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HOLIDAY ISSUE

POPULAR EXPERIMENTS

IN
THIS
ISSUE

EVERYDAY

Science and Mechanics

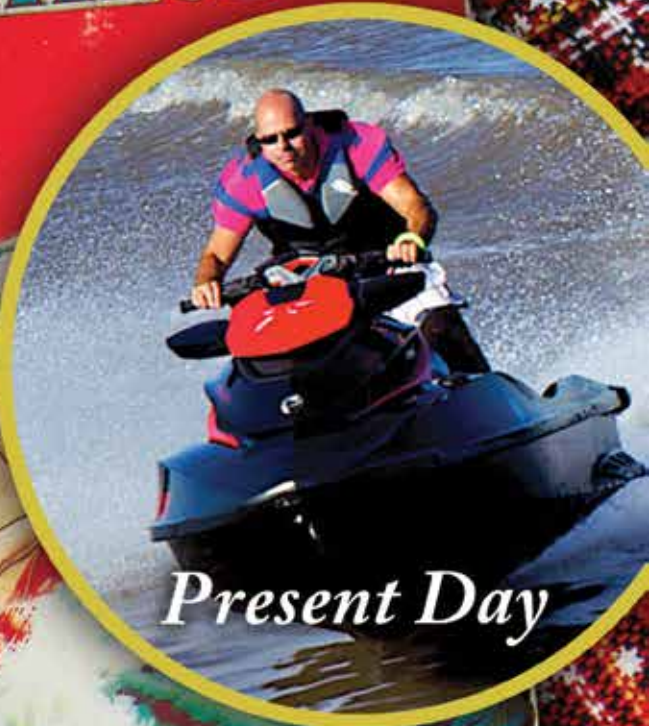


25
Cents

HUGO GERNSBACK
Editor



The Year 1934



Present Day

The Motored
Speed-Surfboard
See Page 420

SEE NEW
ARM IT PRODUCT!
STORY ON PAGE 66
IN THIS ISSUE

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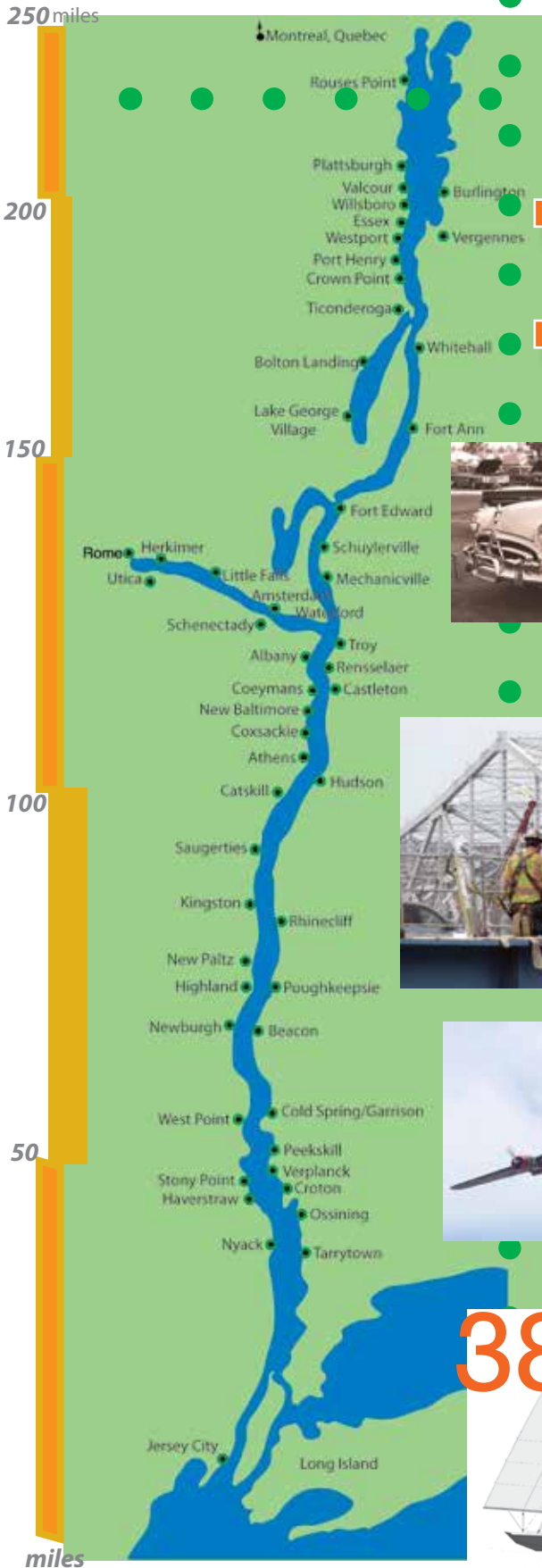
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BOATING

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Holiday 2017



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The Internet Of Things (IOT)

You're going to be hearing more and more about IOT in the next few years. The phrase "the Internet of things" was coined by Kevin Ashton of Procter & Gamble, later MIT's Auto-ID Center, in 1999!

It really means the complete integration of everything we do in our daily lives including boating. All tied together with sensors and the internet.

This Arm product is a good example of where we are going. It really is about sensors! Sensors in everything we do, see and touch. It is only recently that sensors, and the software that drives them, coupled with a strong Internet has allowed IOT to work as efficiently as it now does.

A FANTASTIC GIFT FOR YOU AND YOUR BOAT

by John H. Vargo, Publisher



If you are constantly on the go, have very little time for anything but work, and, like everyone else, have a cell phone growing out of your hand, you're going to love this new set of wireless sensors.

Finally a New Jersey-based company, Armlt, has developed a set of sensors that can be installed by Alex Marine Plus of Newburgh, NY. Armlt NOTIFI sensors installed on your boat provide a monitoring service 24/7 to protect what matters most.

Whether it's the fear of sinking because of high water in your bilge or of a security breach if a window, door or cabinet inside your boat is being entered or opened, this innovative battery-powered wireless solution from Armlt is simple.

In addition to the sensors, Armlt also offers the MotionCam Pro, which will snap a color photo of any intruder in a designated area on your boat and email it to you with an alert about the breach.

This autonomous remote warning system concept has been around for a number of years, but, up until now, has been very expensive to buy and maintain.

NOT ANY MORE.

