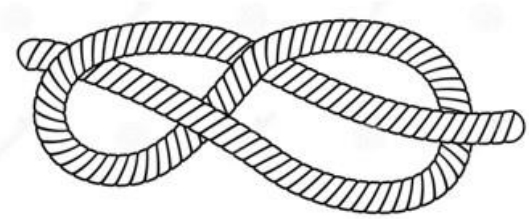


Figure Eight Knot

The bowline is a multi-purpose knot that comes in handy any time you want to tie a loop in a line. It is used for dock lines, attaching two tow lines together, securing to a piling or rail, and any other purpose that requires tying the end of a lie securely to an object. The bowline seldom comes loose, but can be easily untied except when under load, in which case it's impossible to release without a sharp knife . . .

The cleat hitch is used for securing the end of a line to a standard cleat, and I believe it is the most frequently mis-tied knot of them all. When incorrectly tied, it usually replaced with a massive tangle of overlapping hitches, making it all but impossible to easily untie and allow the boat to leave the dock. A proper cleat hitch is simple, secure, and quick to release under load. I

can't count the times I have had to struggle to release a line tied around a cleat with a creative and complex interpretation of this simple hitch.

A round turn and two half hitches has many purposes, including tying a dock line to something other than a cleat, or any situation where you must tie a line around a vertical or horizontal object. It can be released under load.

The clove hitch works in similar situations to the round turn and two half hitches. It's easier and faster tie and release, but if not under constant load it can occasionally work loose. This knot only works if you are tying to a round or oval shaped object. One common use is securing fender lines to the rail, because it's easy to adjust the height of the fender.

The figure eight knot is used primarily by sailors to prevent a line like a jib sheet from running free through a block. When I first learned to sail as a child it was the first knot I was taught. It is far better than a simple overhand knot, because it can be easily untied.

There are of course many others, but If you master these five knots you can handle any situation you are likely to encounter as a recreational boater.

