



EPA: All L.I. Fails Ozone and Fine Particle Health Standards. Suffolk Bill Would Help Clean Up County Air



by ADRIENNE ESPOSITO

Diesel emissions account for a large portion of the pollution degrading local air quality.

To combat this problem, the Suffolk County Legislature has introduced a bill to require all Suffolk County-owned heavy-duty vehicles and County contracted vehicles to use the best retrofit technology and ultra-low sulfur diesel (ULSD) for on road and off road vehicles.

ULSD is a cleaner option currently available for diesel fuel vehicles. The EPA recently mandated that 80% of production for all oil refineries in the nation must be ULSD by December. ULSD reduces emissions of NOx, which is a major contributor to ground level ozone, and fine particulate matter pollution. The EPA has found that by using these cleaner technologies particulate matter can be reduced by 60-90%!

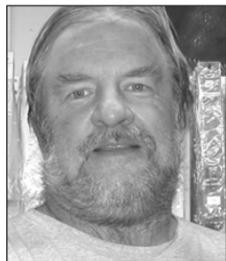
According to the EPA, all of Long Island fails ozone and fine

particle health standards. High levels of ozone can result in chest pain, congestion and coughing. Studies have found that up to seven percent of hospital admissions in the summer can be attributed to smog. In addition, fine particulate matter has been linked with premature death, heart attacks and many lung-related ailments. Recently, a study published in the Journal of the American Medical Association concluded that long-term exposure to combustion-related fine particulate air pollution, such as in diesel emissions, is an environmental risk factor for heart disease and lung cancer.

A primary role of government is to protect the health and safety of its people. This critical legislation will lower emissions from these vehicles by approximately ten percent almost immediately! Public health threats from diesel fuel combustion will be reduced, thus benefiting all residents. CCE is hopeful that the Suffolk Legislature will pass this legislation.

FishingReport

By GARY GRUNSEICH
of *Silly Lilly in East Moriches*



The fall colors are starting to fade to browns and grays, and the brisk northwest winds are ushering in colder air. The bay waters are cooling to the point where the only species you can catch are blackfish and stripers. Now is the time that, traditionally, the sinker bouncers, otherwise known as flounder fishermen, would begin to stir. But not this year, since the 2006 season only lasted 60 days from April 1 to May 30. Who knows, maybe next year recreational anglers will receive a more equitable distribution of the stock.

Stripers are still plentiful in and around the inlet on all the familiar baits and lures. Local sharpie Doug "the canvas man" landed a couple of bass in the 40-pound range that I saw. However, those anglers who prefer to use live bunker for bait will find that these herringlike fish, also known as

menhaden, are harder to obtain as they seem to be exiting the south shore bays.

Blackfish are still abundant along the west jetty using green crabs and fiddlers and I've heard reports of good blackfishing at the artificial reef southwest of the inlet. The problem for boaters this time of year is the relentless wind, however this doesn't affect the shorebound fishermen so much, since the schools of migrating bass are well within the range of surfcasters' lures.

I hope this winter will treat us all kindly. With luck, before we know it, Spring will have sprung. This is my last fishing report for the year. I'll continue them after the snow has melted. By then the flounder will be jumping into the boats! Take care and remember there is still time to quit wishin' and go fishin'.



Stuck in the Fog - Now What?

by VINCENT T. PICA, II
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As the air temperature drops and the water still holds some of that summer heat, we can expect fog. What to do?

With the dropping price of radar, boats in the mid-20' range can now be found to have radar aboard. However, the advice below holds for the 65-footer with radar and chart overlay capabilities as well as the skipper in the 17-foot open boat with a 90-hp Merc on the stern. When the fog rolls in:

1. Slow down to "a slow bell," that is, with forward propulsion necessary to maintain steerage, but no greater. Put on life jackets.

2. While underway and making way (engine in gear), give one "prolonged" blast on your whistle (4-6 seconds). This is specified in the Navigation Rules, Rule 35(a). In fact, the Rules say "not more than two minutes apart." Let me make it plainer. No less than every two minutes.

3. While underway but not making way (dead stop on the engine but not at anchor), give two "prolonged" blasts, separated by a couple of seconds apart, no less than every two minutes. This is Rule 35(b).

4. If necessary to anchor due to visibility, "boats less than 39 feet 4 inches (12 meters) in length may make an efficient sound signal at intervals of not more than two minutes." In short, it is not specified for boats under 12 meters. Boats larger than 12 meters at anchor must clang their bell 5 times quickly followed by one prolonged and one short (~1 second) blast of the whistle.

5. Sound travels more efficiently through fog than clear air. Bring your engine to dead stop from time to time and listen. Listen for the sound of surf (move away from that!), buoy whistles/horns/bells (move towards those, carefully) or other engines (sound danger whistle right away and take all way off - but don't turn off the engine!)

Now you are properly communicating with other boats but you want to get in out of the fog if you can. How? Don't hug the shore. As the fog intensifies and you draw closer and closer to shore, you know what will happen. Of far more danger, don't "hug the shore" when you are outside the Inlet. If you get caught in the surf line, you could capsize!

If you can't see, you must stop, drop the hook, sound your warning horn as specified and wait out the fog. If you realize that you are in a heavy traffic lane, get out - at a slow speed and just enough to be out of the traffic. But if you can't see past the bow and you are making way, you are in extreme danger of having a collision at sea.

If you have some visibility, see 1 and 2 above. The slower speed will help in another way as well - you can hear better. Lastly, if you have those canisters of compressed gas as your boat's horn/whistle, you will likely run out of compressed air before you run out of fog. Think about getting a simple whistle. Get the "pea-less" kind and blow, baby, blow!

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	Low	High	Low	High	Moon
Wed 25		02:57	09:11	15:43	21:34	FirstQuarter
Thu 26		03:30	09:49	16:23	22:21	
Fri 27		04:06	10:39	17:09	23:19	
Sat 28		04:52	11:38	18:08		
Sun 29	00:23	04:57	11:42	18:19		
Mon 30	00:27	06:27	12:47	19:26		
Tues 31	01:30	07:45	13:51	20:24		