



Scotch & (Sea)Water - A Deadly Cocktail

by VINCENT PICA

CHIEF OF STAFF, FIRST DISTRICT, SOUTHERN REGION (D1SR)
UNITED STATES COAST GUARD AUXILIARY



Drunk driving, whether that be in a car or in a boat, is one place where I actually feel the legal penalties are too lenient. If a person, uninfluenced by booze, drove a car or a boat recklessly and hurt or even killed someone, they would get a more severe sentencing in many jurisdictions than doing the same thing while drunk, "under the influence" as the legal saying goes. In past ages, drinking and still being able to drive, whether that be a car or boat, might have been considered a badge of honor in certain circles. Today, thank goodness, it is considered reckless lunacy. And things are worse on the water than on the land. This column is about that.

Oh That Swaying Feeling

Often times, when I come in from a boat ride with the family, some of the more lubberly members of the family say, "I can still feel the swaying!" If they happen to jump in the shower, it really gets intensified and they joke that they had to hold on to the shower wall to keep from tipping over! This is clear evidence of the dramatic impact the marine environment has on the body's sensory perception system. While boating, we are confronted with conflicting information from the eyes, feet and inner ear. The horizon is constantly moving - up, down and sideways - as the boat moves beneath our feet. Our conscious brain has no problem with intellectualizing this. But the unconscious part of our brain is getting sensory overload.



This can result in reactions ranging from slight queasiness to absolutely debilitating nausea (see SSP, "Mal de Mer", 2/21/07.)

The marine environment is full of "stressors" - the Sun, glare, vibration - to name a few, are all pretty common on there. Stressors intensify the effects of alcohol, drugs and some medications. They can cause fatigue, reduced coordination, weak judgment and slow reaction time. And forget about the vision of the St Bernard saving you from the cold by giving you brandy. Alcohol makes the body more susceptible to the effects of cold water, not less.

Not surprisingly, all of this adds to boating accidents. U.S. Coast Guard data shows that, in boating deaths involving driving under the influence, more than half the victims capsized their boats and/or fell overboard. Over 1 in 5 boating deaths are linked back to the use of alcohol.

The Law

Every state in the Union prohibits the operation of a boat while under the influence of alcohol. The US Coast Guard, as a federal entity, enforces a federal law that prohibits Boating Under the Influence (BUI). This law pertains to every vessel, foreign or domestic, operating in U.S. waters, as well as U.S. vessels on the high seas. Penalties may include fines, jail, impoundment of boats, and in some states, the loss of boating and/or driving privileges. (see table below.)

Back in 2008, Operation Dry Water was started in partnership with the US Coast Guard, the National Association of State Boating Law Administrators and partner agencies. It is a national weekend of BUI

detection and enforcement aimed at reducing the number of alcohol-related accidents and fatalities, and fostering a stronger and more visible deterrent to alcohol use on the water. Zero tolerance is, of course, the posture, then and now. Ours is coming up soon.

Booze kills.

Table 1

REAL RISKS. REAL CONSEQUENCES.

Boating under the influence of alcohol or drugs could cost you:

- Someone else's life
- Your own life
- Your driver's license
- The time, expense and shame of an arrest
- A fine
- Boat repairs from an accident
- Property damage from an accident
- Medical treatment

Table 2

Essential Boat Operating Skills Adversely Affected by Alcohol or Drug Use

- Peripheral vision
- Night vision
- Inhibitions
- Ability to distinguish colors
- Cognitive abilities
- Judgment
- Balance
- Coordination
- Reaction time

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-



County Clerk Update

by SUFFOLK COUNTY CLERK

JUDY PASCALE

BECOMING A NOTARY PUBLIC IN SUFFOLK COUNTY

Suffolk County Clerk Judith Pascale is encouraging anyone who has considered becoming a Notary Public to visit www.SuffolkCountyNY.gov/clerk to learn more about the process.

A Notary Public is a state-appointed official who administers oaths and serves as an impartial witness when important documents are signed. A Notary Public most commonly administers oaths and affirmations, but can also certify acknowledgements on documents such as deeds, mortgages or powers of attorneys. A Notary Public is commissioned to serve for four years.

"If you are eighteen years old, a citizen of the United States and either live or have an office in New York State, you are eligible to serve as a Notary Public," stated Suffolk County Clerk Judith A. Pascale. "Because you will need to pass an examination in order to serve, you should visit our office so that we can provide you with a copy of the Notary Public License Law study guide," continued Pascale.

The Notary Public Exam is a walk-in exam given regularly throughout New York State. In Suffolk County, the exam is administered by New York State Department of State in Hauppauge at the New York State Office Building located on Veteran's Highway. An appointment is not necessary; examinations are conducted on a "walk-in" basis.

The fee to take the exam is \$15.00, due on the date of the exam, payable by check or money order to the "Department of State". Cash is not accepted.

The Office of the Suffolk County Clerk maintains records of all notaries public commissioned in Suffolk County and provides authentications of Notary Public signatures. In addition, Notary Public renewals are administered by our notary department. The public can visit the notary department located at 310 Center Drive in Riverhead between the hours of 9:00 a.m. and 5:00 p.m., Monday through Friday, excluding legal holidays.



by TONY SALERNO

FISHING WITH TONY

SOLID MIX OF FISH ON BOTH SHORES

It's the same story as every May, just what to fish for. By this time of year, stripers are just about at all their usual haunts gulping down a myriad of forage baitfish, while fluke settle into the sandy fringes of the bays and harbors, while bluefish terrorize just about anything that swims. However with the ever so mild winter we experienced, you can add a strong showing of giant porgies to the list as the silver slabs have made their presence felt on both the south and north shores.



"With lots of east wind and cooler temperatures plaguing the area last week, fluke fishing was a struggle," said Captain Desmond O'Sullivan of the Port Jeff based open boat the Celtic Quest. Despite the weather, anglers were still able to scrape up some decent numbers of flatties, however the big excitement on this end of town is the amount of big scup piled up in shallow water. In between their innings with fluke, the Celtic Quest and next-door neighbor the Osprey V have been keeping rods bending and buckets filling with the tasty critters. Bluefish and stripers are also finding themselves as a by-catch along with the fluke and the scup.

Down along the south shore, as predicted, the fluke are making their presence felt strong both inside and outside Shinnecock and Moriches Bays. There in Shinnecock, both open boats, the Shinnecock Star and the Hampton Lady, are treating fares to some exceptional fluke action with plenty of limits to go around. In addition, the boats are filling out buckets with legal limits of giant porgies, ling and RSA sea bass.

Inside Moriches Bay, Captain James Russo of the open boat the Rosie, has been enjoying solid action with the summer flounder to 7-pounds just 15 minutes from the dock. On Friday, nine anglers enjoyed catching close to 100 fluke keeping 23 for the fillet table. The Rosie is back in action for the season sailing daily from 7:30 a.m. to 3 p.m. Stripers have also been the word inside Moriches with plenty of teen size fish taken on fresh clams and chum. Captain Jeff Roy, of the Center Moriches based charter boat Blackfoot Charters, has been enjoying some fast pace bass action near the inlet mainly on clams with fish to 37-inches. Outside of Moriches, the reef is also showing a good run of porgies, but for right now, anglers are more than happy with the current run of fluke and stripers.