The constantly improving cellular network, with competitive prices driving the cost down, coupled with the latest technology in sensors, now provides the kind of service we used to dream about. And Armlt delivers it.

You can customize your installation for any sensors you wish, place them on your "dashboard," or on your phone and be aware of what is happening on your boat from anywhere in the world.

I spent some time on Alex Marine's family boat to see the actual installation of the BILGEMAX high water remote monitoring kit. (In this photo Alex forced the sensor to believe that it had detected water in his bilge, so that I could take a photo of the iPhone



receiving a text alert from the Armlt monitoring network. Not only does it receive this message but by a series of prompts the message will tell you the geo location of where the boat is.)

The heart of the system is the Armlt MAX NOTIFI, a small compact, battery powered, Internet of Things (IoT) monitored sensor, that is installed in a high and dry place where the signal can be sent out loud and clear. And the BILGEMAX Float that gets installed in the bilge.

The heart of the system is the Armlt MAX NOTIFI, a small compact, battery powered, Internet of Things (IoT) monitored sensor, that is installed in a high and dry place where the signal can be sent out loud and clear. And the BILGEMAX Float that gets installed in the bilge.



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- Management Dashboard
- Unlimited Armlt Text Alerts
- No Contract

For further information contact Alex Marine Plus at 914 565 9199 or go to alexmarineplus.com or email Alexmarine@aol.com

Eddie's Suitcase



by Dennis J. Truett

Have you ever needed to write an essay on a person who most influenced your life? Back in Parochial high school I had to. I probably wrote about some priest or saint just because I wanted a good mark. Later in life I realize there was actually someone who did influence my character and who I am. I should have written about him then. That person was Eddie... Eddie Graffner.

To accurately describe my friend Eddie in one word, I would have to say he was a "Gypsy". He was a 70 year old local handyman, who worked in Florida in the winter and New York in the summer. My Mom always said he had "Hands of Gold" because he could build or fix anything. He didn't own anything but his car with all his belongings in it. The car itself was a 1950 Hudson Hornet, out of which he had taken the back seat to make room for all his tools. His wheel

barrel could be seen strapped to the trunk between jobs. The car didn't run very well, and was always getting flat tires. Neither the radio, or the heater worked. I have no idea where he actually lived and suppose he obtained lodging by way of the "Barter System" The man was in his seventies, had no family and no property he could call his own. I don't know if there was ever a Mrs. Graffner. If there was, he never spoke of her. I probably should have asked.

I worked for Eddie as a laborer during the summer months in high school. Looking back I really think he wanted company more than production. He always got both. There were times he would pick me up on a Friday and travel to long Island for a project, returning on Sunday night. For me, these trips were more play than work, and I was being paid well. I'll never forget our trip to Coney Island Park. I rode the Steeple Chase and the Parachute Jump; both of which are gone and now part of history. He specifically wanted me to see The original "NATHANS" He said, "Watch the guy on the grill making the hot dogs. See how organized he is and how well he handles the one and only tool to gather, grill, and serve the dogs". This was Mr.

Nathan himself. There were many people being serving so quickly, but there were no lines. Eddie explained, "It's all in how you organize your work that determines how much work gets done" One day I had ten windows to paint. Eddie had a wind up alarm clock and put it on the floor next to me. He said, "You should want to be good at whatever you do. See how long the first window takes, and then beat that time on the second and third. But don't sacrifice your quality of work." Later in life I heard the phrase somewhere, "Work smarter, not harder" I realized I had already learned this lesson, from Eddie. Some times when he had to leave a job he would say, " Dennis, you're in charge." I knew I really wasn't, but it made me feel good, and I just wanted to make sure he found I had done a good job in his absence. He always complimented me. Another lesson was learned.

After I earned my driver license, Eddie would send me for coffee at break time. He always allowed me to buy jelly donuts... my favorite. He told me to get whatever I needed in cash out of the glove compartment. This wasn't just loose change! I think it was all the money he had. One day I asked him why he was so trusting to leave all that money in easy reach. He said, Dennis, a man that will steal a dime will steal a dollar. And I know you would never steal a dime"

One day he asked me to go to the car and bring back his Yankee screwdriver. This was an expensive tool

that you don't see around today. It was probably replaced by today's cordless screwdrivers. While looking for it, I found a suitcase, buried and covered with masonry tools, cement mix and sand in the back of the car. It had two keyed locks on it with a large black strap around the whole case. I could tell it hadn't been opened in quite some time. I also found his tool and brought it to him and of course, I asked about the suit case. "Some day, when I think the time is right, we'll sit down and talk about my suit case," he said In a stern voice that I had never heard before.

Time passed, and now I was in the summer months following High School Graduation. I was still working for Eddie, mostly because I enjoyed it, but I knew our time was drawing to a close. One day, without being asked, Eddie said that it was time for us to finally sit down and open his suit case. He found a nice place by a lake and a picnic table. To my surprise he took a couple beers out of a brown bag as we sat by the water's edge with his treasure. All along, I thought it would be filled with dirty laundry, and that would be



his final lesson. He reached into his back pocket and pulled out a ring of keys. Because there were so many he fumbled for a long time. As I sat there I wondered how this man could have so many keys when he really didn't own anything, let alone

lock it up! He found this one very small key that fit both locks. He removed the belt and twisted the still closed case to face me. Well the anticipation was just killing me. I was almost afraid to open it. Would I find something valuable, or terrible? One thing was for sure, It would be his final lesson. Maybe this was his best lesson of all. Slowly I opened the case. Now I don't know if you've ever been to a race track, but if you have, you'll know that when you place a bet on a horse and you lose, the ticket stub is usually thrown on the ground. Apparently Eddie had been to the track many times before I ever met him. Neatly placed in the case were bundles of ticket stubs held together with heavy rubber bands. These were not two dollar bets; they were mostly fifties and hundreds. This was shocking to see, but it also answered a lot of My unasked questions. All he said, with a tear in his eye was" Dennis, let this be a lesson to you. Make something out of your life, and don't make these mistakes like I did".

