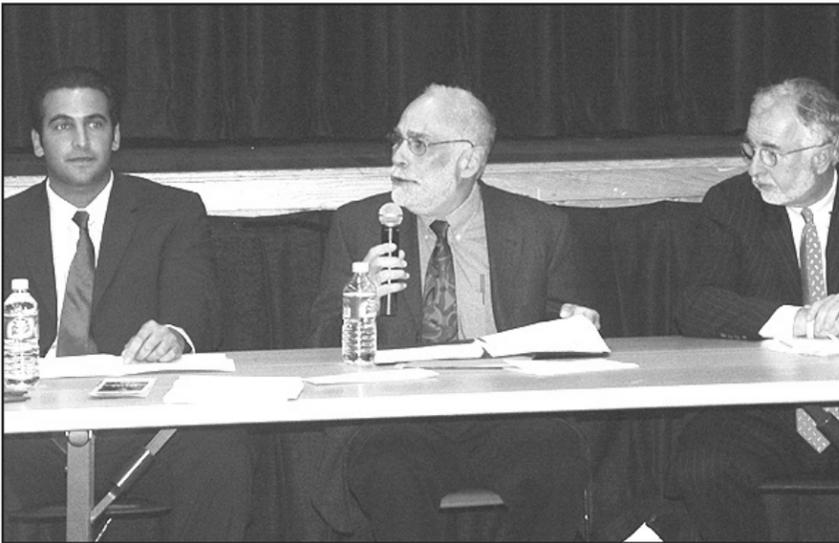


Bishop, Zanzi Square Off in Selden Showdown



From left: Republican/Conservative candidate for Congress (1st district) Italo Zanzi, Sid Bail, ABCO President, and Congressman Tim Bishop (D).

by JOCELYN MANINGO

The Selden Annex to the Middle Country Library was buzzing Monday evening, October 16, when it hosted the Affiliated Brookhaven Civic Organization's "Meet the Candidates" night with Congressman Tim Bishop (D) and his challenger for the first district seat on the Republican and Conservative lines, Italo Zanzi.

President Sid Bail of the Affi-

liated Brookhaven Civic Organization (ABCO) moderated the evening before a diverse audience that included teachers from Newfield High School, local business owners, students, seniors and other community members.

Persons in the audience wanted to know if the draft would be reestablished, and asked about social security, gas prices, health care, federal money and what will be done to preserve Long Island.

SPOOKY WALK VOLUNTEERS NEEDED DO YOU HAVE THE FRIGHT

The Moriches Paquatuck Squaws, the charity group that oversees the scares & screams of



are looking for creative volunteers to help with their ghoulicious work.

The much beloved, hair-raising and fundraising Spooky Walk at Camp Pa-Qua-Tuck in Center Moriches is **scheduled for the two Fridays and Saturdays before Halloween (October 20, 21 & October 27, 28).**

The Squaws are seeking a person or group willing to set up and haunt an exhibit. Volunteers should be over 18 or at least 15 with a parent or responsible adult with them each night at the exhibit.

CALL THE CAMP AT 878-1070 FOR INFORMATION, IF YOU DARE!
Or check out www.spookywalk.com



Winterizing Your Boat

by VINCENT T. PICA, II
Flotilla Commander, 18-06 (ISR)
United States Coast Guard Auxiliary



Even as an Indian Summer warms us, it is but a reminder that months of kindly weather lie behind us and months of dark, cold and dreary weather loom ahead. Winterizing your boat falls into two categories: either you hand it off to your dock master and say, "see you in the Spring," or it is do-it-yourself time.

Clearly, there are some basic steps and one of them is to get the boat safely "onto the hard," as the old-timers call dry-dock. Storing your winterized boat in the water can only be done in a very controlled environment with, generally, professional and near-constant attention. Even with signs of global-heating all around us, (global warming sounds too benign), the creeks and coves "out East" freeze up for much of the winter. Some years even Moriches Bay has frozen across, and I am talking about recent years. The only two upsides to storing your winterized boat in the water are, one, that the temperate nature of the water might protect your boat from freezing damage if a sudden cold snap were to hit in the middle of an Indian Summer and you weren't ready for it. Secondly, you don't have to pay to haul the boat and return it to the water in the Spring. I still believe that that can be penny-wise and pound-foolish if this watery winter berth isn't a very controlled environment. 80% of sinkings happen at the dock! So, let's focus this column on spending the winter "on the hard."

If you are going to hand the boat over to the dock master and say, "see you in the Spring," do so with a written check list, especially if you intend to do some of the work yourself. As you'll see, the advice below is not 100% inclusive. I'd need most of the newspaper to give you a check list that could be used by every boat. (If you want a copy of the Boat-US/Seaworthy article on winterization, email me below and I will email

a copy to you.) So, work with your dock master in signing off on what will be done by the yard and, if you desire to be involved, by you.

Other than covering the boat, the "mechanical system" is the most obvious place to start. Your mechanical system may only be your gasoline-powered 90-HP Johnson outboard. If so, you are going to flush the engine with fresh water (attach a garden hose to the intake and let it flush - engine OFF!), "fog" the engine with lubricating oil (be sure the fuel system is disconnected from the engine when you start the process), clean/replace the spark plugs and fuel filter, lube the carburetor and anything else that moves - choke, cam, starter linkage, etc. Don't forget the lower unit (what the prop comes out of). Replace the lube oil. If you open the drain plug and water comes out first (oil floats), you need to replace the seal. Inspect the prop(s). Any dings? Get a professional to look at that. A bad "wheel" can shake your engine apart.

So that's your outboard. Did I ask if you had a diesel engine or an I/O? Does the boat have a transmission? In-board water system (sink/shower)? Air-conditioner? Don't forget that the fuel tanks need winterizing too. Electronics going to stay aboard or come home with the owner? So, as you can see, the list is extensive.

With that said, it can be very satisfying to lay up a boat for the winter. You saved yourself some amount of money and you have the satisfaction of knowing that your boat, from stem to stern, has enjoyed the owner's caring and knowing touch.

If you are interested in being part of USCG Forces, email me at USCGAUX2006@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..."

October 2006 - Moriches Inlet

The Time Offsets mentioned in the column are as follows:

Tidal Time Offsets from Moriches Inlet:	USCG Station	Potunk Point	Mastic Beach	Smith Pt Bridge
High Tide	+45 min	+4.5 hrs	+4.5 hrs	+3 hrs
Low Tide	+2 hrs	+5 hrs	+5 hrs	+4 hrs

Day	High	Low	High	Low	High	Moon
Wed 18	05:08	11:00	17:19	23:28		New Moon
Thu 19	05:51	11:44	18:00			
Fri 20		00:04	06:28	12:26	18:39	
Sat 21		00:41	07:03	13:07	19:15	
Sun 22		01:16	07:36	13:48	19:49	
Mon 23		01:51	08:07	14:27	20:23	
Tues 24		02:24	08:38	15:05	20:57	
Wed 25		02:57	09:11	15:43	21:34	