-- Mark Bettis, Harbormaster

Tide and Current Tables

First Quarter 5-Aug
Full Moon 11-Aug
Third Quarter 18-Aug
New Moon 27-Aug

August 2022

Mon	7:12 E -1.8	2:29 7.1 H	**Tue**	8:24 F 1.3	5:04 -0.8 L	**Wed**	9:00 E -1.1	4:57 5.9 H	**Thu**	7:18 Slack	6:24 -0.1 L	**Fri**	9:12 E -1.0	5:28 5.4 H
8/1	10:24 Slack	9:28 0.1 L	**8/9**	12:30 Slack	12:01 6.1 H	**8/17**	11:54 Slack	10:57 1.6 L	**8/25**	9:54 F 1.1	13:03 6.3 H	**9/2**	11:48 Slack	10:44 2.5 L
	12:54 F 1.4	16:11 6.6 H		15:18 E -0.9	16:36 3.2 L		14:18 F 1.1	17:15 7.4 H		13:30 Slack	18:14 2.8 L		14:24 F 1.1	17:01 7.6 H
	16:36 Slack	21:50 2.5 L		17:54 Slack	22:24 9.0 H		17:30 Slack			16:24 E -1.0	23:41 7.8 H		16:48 Slack	
Tue	7:54 E -1.6	3:13 6.6 H	**Wed**	9:18 F 1.5	5:55 -1.2 L	**Thu**	7:00 Slack	0:19 1.3 L	**Fri**	7:48 Slack	6:55 -0.1 L	**Sat**	7:18 Slack	0:20 0.7 L
8/2	10:54 Slack	10:01 0.5 L	**8/10**	13:24 Slack	12:45 6.4 H	**8/18**	9:48 E -0.8	6:18 5.3 H	**8/26**	10:18 F 1.2	13:29 6.4 H	**9/3**	10:12 E -0.8	7:05 5.1 H
	13:30 F 1.3	16:42 6.8 H		16:24 E -1.1	17:33 2.9 L		12:48 Slack	11:48 2.4 L		14:00 Slack	18:48 2.6 L		12:48 Slack	11:41 3.1 L
	16:54 Slack	22:44 2.2 L		18:54 Slack	23:20 9.2 H		15:00 F 0.8	17:58 7.4 H		17:00 E -1.1			15:24 F 0.9	17:55 7.7 H
Wed	8:36 E -1.4	4:07 6.0 H	**Thu**	7:42 Slack	6:42 -1.3 L	**Fri**	8:12 Slack	1:29 1.1 L	**Sat**	8:18 Slack	0:20 7.7 H	**Sun**	8:48 Slack	1:35 0.4 L
8/3	11:30 Slack	10:37 1.0 L	**8/11**	10:06 F 1.6	13:26 6.7 H	**8/19**	10:42 E -0.6	7:58 5.1 H	**8/27**	10:42 F 1.3	7:23 -0.1 L	**9/4**	11:30 E -0.7	8:47 5.3 H
	14:12 F 1.3	17:15 7.1 H		14:18 Slack	18:28 2.6 L		13:42 Slack	12:51 3.0 L		14:30 Slack	13:54 6.5 H		14:06 Slack	13:02 3.4 L
	17:12 Slack	23:45 1.9 L		17:18 E -1.3			15:54 F 0.6	18:47 7.3 H		17:36 E -1.3	19:23 2.3 L		16:30 F 0.8	19:01 7.8 H
Thu	9:30 E -1.1	5:15 5.4 H	**Fri**	8:30 Slack	0:14 9.1 H	**Sat**	9:24 Slack	2:37 0.9 L	**Sun**	8:42 Slack	0:59 7.6 H	**Mon**	10:12 Slack	2:48 0.0 L
8/4	12:18 Slack	11:19 1.7 L	**8/12**	10:48 F 1.7	7:27 -1.2 L	**8/20**	11:48 E -0.5	9:33 5.3 H	**8/28**	11:12 F 1.4	7:52 0.1 L	**9/5**	12:48 E -0.7	10:01 5.7 H
	14:54 F 1.1	17:54 7.4 H		15:00 Slack	14:05 6.9 H		15:00 Slack	14:05 3.3 L		14:54 Slack	14:19 6.7 H		15:30 Slack	14:28 3.5 L
	17:42 Slack			18:06 E -1.4	19:22 2.3 L		16:54 F 0.5	19:41 7.3 H		18:12 E -1.4	19:59 2.0 L		17:42 F 0.8	20:11 8.0 H
Fri	7:30 Slack	0:53 1.4 L	**Sat**	9:12 Slack	1:07 8.8 H	**Sun**	7:18 F 0.8	3:37 0.6 L	**Mon**	9:12 Slack	1:40 7.3 H	**Tue**	7:06 F 1.1	3:52 -0.3 L
8/5	10:36 E -0.9	6:47 4.9 H	**8/13**	11:36 F 1.7	8:10 -1.0 L	**8/21**	10:30 Slack	10:40 5.7 H	**8/29**	11:42 F 1.5	8:20 0.4 L	**9/6**	11:24 Slack	10:53 6.1 H
	13:12 Slack	12:09 2.3 L		15:36 Slack	14:43 7.1 H		13:12 E -0.5	15:14 3.4 L		15:12 Slack	14:45 6.9 H		14:12 E -0.9	15:40 3.2 L
	15:48 F 1.0	18:38 7.7 H		19:00 E -1.6	20:16 2.0 L		16:06 Slack	20:37 7.3 H		18:48 E -1.6	20:39 1.8 L		16:48 Slack	21:19 8.3 H
Sat	8:54 Slack	2:03 0.8 L	**Sun**	6:48 E -2.2	2:00 8.2 H	**Mon**	8:12 F 0.8	4:29 0.4 L	**Tue**	6:42 E -1.6	2:23 6.9 H	**Wed**	8:12 F 1.3	4:47 -0.6 L
8/6	11:42 E -0.8	8:33 4.9 H	**8/14**	9:54 Slack	8:52 -0.5 L	**8/22**	11:24 Slack	11:27 6.0 H	**8/30**	9:42 Slack	8:51 0.8 L	**9/7**	12:18 Slack	11:35 6.5 H
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Sun	10:18 Slack	3:09 0.2 L	**Mon**	7:30 E -1.9	2:54 7.5 H	**Tue**	9:00 F 0.9	5:12 0.2 L	**Wed**	7:30 E -1.5	3:13 6.4 H	**Thu**	9:06 F 1.5	5:35 -0.8 L
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Tide corrected to Coyote Point Marina. Current 2.3 nm NNE of Coyote Point: Max Flood (F), Max Ebb (E)