I never saw my friend again, but I have always wondered what happened to him. We all have a little angel that sits on our shoulders telling us what to do, or not to do.... Mine is named Eddie

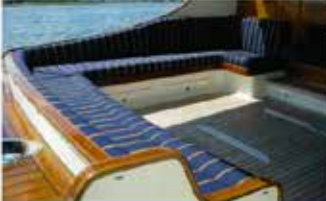


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**"There goes that crazy Slovak man, Johnny Vargo, he came over here from the other side of the pond, with his own toilet seat thinking we had none in Ireland!"
What kind of life did that poor Maryellen have with this one?**

GOING, GOING, → GONE!

by John H. Vargo, Publisher



The tug *Stephanie Dann* pushing the section up river to the Port of Coeymans for refurbishment. In this photo taken by Dave Rocco, the section is passing under the Newburgh/Beacon Bridge, just recently rebuilt as well.

Dave Rocco the very photographer who took these fantastic photos, had just gotten out of surgery for his elbow when all this took place. Never the less, he spent hours and hours in Tarrytown waiting for the right moments to take these photos. No question about it, he is a dedicated man!

Approximately four years ago the super crane, shown here in photo one, was in California being used to complete the San Francisco-Oakland Bay Bridge. Tappan Zee Constructors, (the general contractor), with tremendous planning and foresight, decided to bring the super crane east to be used in the construction of the new bridge, as well as demolition of the old Tappan Zee Bridge.

While all this was being organized a little known part of the plan was to remove entire sections of the old Tappan Zee Bridge and ship the sections upstate to be used as replacements for outdated or damaged bridges.

Photos opposite: →

The Super crane being placed in position on the east side of the Hudson River to remove the targeted section. (The intended section to be removed was in the way of the completion of the new bridge.) The iron workers then sliced the section across each end of the selected bridge section horizontally, then vertically at the base of the section. While all this was going on the super crane was strapped to the section in preparation for lifting the bridge up and then down onto a barge.



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WHITE'S

HUDSON RIVER MARINA

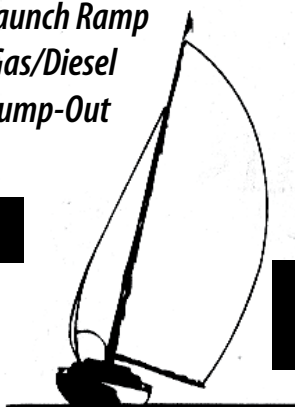
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IRON



WORKERS

by John H. Vargo, Publisher

Four years of college and debt until you are 45 or join a labor union with 4 years of apprenticeship, and get paid as you learn a trade.

Here Is One Iron Worker Who Has It All...

Ironworker, John Curtis with his newly minted wife, Marcee Clark are living the good life!

Shown here in one of their two boats, this a 21 foot Mako center console given to John by his wife as a wedding present when they were married on May 26, 2017 on the docks!! had made arrangement to take some photos of John Curtis who has been an Ironworker since 1982. I never expected to meet his wife or find a person that so truly fit as a companion to John.

What I experienced that cloudy Saturday morning in late September was two people who love boating, each other, and a way of life that many could only dream about.

The wedding gift boat is John Curtis's new fishing boat, however they have another boat they live on all spring, summer and fall. A 34' Sea Ray Sundancer kept at Riverfront Marina, in Newburgh, NY.

When I arrived early Saturday morning there the two of them were cleaning this magnificent yacht in preparation of a day and fun on the beautiful Hudson River.

What I found most interesting about the pair was the fact that both of them led the "good life" of boating before falling in love and getting married. Not one to sit around and have her husband wait on her, Marcee is ready and willing to be a real partner in every aspect of the boating experience.



Marcee Clark and John Curtis.





Second year students waiting for afternoon ironworkers class to begin.

John Curtis began his career as an iron worker by going to Local 417 training School on Lafayette St., in Newburgh, NY in the early 80's. Then it was a three year apprenticeship course of working during the day and attending school at night. Today Local 417 in Newburgh, NY is preparing to build a huge new training facility, that will be four years of apprenticeship. This school will support the ongoing economic growth of the mid Hudson River Valley.

John currently works out of the Newburgh based Local 417 and specializes in bridge construction for Tappan Zee Construction. He has performed work on the George Washington and Newburgh Beacon bridges but most proudly the new Tappan Zee Bridge.

Second year ironworkers, men and women studying post tensioning in class.



Ironworkers working with rod on the new Tappan Zee Bridge.



Local 46 Ironworkers working on rebar, (Tendons) on the new Tappan Zee Bridge.



When John Curtis began working as an ironworker in 1982 the schools that I describe below did not exist. Training, by and large was “on the job”. Today Local 46 training school in Queens, NY is a good example of the high quality union workers they produce from apprentice to journeyman in four years...

When I was a very, very young man, I began my working years as a part time construction worker to my uncle and his company. These men had no mercy on me. By the end of the day I could hardly stand up.

By the time I was 19, (in 1955) I was working as a union labor out of Peekskill, NY. That did not last long as the lathers needed helpers and the job paid more than labors were getting. I obtained a permit to work with the lathers, a part of the ironworkers union. Lathers do a wide variety of steel work. One of them is tying up reinforcing rod and laying it out in concrete forms to be ready for the cement pour. I was given a pair of cutting pliers, shown how to use them to both cut and tie and said, “watch the old man”.

The old man was a ramrod straight backed 60 year old iron worker, who had a work ethic that said, “do it my way or else” At lunch he would have a shot and a beer and a sandwich.

Fast forward to October 2017 and here I am visiting the school that replaced the tough guy ironworker. Now it is four years of training in school with pay.

Local 46 Training Center in queens had four different classes in progress from 4 pm to 8 PM.

Ironworker teacher Kelsey Mccabe teaching Document control, inventory control, post tension suppliers, etc.



The students were all 2nd year apprentices, divided up amongst different parts of the school. The Local 46 classrooms were spotless and the students, intent, smart and, I felt they were aware that there situation was far better than their friends out on the streets of New York City.

Todays labor unions whether carpenter, iron worker, electrician, plumber, steam fitter or heavy equipment operator all either have their own school or share a “learning center” with other complementary unions. This has created a safety and education standard “second to none”.

On September 27, 2017 the New York City Council passed a law that requires all city workers to have passed a “school” before working on any job. The union locals have proven that their schools create a much safer and efficient way of life.

For John Curtis and Marcee Clark their life’s work and relationship is set in stone.

This ironworker is getting the job done with pride, skill and integrity.

The Great Upstate Boat Show March 2-4, 2018

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Thank you everyone for last years
business! We looking forward to
welcoming you to 2018!

