



A Message from...
**The Chamber of Commerce
of the Mastics & Shirley**



Dear Members:

October 2006

All are invited to our general meeting on Monday, October 9, at 7 p.m. at Baysides Restaurant. The buffet will be \$20 per person. Baysides phone number is 631.874.2020.

Guest speakers will be Councilwoman Carol Bissonette and Larry Davis Esq. The topic will be the Forge River Moratorium.

The time is getting near. The Christmas parade is to be held on Sunday, December 3. The rain (snow) date is Sunday, December 10. This year's theme is "Musical Christmas" and the Grand Marshall is Joseph Pergola, director of the William Floyd High School Music, Arts and Theater Departments. Anyone who would like to enter a float or march in the parade, please email Bill Ryan at: Subwaybill@aol.com

Volunteers are also needed the day of the parade. There will be two general meetings for the Christmas Parade. They will be held on Thursday, October 12 and Thursday, November 16. Time and place to be announced.

Sincerely,
Barbara Giaccone
President

Spooky Walk Volunteers Needed Do You Have The Fright Stuff?

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

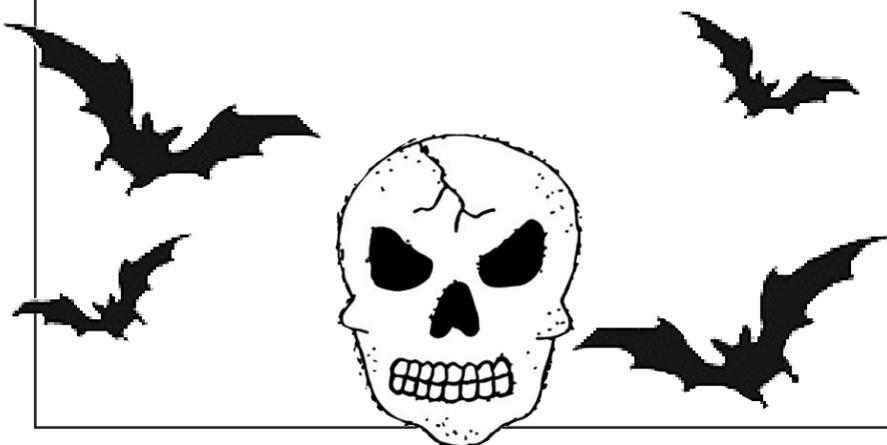
Spooky Walk

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, and 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



Float Plans - Nothing but Upside

by VINCENT T. PICA, II

US Coast Guard Auxiliary First Southern Region - Division 18

As we close in on the end of summer, it still isn't too late to think about Safety of Life at Sea (SOLAS). In fact, as we contemplate the end of the crowded beaches, we might even feel compelled to venture out towards Connecticut or places further north and east to catch the first hints of the incoming Fall. If so, the Float Plan can be key for you and those closest to you.



Weather

With respect to predicting the weather, I use the weather.com Web site - www.weather.com - and the reason I do is because I can get weather predictions 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.

Tides

Nothing is more likely to surprise you or be more perilous than running aground - and understanding the tides can help you avoid that. There are several good services to use but there is something very subtle about tide analysis that no chart gives you.

Tides change at different rates at different places. Knowing the tides at Moriches Inlet is one thing, figuring out how to keep pace with the tide for hours as it works its way down the East and West Cuts and across the bays and into the coves would require major mental gymnastics. Why do that if the internet can do it for you?

Local Notice to Mariners

As of April 1, 2004, the United States Coast Guard stopped mailing the Local Notice to Mariners. Instead, it is accessible on the internet at <http://www.navcen.uscg.gov/lnm/default.htm>. Why go out upon the briny with less information than there is available to you? Go on the Web site, click around until you find the area for you to put your email address in - and from then on get, direct from the United States Coast Guard forever, the latest about what is happening "out there." For free.

The Float Plan 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.

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 or den, and walk through the passage with parallel rulers and dividers.

The aim 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, e.g., working against (or with) a current, or cross winds creating additional work effort for the engines to hold course. This translates into fuel consumption "deltas," which ultimately lead directly to SOLAS issues.

If you have made an error in the development of your pilot guide, or if your chart is generally consistent but winds and tides have done the inevitable, then you'll have to do what every skipper has done for centuries untold - improvise carefully.

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		High		High	Moon
OCT						
Wed 04	04:57	11:03	17:19	23:33		
Thu 05	05:51	11:58	18:12			
Fri 06		00:22	06:40	12:52	19:02	Full
Sat 07		01:09	07:27	13:44	19:50	
Sun 08		01:55	08:13	14:35	20:40	
Mon 09		02:41	09:02	15:26	21:32	
Tue 10		03:28	09:53	16:16	22:28	
Wed 11		04:14	10:48	17:09	23:27	
Thu 12		05:05	11:46	18:09		
Fri 13	00:27	06:03	12:44	19:17		Last Qtr
Sat 14	01:26	07:13	13:43	20:25		
Sun 15	02:26	08:23	14:41	21:22		