



Safety First - In 10 Easy Steps

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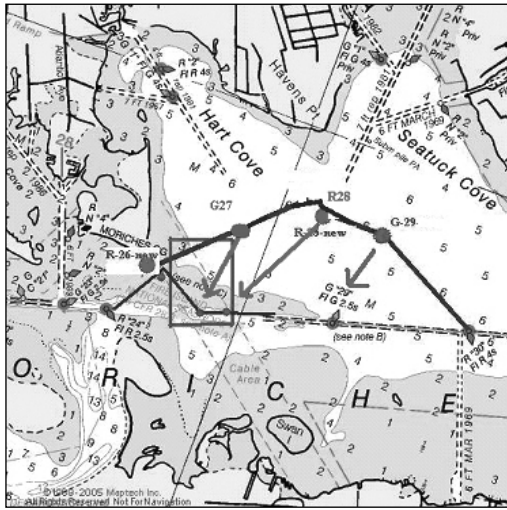


Any mariner who has transited Moriches Bay knows that, in several places, it can be and will be very unforgiving if you stray from the channel. In some places, such as between buoy-26 and buoy-27 to the east of the US Coast Guard Station on Tuthill Point, it can be unforgiving while in the channel. The USCG Local Notice to Mariners has noted for over a year that depths of 18" (that's inches) have been reported there. And, for a couple of summers now, the US Coast Guard has maintained buoys outside the charted channel because that was where the water was (see SSP, "New Buoys in Moriches Bay - Head Up!", July 16, 2008.)

To The Rescue...

Working with the Army Corps of Engineers, the US Coast Guard has returned the buoys to the original charted channel (see diagram - and please excuse my art work!) For those mariners who have had GPS way points for the "dog leg" channel, please reflect that the old channel is new again. Drive with your head up, looking ahead, not down looking at the GPS screen.

Buoys 27, 28 and 29 have been moved from the dog-leg channel back to the charted channel. As well, buoys 17, 18, and 20, further up west in Moriches Bay, have been moved back to their original charted positions (south, from their positions last season.)



Has It Worked?

Largely, yes - but you need to pay attention. I ran most of the new channel myself yesterday, assisting two jet skiers who were hopelessly lost in the fog and unable to make it from the north end of Seatuck Cove, where they sought refuge, to their home on the barrier island, just east of Swan Island. (Radar helps...!)

But this is Moriches Bay. The in-coming tide will bring sand from the east and west "cuts", north of Moriches Inlet, to the main part of the bay and drop it as the water pressure/speed drops as it leaves those narrow cuts and thus loses the compressive action. Think garden hose with - and without - a nozzle... And the outgoing tide will take most - but not all - of that sand back out. So, whether we get one season or five seasons out of this exercise, only time will tell and God knows... but you need to know where the buoys are - now.

Lessons?

Plenty. First, the Law of the Sea still prevails. SeaTow (who put in a tremendous number of hours) and TowBoat-US often "held station" by the new channels to warn boaters not to run aground, despite it being in their commercial interest to be towing rather than not towing. Of course, all parties worked closely and well with US Coast Guard Forces, both the active-duty regulars and Auxiliarists. Second, keep your head up! Just because the GPS says "go right", only do so if your eyes confirm what your electronics are telling you. In fact, when I teach seamanship electronics, I start with "what do your eyes tell you?" - then cross-check that to the electronics. If they don't agree, STOP THE BOAT AND FIND OUT WHY! There is no shame in safety first!

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-HR and we will help you "get in this thing..."

Coast Guard Auxiliary Rings in Safe Boating Week

On May 20th, U.S. Coast Guard Auxiliary Commodore Hal Marschall of the First Coast Guard District Southern Region was given the honor of ringing the opening bell of the NASDAQ in New York City. This event also represented the official Coast Guard Auxiliary kick-off of National Safe Boating Week that spans from May 21st to May 27th.

Commodore Marschall was accompanied by several Auxiliary members at this NASDAQ event, with a mission to spread the word to the public regarding the importance of life jackets. The Commodore explained, "Our Recreational Boating Safety mission is to ensure the public has a safe, secure and enjoyable recreational boating experience; by implementing programs that minimize loss of life, personal injury, and property damage; while cooperating with environmental and national security efforts."

The Commodore noted several annual statistics including the fact that of eighteen children under age thirteen who lost their lives while boating, 56% of those children who drowned were not wearing life jackets.

The day was topped off by a Ready Set Inflate life jacket demonstration and Commodore Marschall reinforced the theme of the day with the words "be ready, be safe, and have fun during the boating season."

The Coast Guard Auxiliary was established by an act of Congress in 1939. Today it is an integral part of the U.S. Coast Guard under the Department of Homeland Security. If interested in joining, check us out at www.join.cgaux.org.



Commodore Marschall and his wife Maura join the Auxiliary Team in front of the NASDAQ tower.



David Wicks, Vice President NASDAQ MarketSite with Commodore Marschall and Auxiliary members following the Ready, Set, Inflate of the life jackets.



by TONY SALERNO

FISHING WITH TONY

WINDS FROM THE EAST, FISHING THE LEAST

It was a tough week on the fishing front, to say the least as monsoon style rain at times and a hefty dose of strong easterly winds kept both anglers and fish in the hide. Those who did brave the elements, did find mixed results for their efforts. My pal Mike Barone fished nearly every day in the early part of the week through the snotty weather aboard his 28-foot Baha Cruiser along with a bunch of his cousins visiting from Florida. Most days found the gang inside Moriches Bay, particularly in Narrows Bay, where it was bluefish paradise on most occasions. Mike and his cousins found popping plugs worked best on the choppers in the shallow waters of the Narrows over tins and bait. When the window of opportunity prevailed, the boys plugged away near the breakers of Moriches Inlet where they were rewarded with some schoolie stripers and bluefish to 6-pounds. Fluke fishing was originally on the menu, but scratched out with all the strong easterly winds that never abated. Anglers, who did attempt drifting for the summer fatties, found a few willing to slam on spearing and squid combos in the Narrows by buoy 8. Unfortunately, however, most of the fluke were shorts with a keeper here and there.



Paul Nilsson with a tilefish caught this past weekend aboard the Viking Starship out of Montauk Harbor.

Over at Shinnecock Bay and most of the north shore, it was pretty much the same deal of lousy weather equating to a lack of effort. Again, anglers who ignored the wind and rain, found a few schoolie stripers inside Stony Brook and Mount Sinai Harbors sucking down sand worms and bunker. Some cocktail blues and short fluke are also in the harbors, however the best of both worlds on these two species lay upon the shoals along the beaches of the Sound. Once Mother Nature decides to calm her anger, things along both shores should ripen to some outstanding action.

On a bright note, if you were 146 miles east of Montauk Point in 800 feet of water this past weekend, then most likely you found calm seas and sunny skies, as did the Montauk-based open boat the Viking Starship. Captain Steve Forsberg and crew, along with 40 hearty anglers, spent the weekend fishing for tilefish and everyone was graciously rewarded with coolers of tasty tiles. Fluke to 12 plus pounds, cusk, cod and haddock also mingled into the catches of tilefish. My pal Paul Nilsson and his cousin Joe White were aboard on the trip and considering it was the first tile trip for Paul and Joe, the duo did a find job of showing their dexterity by nailing 40 tiles between them along an assortment of other goodies.