About the Cover...

by John H. Vargo,
Publisher

Lex Filipowski was at his father house recently and found this fascinating 1934 magazine called Science and Mechanics.

I have always been interested in the future and actually have a number of patents based on my ideas. (And many more that I never tried to file for or I failed at) However that is another long, long story.

This cover came so close to what the modern personal watercraft has become that I thought it would be interesting to others as well.

As for the future it may very well be something like this concept now looking for partners in their venture.



Lex Filipowski.



The Old, the Latest and Perhaps the Future

The Skimmer

100 km/h Ground Effect Recreational Water Toy

by Mike Hanlon Recreational vehicles will come in many different forms in the future as a raft of developing enabling technologies spawn new categories of technologically-enhanced ground, water and aircraft – not only are these traditional categories splintering, but there are new variations of toys for big boys, some of which will develop their own categories – craft like the part boat, part sled, part ground-effect Tupelov aerosan, the Bionic Dolphin and Sea-Breacher, the SeaPhantom, a host of recreational submarines such as Deep Flight, the amphibious Quadski and the list just goes on and on of new RVs that break out their own category. One emerging area of enormous promise is that of powered ground-effect RVs – we've already seen human-bearing inflatable towable water kites such as the Kite Tube and the Manta Ray and the now dormant Sharkski but with light weight, high power and computer-aided design, the concept of an affordable powered ground-effect vehicle for under US\$50,000 is within reach. The Skimmer is a small jet-ski like ground-effect airplane that starts in the water and can be flown over sea, rivers and



lakes, steered partially by handlebars and partially by moving one's body weight, similar to the way a motorcycle is ridden. With a maximum speed of 100 km/h and maximum flying height is 1.5 metres, the Skimmer offers maximum excitement and minimal fuss, because no flight papers are necessary. Dutch product designer Roel

Verhagen originally conceived the Skimmer concept as an entrant in the 2005 Braun Prize.

"Wing-in-ground effect has been in use from as early as the 1930's," says Verhagen. "Russia was even building enormous airplanes from in the early 1950's using the same principles. The triangular shape of the wing with T-tail was invented in 1965 by Alexander Lippisch and makes for greater stability."

"I'm also a fan of the Wankel engine which Felix Wankel invented in 1957 and has been developed and improved upon ever since. The wankel engine is being used in the Mazda RX-8 and the Moller Sky Car, which uses no less than eight wankel engines, and Mazda's work with Hydrogen fuel in the wankel was the deciding factor.



“These known techniques have been getting some renewed attention lately as there have been some new technological developments. Innovations in the fields of materials knowledge and production techniques have been improving on the performances of, and make it possible to build lighter constructions.”

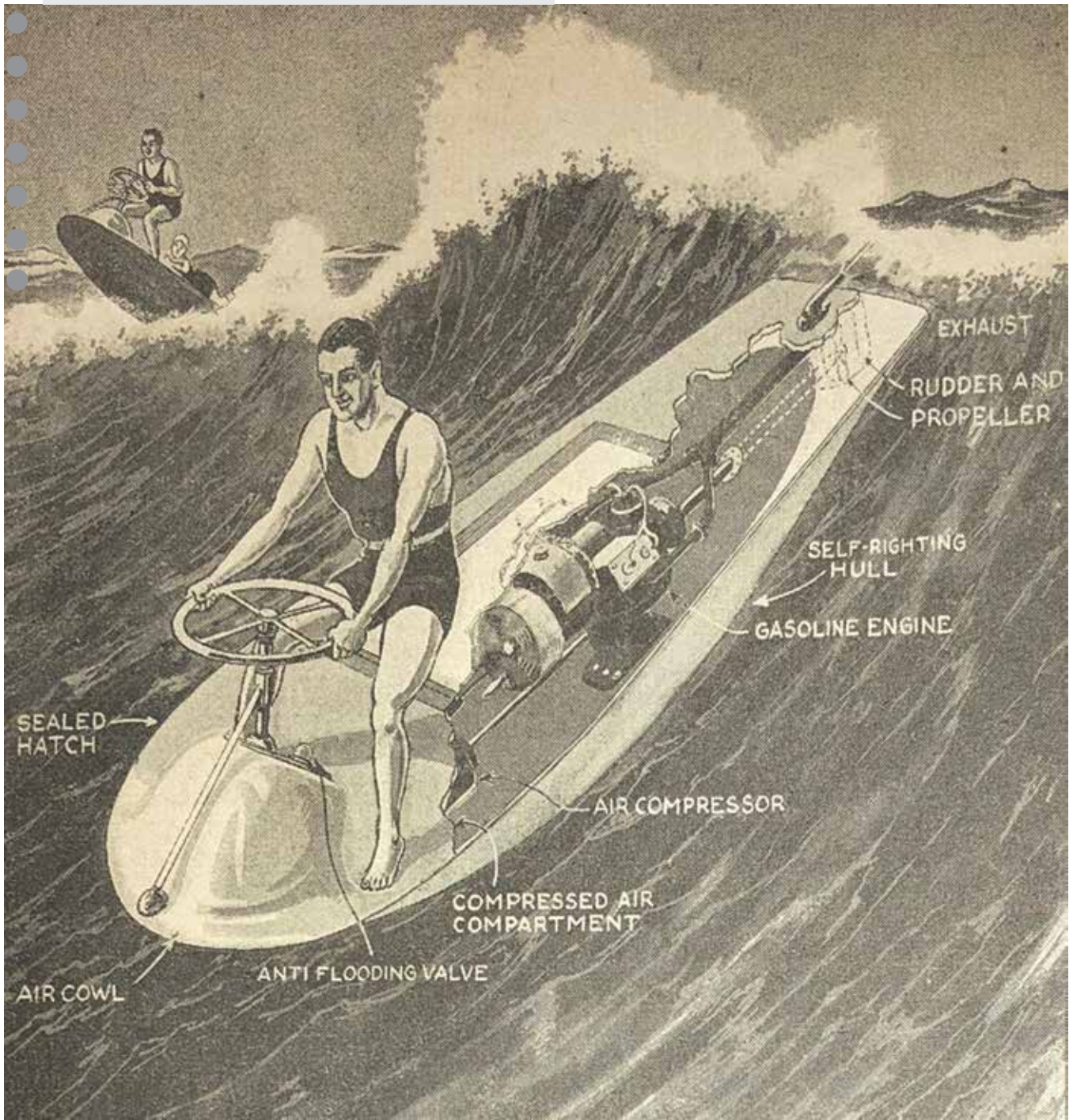
Verhagen is now seeking partners in his project. “For the next step in the development from concept to product, a lot of expertise will be needed. First, the 3D model will need to be evaluated and optimized with the use of simulation software. Then, a radio controlled

scale model will have to be built, to test and prove the theory. When this is successful, we will be looking for a partner with enough resources, experience and facilities to produce a full scale prototype and, eventually, start up serial production.

