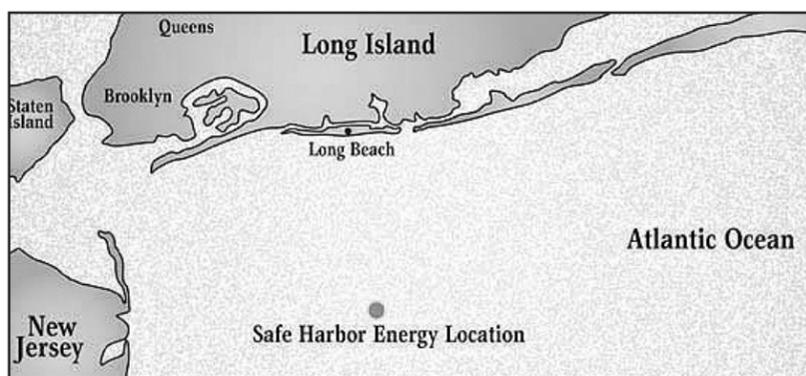


Another LNG Site Proposed For LI Waters Private Investors Would Build Island

by EDWARD J. HUNT

A second liquefied natural gas (LNG) processing terminal has been proposed for the waters off Long Island, this one resting on a yet-to-be-built 53-acre artificial island 13.5 miles south of Long Beach, Nassau County. This project, dubbed Safe Harbor Energy, entered the first step of the approval process last spring. The plan has been submitted to the U.S. Coast Guard and the Maritime Administration, which handles the first round of regulatory examina-

tions partially sunk into the island. U.S. Senator Charles E. Schumer expressed his concern about the project in a letter to Atlantic Sea Island Group Chairman Howard Bovers last year. In the letter, Senator Schumer requested definite answers involving the "security, economy, public health and environment on Long Island" before he could "support a project of this magnitude." In particular, Mr. Schumer stated in the letter that "Atlantic Sea Island Group must demonstrate that effective measures would be in place



tion. According to information from the group of investors behind Safe Harbor, the Atlantic Sea Island Group, LLC, based in Manhattan, the terminal will be a fixed deepwater port, as opposed to a floating facility like the controversial Broadwater terminal proposed for Long Island Sound. It would receive liquefied natural gas from Trinidad, Africa, the Pacific Rim and Australia. The LNG would be "regasified," or returned to its gaseous state, on site and piped to Long Island where it would feed into the Keyspan infrastructure. The terminal would be able to handle two tankers at the same time and is expected to have a storage capacity 720,000 cubic meters of LNG, in four

to prevent a terrorist attack on the facility, prevent accidental releases of LNG, and to safely cope with releases of LNG that could result in fire pools, vapor clouds, or other threats." The Coast Guard is responsible for determining if the project is in compliance with the National Environmental Policy Act (NEPA) and the Maritime Transportation Security Act of 2002. Among the factors to be studied are whether the environment is protected from activities at the port and whether transportation of gas to the mainland is safe and reliable. According to the Atlantic Sea Island Group, the facility could go on-line in 2010.

Coast Guard Volunteers Renew Oaths Flotilla 18-6 Receives Honors



Commander Vincent Pica of Coast Guard Auxiliary Flotilla 18-6 and Vice Commander MaryJo Cruickshank take the oath, administered by Division Captain Jim Cornell.

Highway Dept. Repairs Fence Around Wilson St. Sump Mastic "Picnic Area" Was Unsafe



photo by DAVE WILLINGER

Highway crew repairing fence around sump in Mastic. From right: Joe Gray, Richie Rio, and foreman Otto Medeck.

by DAVE WILLINGER

When Brookhaven Town Supervisor Brian Foley came to Mastic Beach on a recent Sunday, he heard citizens complain about a park on Washington Avenue. According to some reports, homeless would sleep there. Gerard Volz, who lives across from the sump, told the South Shore Press that young adults would gather in the sump at night to drink. Following Foley's meeting, town officials inspected the park. They discovered that the fence around an adjacent sump had been broken open. There was a well worn path to the bottom of the sump, where a picnic table had been placed. Around it, the ground was littered with empty beer bottles, often the notorious 40 ounce variety, fast food trash, and pieces of clothing.



The scene in the sump. Highway workers removed this picnic table last week.

The Town sent a crew from Highway Department, which is responsible for the approximately 800 sumps in the town. Sumps are created to catch flood waters. Every time a new development is built, a new sump is also created to handle run-off, explained Otto Medeck of Blue Point, a Groundskeeper 3 with the highway department and the foreman of the crew deployed to repair the fence.

"Kids like to play in them," Medeck said of the sumps, "and ride quads in

them." Richie Rio of Ridge, an automotive equipment operator, measured fence material from a roll and cut a piece big enough to repair the breach. Joe Gray of Bellport, also an automotive equipment operator, used a shovel to clear brush and foliage from the fence line and to dig a shallow trench for the new piece of fence.

The crew then spliced in a piece of six-feet by nine-gauge galvanized chain link fencing. Six feet is the height of the fence, the gauge refers to the thickness of the links.

by DAVE WILLINGER

About 60 men and women, many in uniform, filled the dining room of Tavern on Main Restaurant in Center Moriches Friday evening, January 26, to officially mark the annual "Changing of the Watch" of Coast Guard Auxiliary Flotilla 18-6 and to celebrate the camaraderie that is evident within this close-knit and proud group of volunteers.

Commander Vincent Pica of Coast Guard Auxiliary Flotilla 18-6, his second in command MaryJo Cruickshank and all present renewed the oath of office, administered by Auxiliary



U.S. Coast Guard Petty Officer Sebastian Derda (left) and Auxiliary Coxswain Lou Chrisomalis.

Photos by WILLIAM NEVINS, JR.

Division Captain Cornell and regular U.S. Coast Guard Petty Officer Sebastian Derda. Flotilla 18-6, which patrols from the Smith Point Bridge east to Shinnecock, was given the "Most Improved Flotilla" award.