



Heard from the "Hill"

by COUNCILWOMAN CAROL BISSONETTE

Open Space, Evacuation Plan

Over the course of the last several months, Council District #6 has had some great victories and still we are faced with many challenges that together we can find the positive solutions to. We must continue to work together as a team to accomplish the changes we want to bring about. It is you, the residents that are my true partners in bringing positive solutions to the community.

Recently we have acquired the development rights to three significant properties here in Council District #6. Development rights were acquired for the former eviscerating plant at the northwest corner of Bay Avenue and Montauk Highway in East Moriches. This property is adjacent to the Terrill River, and acquisition is the first step forward in protecting the Terrill River from overdevelopment along its banks. The Town and the County in a 50/50 acquisition also purchased the development rights to the Jurgielewicz Duck Farm, 47 acres at the head of the Forge River. This is environmentally significant because it prevents 50 to 100 single and separate residential homes from being built along the eastern bank of the head of the Forge River. The third purchase is for the development rights to Camp Pa-Qua-Tuk and includes nearly 27 acres. Culturally and environmentally, this is a win for all parties involved. The Camp will continue to operate its outstanding facility for the children for decades to come and the land will remain undeveloped and become part of a growing connection of parcels that are expanding the nature trail whose southernmost point is the Havens County Estate.

The Coastal Evacuation Task Force continues to meet monthly. At our

meeting last week, the Task Force members broke into groups and identified possible new additional north-south access routes that would be critical for emergency evacuation. We also began laying out roadways for evacuation as well as for emergency services. The recommendations are being summarized by Paul Rogalle from the Town of Brookhaven's Traffic Safety and Engineering Division and William Hillman, P.E., from Suffolk County's Department of Public Works. They will bring the summary back to the Task Force next month. After review and adoption of the recommendations, they will be provided to the Transportation Consultant who will be hired as part of the grant provided by Congressman Tim Bishop to develop the coastal evacuation route. The Task Force also identified locations for signs denoting "coastal evacuation route" and will begin the process of securing the necessary approvals for placement of the signs.

For several months now, the Town of Brookhaven has been working on its 2007 Operating and Capital Budget. The budget comes from the office of the Supervisor and it is presented as a preliminary budget to the members of the Town Board. On Tuesday, October 3, at the Town Board meeting each of the elected Town Board members received their copy of this 485-page preliminary proposed budget. I am reviewing it carefully and closely scrutinizing it. It is imperative that any budget must first and foremost be fiscally responsible and conservative. In our present economy and with our present tax levels it is important that the taxpayers receive the very best in services and administration for their hard earned money.

Junior Girl Scouts Decorate Main Street



Left to right starting at bottom: Regina Viola, Tori Fahie, Savannah Schwack Lauren Miner, Lauren Bilardello, Dakota Warren, Megan Murray Shannon Cunningham, Autumnne Venturino, Kiley Nolan, Rachel Svendsen, Brianna Phillippe. Leaders are Dolores Miner and Leslie Murray (not shown)

Junior Girl Scout Troop 2186 in conjunction with the Center Moriches Chamber of Commerce decorated Main Street in Center Moriches with cornstalks donated by Sally and John Kennedy of W&K Farms, and twine donated by Jonesy's Hardware of Center Moriches.

This community service project is part of the Bronze Award, the highest award earned by Junior Scouts, which the girls are working to achieve by spring 2007. Special thanks to the Kennedy Family, Art Gerhauser of the Chamber of Commerce, and Mark Danowski of Allstate Insurance for their help.



Heavy Weather Skippering

by VINCENT T. PICA, II

Flotilla Commander, 18-06 (ISR)

United States Coast Guard Auxiliary

Heavy weather in the colder months has its own set of challenges. First, hypothermia is obviously a major concern as the water temperature drops. Second, as the water chills, it gets denser per cubic foot. Denser means more "oomph" behind that chop. Third, it gets darker sooner. What used to be an all daylight trip out to a favorite fishing spot is now a return under the cover of night.

So, what to do if caught in heavy weather?

1. Put Your Life Jackets On - The skipper has to direct everyone to don life jackets. On my vessel, I have a heavy weather type-1 life jacket on the back of my helm seat. Across the back, where the crew can read it, are the words, "If you see the captain put this on, try to find one for yourself."

2. Take Waves at an angle - Those waves that you are trying to muscle through pack tremendous power. Did you know that one out of every 20 boats that sinks at sea does so when the hull comes apart under the force of pounding seas? If that statistic were adjusted for heavy weather sinkings, it would go up dramatically, I'm sure. Cross the waves at a 45-degree angle and "tack" across the storm like a sailboat moving to windward. And slow down! Your 20 knots and five knots of wave speed add to the force of the pounding. Slow down and lessen the impact.

3. Don't Be Bashful - If things start to get dicey, get on the radio and call the U.S. Coast Guard. Tell them where you are, where you are heading and why you are concerned about the situation. Most likely, the watch stander will take that information and ask you to check in with him or her every 15 minutes. Don't be late in checking in or you may find a red-and-white helicopter hovering over you. But if you are in trouble, the USCG

will know where you were just 15 minutes prior. You started the "rescue clock" the last time you communicated your position.

4. Any Port in a Storm - OK, you told your wife you'd be back by 4 p.m. and it is now 6 p.m. and you are struggling against the nor'easter that is keeping you from operating at speed to get in. Don't bet your life on a perceived deadline. Your wife would rather you survive. Head to the nearest harbor you can safely make, even if that means turning and putting the storm on your stern. Arriving safely in New Jersey is better than not arriving at all.

5. Surf - If you find the sea is going where you are, consider getting on the back of one of those growlers and staying there, all the way home. It takes considerable seamanship and helmsmanship to ride the back of a wave but consider it. If you have an outboard engine with a transom cut-out, your "free board" is only that little distance between the water line and the lowest part of that cut-out. Probably 6" to 10". If you have a following sea and one of those growlers catches up with you, it will swamp you from astern. If you stay ahead and it can't.

6. Create a Ditch Bag - If things really get dicey, don't leave the boat until it sinks out from under you. But have a "ditch bag" ready. Contents of a "ditch bag" that come to mind immediately include cell phone, handheld radio, fresh water, dry clothes, medical kit, flash light and flares.

Be the skipper who can say, "I always bring my crew back."

BTW, 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	High	High	Moon
OCT				
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
Sat 14	01:26	07:13	13:43	20:25
Sun 15	02:26	08:23	14:41	21:22
				Last Qtr