Roel Verhagen can be contacted here.

Skimmer Specifications:

Length: 2.8 m. Width: 3.8 m. Weight: 250 kg Engine: 2 x two-cylinder wankel-engine, air-cooled, fuel injection, 60 HP. Fuel: Hydrogen





**== The 13th Annual Great ==
== Upstate Boat Show is ==
== March 2 - 4, 2018! ==**





Some of the best memories are created on the water and if you've been thinking about buying a boat or trading up to a newer model, THIS is the show. The Great Upstate Boat Show is the biggest boating sales event between New York City and Montreal. 2017 marked another record year in both attendance and sales, as thousands of folks from all over New York and New England flocked to the event just south of the Lake George region. Everyone loves a deal, and this show's organizers have created a wonderful event with a primary focus on saving attendees money on a wide variety of new and preowned boats, as well as a plethora of boating lifestyle accessories.



The most reputable dealers and lifestyle boating vendors throughout the Capital and Adirondack regions of New York will be showcasing the latest technologies for the ultimate on-water experience. Boats being displayed include: Bowriders, Deck Boats, Jet Boats, Ski Boats, Aluminum & Fiberglass Fishing Boats, Classic Wood Boats, Pontoons, Cuddy Cabins, and Cruisers. Personal Watercrafts, Docking Systems, and Outboard Engines will also be on display.

Boat dealers and lifestyle vendors traditionally have their largest selection ready in early March. It's key selling season at this time and they're eager to move inventory. A neat addition this year is that when folks purchase a boat, each will have the chance to "Crack The Vault" and win up to \$50,000.

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Let's Talk About

B-24 Liberators



by **Ralph J. Ferrusi**

*Photos by Ralph J Ferrusi
and the Collings Foundation.*

Get in touch with Ralph at:
rjferrusi@frontiernet.net

In the 2016 Boating on the Hudson and Beyond Holiday issue I described my flight in the Collings Foundation B-17G NINE 0 NINE. After the flight I joined the Foundation, and in the May 2017 Boating...and Beyond I described the World War II stories of both the "real" NINE 0 NINE and the B-17G that eventually became the Collings' NINE 0 NINE.

The B-24J Witchcraft is the Collings Foundation's Wings of Freedom Tour sister ship of the NINE 0 NINE. 18,188 B-24's were produced during World War II, more than any other American aircraft. The Witchcraft is the only true B-24 still flying: the last one...



I've read a lot of World War II aviation books, and several specifically about the B-24:

B-24 Combat Missions and Wings of Morning. In the book (and movie) *Unbroken*, Louis "Louie" Zamperini's B-24 is on a Search and Rescue mission over the Pacific when the two left engines fail, and the plane snaps into an unrecoverable spin into the Pacific. Sometime afterward I read of a similar incident....

I engage World War II (and Korea, Vietnam, and middle East) veterans any chance I get, and, thank them for their service. I've talked to quite a few B-17 and B-24 jockeys: pilots and copilots, even ball turret gunners. Many have stories: Al, an IBM Electronics Apprentice School instructor, was a bombardier on a Liberator and claimed his pilot once flew the plane inverted!!!! Overall, the B-17 guys loved their B-17's, and the B-24 guys loved their B-24's.

The B-24—thanks to its high-mounted, skinny, efficient Davis wing—could fly faster and farther, and could carry a bigger bomb load than the B-17. But, B-17's—the "Queen of the Skies"—got all the glory: think the Memphis Belle, and 12 O'clock High. B-17 jockeys had nicknames for the B-24: "The crate the B-17 came in", "the flying brick", etc. The "whistling shit house" was considered a compliment.

I recently spoke to a World War II pilot who had flown both B-17's and B-24's, and I asked him which one he liked best. I was really surprised when he said the B-24. I asked him why. He said, "It was a more modern plane." Thinking about this, the B-17's controls are activated by cables; the B-24's are hydraulic; smoother??? This pilot also told me that in combat, if fighters approached head-on, at closing speeds of around 700 miles-per-hour, it was impossible to tell a Mustang from a Messerschmitt: "We just opened fire"...

From my (pretty extensive) readings, the B-24 had its foibles, mostly due to the Davis wing. The B-17, with its low, very broad wing "presented no abnormal characteristics to deal with in close formations". On the other hand, I've read that the B-24 was a handful in close formations, requiring constant corrections, particularly at high altitudes. The nose turret cob-jobbed onto B-24H's "seriously impacted its already cumbersome handling characteristics".

Statistically, crippled B-17's were more apt to bring their air crews home, in spite of serious battle damage or the loss of an engine (or two), than crippled B-24's. And, this is a real zinger: "combat squadrons greatly preferred the B-17...to the B-24 because 'when we send the 17's out on a mission, most of them return. But when we send the 24's out, most of them don't'".

A B-17 pilot once told me he had ditched his B-17. I asked how. He said it was pretty much the same as landing it, except you kept the landing gear up. You kept it above stalling speed, then at the last minute flared it and pancaked it in. The B-24's more aerodynamically efficient bomb bay doors, that retracted up the sides of the fuselage, would rip off when ditched. Enough said...

B-17's have entry/exit hatches both front and rear. The '24's have a single hatch, in the rear. If a plane was mortally crippled this was not at all convenient to all five officers aboard—pilot, copilot, bombardier, navigator, radio operator—who were all in the front of the plane. In an emergency, the nearest way out was through the nose wheel doors, if you could get them open...

The B-24's strengths. Early in WWII there was a "gap" in the middle of the Atlantic where German submarines could roam freely since existing anti-submarine patrol planes did



not have the range to reach this area. B-24's closed this gap. And longer-ranging (thanks to that Davis wing) B-24's, were the bomber in the vast Pacific, before the arrival of the B-29's.

