

Pink Ducks Go To Bat For Breast Cancer Cure

by EDWARD J. HUNT

On Labor Day, the Long Island Ducks, along with sponsors Good Samaritan Hospital and the Bethpage Federal Credit Union, hosted the First Annual Breast Cancer Awareness Night at CitiBank Park. 1,500 fans received commemorative pink T-shirts and kids received a copy of "The Boy of Steel," author Ray Negron's story of a young cancer patient and his learning the importance of never giving up, through his love of baseball. Mr. Negron was on hand to sign the books, the line for which stretched around the concourse.

The Ducks players wore pink jerseys and used pink bats during their game against the Somerset (Pennsylvania) Patriots. The auction of the jerseys and bats began during the game, and will run through Saturday, September 23. Bids started at \$75 and are being raised in increments of at least \$10. Fans interested in bidding can do so by visiting the auction table at any Ducks home game until September 23 in the Waddle In Shop. The final bids will be taken at the conclusion of the visitors' half of the seventh inning of the September 23 game. Fans unable to make it to the ballpark can place bids by phone at 631.940.3825, extension 113. Phone bids will be accepted until September 23, at 5 p.m. All proceeds will be donated to the breast cancer organizations that were in attendance and will be distributed by The QuackerJack Foundation, the charitable arm of the Ducks.

For Ducks owner Frank Boulton, the night hit especially close to home. "Over 20 years ago my mother, Dorothy Boulton, lost her battle with breast cancer," said Boulton. "As a husband and father of two daughters, I know the importance of breast cancer awareness. Our organization is proud to be able to host an evening to raise breast cancer awareness across Long Island and to salute those organizations that are fighting hard to find a cure."



Photo by EDWARD J. HUNT

Bud Harrelson confers with Quackerjack



Photo by EDWARD J. HUNT

Members of the Eastport-South Manor Blue Jays join Erick Almonte and Carlos Hernandez for the National Anthem

Every two minutes a woman is diagnosed with breast cancer and this year, more than 211,000 new cases of breast cancer are expected in the United States. The disease is the leading cause of death in women between the ages of 40 and 55. The National Breast Cancer Foundation suggests clinical breast examinations once every three years for women aged 20-39, one exam a year thereafter, and monthly breast self-examinations beginning at age 20. By the age of 40, all women should have a baseline mammogram. Women 50 and older should have yearly mammograms.

The Ducks lost to the Somerset Patriots 4-3. They are currently in second place in the Atlantic League's North Division, behind the Bridgeport Bluefish, the Ducks likely first round playoff opponent.

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**We welcome
letters to the Editor!**

Letters must be timely and brief (200-250 words), and will be edited for length, clarity and accuracy. Your name, phone number and address must be included. Emailed letters will get first priority. The opinions expressed in the letters to the editor are not the opinions of the South Shore Press. Please submit all letters to the South Shore Press, PO Box 608, Moriches, NY 11955 or email to sspress2000@aol.com

On Moriches Bay with the Coast Guard Auxiliary

by DAVE WILLINGER

"Permission to come aboard," Louis Chrisomalis asked rather formally on a recent evening as he respectfully stepped onto fellow coxswain Vincent Pica's 25-foot Parker to embark on a Coast Guard Auxiliary training mission. Coxswain Pica was in charge of the training mission aboard his own boat, named Maruna for his three children: Mariel (22), Rudi (19) and Natalie (13). Rudi, a student at American University in Washington D.C., was also on board and began to conduct the pre-mission equipment check.

The younger Pica carefully ran down a list of on-board tools and emergency equipment, showing the other mission participants where each item was located on his father's boat, which becomes an official Coast Guard "facility" whenever Vincent Pica is underway on behalf of the United States Coast Guard. On the evening in question, coxswain Pica

radioed Shinnecock Coast Guard Station that he was underway with



Photo by D. WILLINGER

Flotilla Commander Vincent Pica's Maruna returns home from a Coast Guard Auxiliary training mission.

eight on board and slowly motored into the eastern reaches of Moriches Bay. Besides the Picas, father and son, and a local reporter sporting a snug civilian life vest, the Maruna carried trainees Mark Bretz of Moriches and Tony Frontino of Center Moriches,

and crewman/instructor Ed Tordahl of Mastic, crewman Tony Ruiz of Manerville and coxswain Lou Chrisomalis of Westhampton.

Meanwhile, the auxiliaries in their deep blue uniforms with their names sewn above the right breast pocket listened to Rudi and watched as he pointed out and tested the EPIRB, an Emergency Position Indicating Radio Beacon, which in the worst-case scenario of a sinking would automatically signal the boat's location to rescuers. Other equipment on board included three fire extinguishers, flares, a medical kit, safety harness, loud hailer, spot light, extra blankets, man overboard system, towing system, spare bilge pump and a boat hook. Vincent Pica has equipped his Parker with radar, an electronic chart plotter and even an infrared camera to aid in detecting objects and people floating in the water at night.