The much-more glamorous B-29 (see a recurring theme here???) got the job done over the Japanese mainland islands, but the '29 had a dark side. The pilot's worst enemy was not fighters or flak, it was the B-29. I don't imagine this was public knowledge in 1945, but the B-29 had much too many serious "teething problems", not the least of which were much-too-common engine fires. The Wright Cyclone R-3350 "twin bank" radials were "notoriously unreliable" at first, and, maybe later on. "Twin banked" meant the back row was behind the front row. It doesn't take an Einstein to suspect this might reduce the cool air reaching the back row. But, this is a whole other story...

As described in Thomas Childer's *WINGS OF MORNING: THE STORY OF THE LAST AMERICAN BOMBER SHOT DOWN OVER GERMANY IN WORLD WAR II*, a B-24, the Black Cat, was shot down on April 21, 1945 (VE Day was May 8, 1945), "... its left wing fold[ing] and break[ing] away in an enormous, fluttering fireball": the last 8th Air Force bomber shot down in World War II.

B-24H serial number 44-44052, that ultimately became the Collings Foundation Witchcraft, was built in August 1944 at the Consolidated Aircraft Company's Fort Worth, Texas plant. In October '44 it was transferred to the Royal Air Force, and saw combat in the Pacific. After the war it was abandoned in a bomber graveyard in Khanpur, India, with the assumption it would not fly again. It was one of 36 B-24's restored by the Indian Air Force and utilized until 1968, then again abandoned.

It was purchased by a collector in 1981, then by Dr. Robert

F. Collings in 1984, who intended to restore it for static display only. Persuaded to restore it to flying status, the restoration involved complete disassembly of the plane and work on 80% of its 1.2 million parts, including replacing more than 420,000 rivets!!!

After more than five years of hard work, and over 97,000 hours of labor, it flew on September 10, 1989 as the 15th Air Force All American, then in 1998 was repainted as the 5th Air Force Dragon and His Tail, and finally in 2005 as the 8th Air Force Witchcraft.

The Witchcraft is powered by four 14-cylinder 1200 horsepower Pratt & Whitney R-1830-65 radial engines. Each engine has 28 spark plugs: imagine a 112 spark plug change! A Collings video says each engine is lubricated by 26 gallons of oil, and can "legally consume" two gallons of oil per hour! And, each engine burns 50 gallons of fuel per hour!!!

The original Witchcraft was produced as a B-24H in Ford Motor Company's Willow Run, Michigan plant. This 3,500,000 square foot plant—"thought to be the largest factory under one roof anywhere in the world"—had an assembly line over a mile long, that featured a large turntable two-thirds of the way along the line that allowed it to make a 90° turn before continuing to final assembly. By 1944, Ford was rolling a Liberator off the Willow Run production line every 63 minutes, 24 hours a day, 7 days a week. Ford produced half of the 18,188 total B-24s at Willow Run.

The Witchcraft was assigned to the 467th Bomb Group, and arrived in Rackheath, England on March 19, 1944. In the following year it flew 130 combat missions with various crews, and never once turned back while on a mission, and never had a crewman killed or injured. Remarkable!!! Its final mission—and the 467th's final mission—was April 25, 1945.

In the foreground: *Dragon and His Tail*,
a previous "incarnation" of the Witchcraft.



Witchcraft was built in August
1944 at the Consolidated Aircraft
Company's Fort Worth, Texas.



Returned to the US after the war, the Witchcraft was scrapped October 3, 1945 at the surplus depot in Altus, Oklahoma.....

On Friday, August 21, 2015, I stood on the side of Route 376 between Hopewell Junction and Red Oaks Mills, and watched the Collings Witchcraft—gear and flaps down—coming in to land on Dutchess County Airport's east/west runway. I'll never forget the sight—and sound—of it, thundering about 20-30 feet over my head. Never.....



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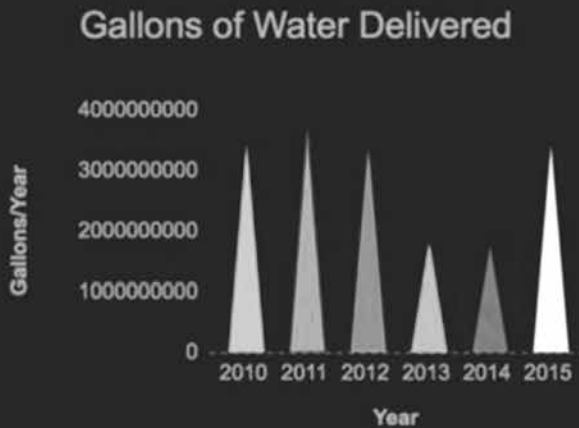
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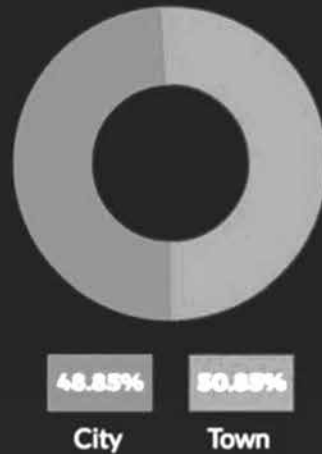
Poughkeepsie Water

DELIVERY AND USAGE OF WATER FROM POUGHKEEPSIE'S WATER TREATMENT FACILITY

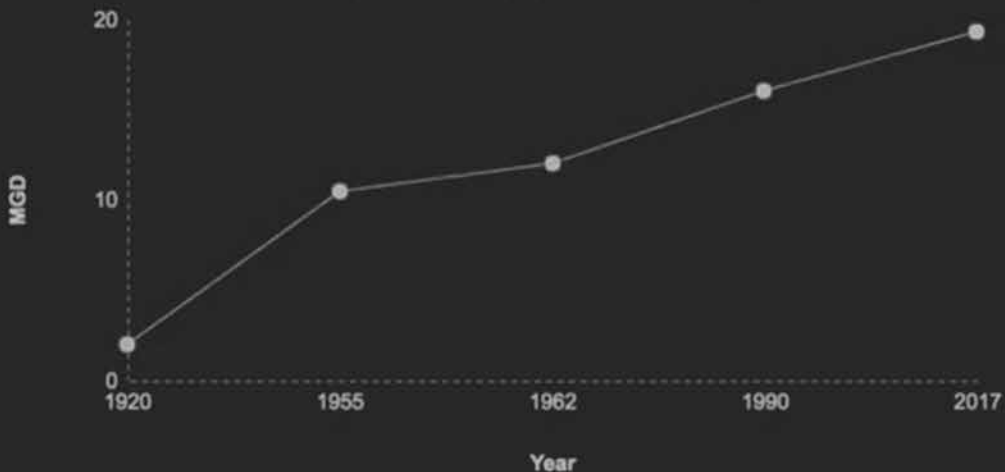
Water Delivered by Poughkeepsie's Water Treatment Facility



Percent of Water Delivered Used by the City and Town of Poughkeepsie



Millions of Gallons of Water Per Day Required from Poughkeepsie Water Treatment Facility



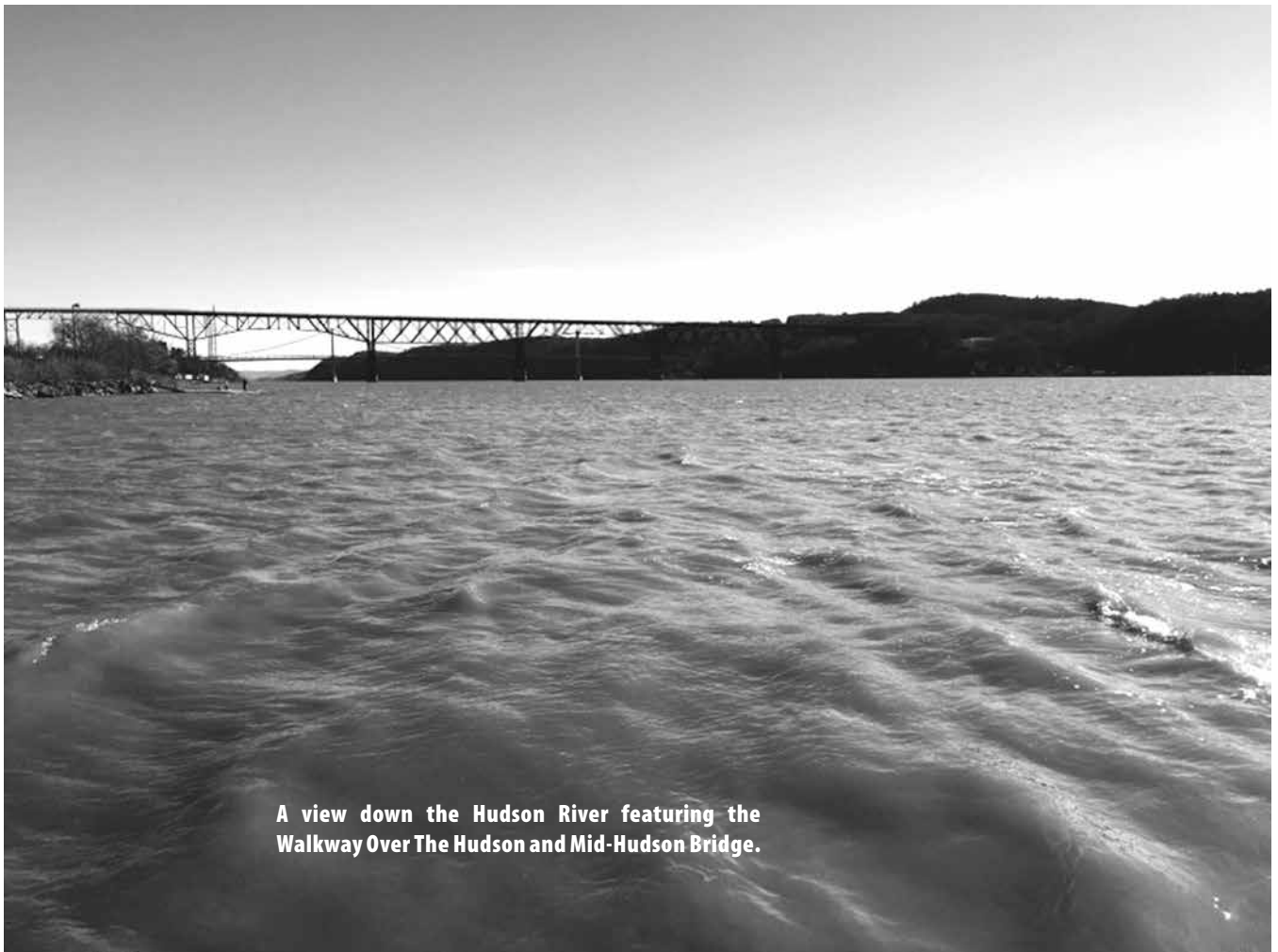
<left: Infographic created with statistics from the Poughkeepsie Water Treatment Facility's website and annual reports.

Poughkeepsie Residents Pleased With Hudson River Water Quality

by Amy Lavigne

Although its waters are far less than crystal clear, the Hudson River is an essential part of keeping Poughkeepsie residents happy and healthy.

As with most other rivers in direct proximity to cities, the Hudson was used by nearby factories as a dumping ground for industrial waste and garbage



A view down the Hudson River featuring the Walkway Over The Hudson and Mid-Hudson Bridge.



The main entrance of Poughkeepsie's Water Treatment Facility.

in the past. Through dedicated conservation and clean-up efforts the river's pollution levels have steadily decreased over the years, but it may still be a surprise to some people that the river is the source of public drinking water for Poughkeepsie.

A view down the Hudson River featuring the Walkway Over The Hudson and Mid-Hudson Bridge.

The Poughkeepsie Water Treatment Facility, located within the Marist College Campus on Route 9, is responsible for taking water straight from the river and transforming it into the clean, fresh water that comes out of faucets and shower-heads all around Po Town.

The facility has been in operation since 1962 and over time it has grown and evolved to accommodate the water needs of both the City and Town of Poughkeepsie. According to the treatment facility's website, after the plant's most recent upgrade, the facility is now able to provide 19 million gallons of water per day (MGD) to residents in the area, a staggering increase

from the two MGD required from the original facility when it opened its doors in the 1920's.

Every drop of the 19 million gallons provided by the plant each day is taken from the Hudson. Randy Alstadt, the plant administrator at the water treatment facility, is confident that once it has undergone the necessary filtration, the river water is perfectly safe to drink.

"As far as we are concerned the river is an excellent source," Alstadt said. "Salt front periodically impacts our customers but it really is not a major problem."