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As this training mission got underway, the last traces of pink and orange from the setting sun faded in the western sky. Soon it would be very dark beneath the moonless night sky. The auxiliaries were all wearing Coast Guard rated life vests over their uniforms. Each of these personal flotation devices features a "Firefly" rescue strobe light, so-called "meteor" flares, a signaling mirror, a whistle, a knife, and a cyalume stick personal marking light. In addition to all this, each coxswain also carries a personal EPIRB in his vest by order of the Coast Guard.

After a few minutes on a westerly course, coxswain Pica activated a small flashing light on "Molly O'Boyle," his man overboard training device, and instructed a trainee to drop "her" over the starboard beam. Pica quietly noted the longitude and latitude on his electronic chart plotter and continued to pilot the boat westward, while Molly floated into the darkness beyond his wake. The auxiliaries were spread out on both sides of the boat, constantly advising their coxswain of the position of boats and other objects in the water. "Starboard bow, 1,000 yards!" a man standing behind the enclosed pilothouse sang out. "Starboard bow," acknowledged Pica at the helm. The reporter stared ahead and to the right, straining to see the red running light of a "stand-on" boat ahead, that is, a vessel having what landlubbers call the right of way.

Pica changed course a couple times before beginning the Molly O'Boyle drill. He explained that this particular drill would focus on using the boat's technology to plot a course to the location of a man overboard. Should a real world situation occur within range of the auxiliary while they are out on the water -- and it has happened -- the "regulars," that is, the active duty Coast Guard could order the auxiliary to the scene for a search and rescue. In such a case, the auxiliaries would have to be able to get their boat to the correct location ASAP. "Hauling



Photo by D. WILLINGER
Trainee Greg Sarafina of Center Moriches is caught on the Maruna's infrared camera.

someone out of the water is the easy part," Pica said, purposely downplaying what he knows can be an arduous and harrowing job requiring the strict implementation of Coast Guard procedures. "Finding the person in the bay or ocean is the hard part."

In the life and death situation of a real "man overboard," Coast Guard dispatchers from Sector Long Island Sound would periodically update the search, based on factors like wind and tidal drift. The auxiliary crew needs to be able to react quickly and precisely

to any coordinates radioed to them.

On this night, Lou Chrisomalis hunched over the computer screen plotting the course with Pica. The men on deck peered into the dark and finally sighted the flotation device. "Starboard bow, 200 yards!" "Starboard bow," the coxswain repeated, then, "Man the boathook. Prepare to bring Molly O'Boyle on board." When Molly was safely on the deck, the crew immediately simulated an ABC check, attending to airways, bones and circulation: Is the person breathing, are there any fractures or bleeding?

Auxiliary members learn a wide range of boating skills and are also tested on local knowledge. Flotilla 18, sector 6, of which Pica is the current commander, stretches from Shinnecock Canal in the east to the William Floyd Smith Point Bridge in the west.

During the training mission, Pica's group also happened upon a buoy that is supposed to be equipped with a light that flashes once every four seconds. The buoy was dark so Pica reported it to the Shinnecock Coast Guard Station as a navigation aid in need of repair. During all missions, the Coast Guard Auxiliary maintains radio contact with the local Coast Guard station, in this case, Shinnecock.

Back at the dock behind his house, after his crew had secured the boat, Pica made his final radio call of the night to report that *Maruna* and all eight persons on board had returned safely. The friendly voice from Shinnecock wished all a good night.

But the training was not over. Instead, the men assembled in Pica's driveway to debrief. Coxswain Pica sent them home with a reminder: when you're judging the distance of a "stand on" vessel, it is better to underestimate than overestimate. In other words, calling out "200 yards" is bound to get the attention of the guy at the helm quicker than "500 yards."

PLEASE DRIVE SAFELY! (We've already lost our sign.)



An out-of-control car crashed through the sign outside the offices of the South Shore Press on Montauk Highway in Moriches on Sunday night. No staff members were hurt and reportedly the driver of the car was uninjured.

5K RACE SATURDAY MORNING AT SMITH POINT

The Bay Area Bridge 5k Run at Smith Point Park will begin on Saturday, September 9, at 9 a.m. sharp. The 5k (3.1 mile) course runs over the scenic Smith Point Bridge. Amenities for racers will include a free T-shirt, split times each mile, three water stations and a free post-race raffle for a round of golf at the Shirley Links. Race day registration will take place from 7:30 a.m. until 8:45 a.m. and costs \$20. Trophies will be awarded to the top three male and female runners and the top three male and female runners in various age groups. All proceeds will go to the Mastics-Moriches-Shirley Community Library's Family Literacy Fund and to the William Floyd Scholarship Fund. For more information, contact Joseph Maiorana at 631.399.6708 or email Smithpointpark5k@hotmail.com.