Salt front, defined by Riverkeeper.org as the location "where the freshwater runoff meets the saline water" is a seasonal issue and in the Hudson, the location of this edge changes in location throughout the year depending on rainfall or lack thereof.

To prevent the salt front, or any other potential contaminants, from having a significant impact on Poughkeepsie residents, the plant monitors "their source water on a regular basis to determine if they need to modify their treatment for the

finished water to meet standards,” said Tanya Clark, director of environmental health services for the Dutchess County Department of Behavioral and Community Health.

Although the condition of the Hudson has dramatically improved in recent years and the Poughkeepsie water treatment facility works hard to make sure that area residents have no problems with their water supply, it is still important for Poughkeepsie residents and visitors alike to know that drinking unfiltered river water can be potentially harmful because of polychlorinated biphenyls, more commonly known as PCBs.

“PCBs in the Hudson were legally disposed but now are an environmental hazard,” Alstadt explained.

Before the practice was banned in the 1970’s, electrical plants, most notably the General Electric plants in the area, discharged PCBs into the river. According to the New York State Department of Environmental Conservation’s website, though PCBs are no longer being discharged and the levels of the toxic chemicals are continually decreasing, they linger in the river sediment and have become concentrated in wildlife such as fish and crabs.

Plenty of river clean-up progress has been made in recent years, but there is always more work to do. The dredging required to remove the contaminated river sediment from the Hudson is extremely expensive, so it is important for Hudson Valley groups and residents to continue fundraising and raising awareness about the issue of PCBs and protecting the river from future contamination and pollution.



“Overall the Northeast is lucky to be plentiful in its water resources as compared to other areas of our country, and the world... water use, conservation, source protection, and proper management of public water supplies will ensure that this natural resource will not be misused, but rather protected and preserved to the extent possible,” Clark said.

As long as the Hudson continues to be cleaned-up, preserved and protected, the residents of Poughkeepsie will have plenty of safe and clean water.

Download the entire report here:

www.hudsonriver.org/download/2017-06-01Report-HRFDredgingProgramEvaluationFinal.pdf



Summary of the First and Second PCB Sampling Rounds

Public Water Supply Name	Date of Sample	Sample Type	Method Green Bay Concentration (ppt)	Method 508B Concentration (ppt)
Poughkeepsie	6/5/08	source	25.2	
	6/5/08	treated	Less than 9.3	Less than 5.1
	6/25/08	source	19.2	
	6/25/08	treated	Less than 9.3	Less than 5.1

A The Green Bay Method measures the quantity of individual PCB and the quantity reported is the sum of the different PCBs measured.
 B Method 508 measures PCBs from the pattern of PCB s associated with the different PCB commercial products known as Aroclors.
 C All numbers below 32.3 ppt for the Green Bay Method and all numbers below 25.0 ppt for the Method 508 may have higher uncertainty than the values greater than these numbers.
 D “Less than 9.3” means PCBs were not detected at a concentration above 9.3 ppt.
 E “Less than 5.1” means PCBs were not detected at a concentration above 5.1 ppt.

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The Time for Environmentally Sustainable Shipping is Now!



Since ancient times the Hudson River's primary use has been the transport and trade of locally sourced products and food. It has since become a multiple use waterway with international stature as a recreational, industrial, commercial, cultural and environmental resource. Commercial transportation continues to be one of the major uses of our magnificent Hudson River. Once carried on by manually powered craft and later by the fleet of legendary Hudson River sloops and followed by steam powered vessels. Commercial traffic, today is almost exclusively done by diesel powered ships

and barges with much of the former river cargo having shifted to diesel truck transport.

Recently there has been renewed interest in shifting some of the movement of goods to more environmentally sustainable or "carbon neutral" methods of transport. Many of these efforts have been documented in Boating On The Hudson, such as Solar Sal and the Vermont Sail Freight Project. A new venture focusing on reviving the concept of moving locally produced products using sound and sustainable modes of transportation has been launched beginning with a re purposed 1946 65' steel sailing vessel named Apollonia. This small group of men and women each with a unique and complimentary



background have come together led by Hudson resident Sam Merrett, captain and co-owner of the Apollonia. Sam is the founder and operator of Full Circle Fuels an eleven year old company that converts vehicles and other diesel powered machinery to run on used vegetable oil. Holding a USCG 50 ton masters license, he is also one of the captains working for Hudson Cruises, operating the cruise vessels Spirit of the Hudson and Marika, as well as the Hudson/Athens ferry. Sam is also a founding member of the Hudson Sloop Club, an organization dedicated to helping underprivileged children, as well as the general public experience the Hudson River.

The Apollonia team consists of an eclectic group of talent including but not limited to sailors, mechanics, filmmakers, rescue workers, entrepreneurs, artists, riggers, fabricators, teachers, carpenters and journalists. The crew of the Apollonia is working to transform the vessel into the Hudson Valley region's largest environmentally sustainable and economically feasible merchant vessel with the most carbon neutral footprint possible. This is not a living history project that is attempting to relive history, or chase a romantic vision of the past. The Apollonia and her team are part of a growing

movement committed to making wind powered and other forms of earth friendly transportation a viable and profitable reality. Their plan includes having Apollonia earn enough income to pay the crew members a living wage and earn enough to sustain the vessel long term.

In addition to transporting goods, the Apollonia will increase the value of her cargo by adding their trademark logo signifying that the locally produced products you will buy have been brought to you using sustainable transport. This concept is similar to the way goods designated as fair trade, or certified organic increase the value of the products they are associated with. The business model also includes stops at riverfront

towns between Albany and New York City during the sailing season to display, sell and promote the products they carry to waterfront visitors. This will provide additional value to the companies that produce the ship's cargo, as well as create awareness for the concept of environmentally friendly shipping.

The Hudson River is the right place to demonstrate this model - an historic thoroughfare connecting upstate producers to one of the world's largest

Apollonia

markets New York City. The trip to NYC will take 3-5 days and each night the vessel will tie up at waterfronts along the way. These stops are part of the program and will be designed as community gatherings where the crew will partner with local organizations to both promote the products they carry and bring people down to the waterfront to support local attractions. Towns and cities up and down the river are reinvesting in their waterfront and we are seeing more activity than ever. The Schooner Apollonia will draw people down to add to the economic growth and development.

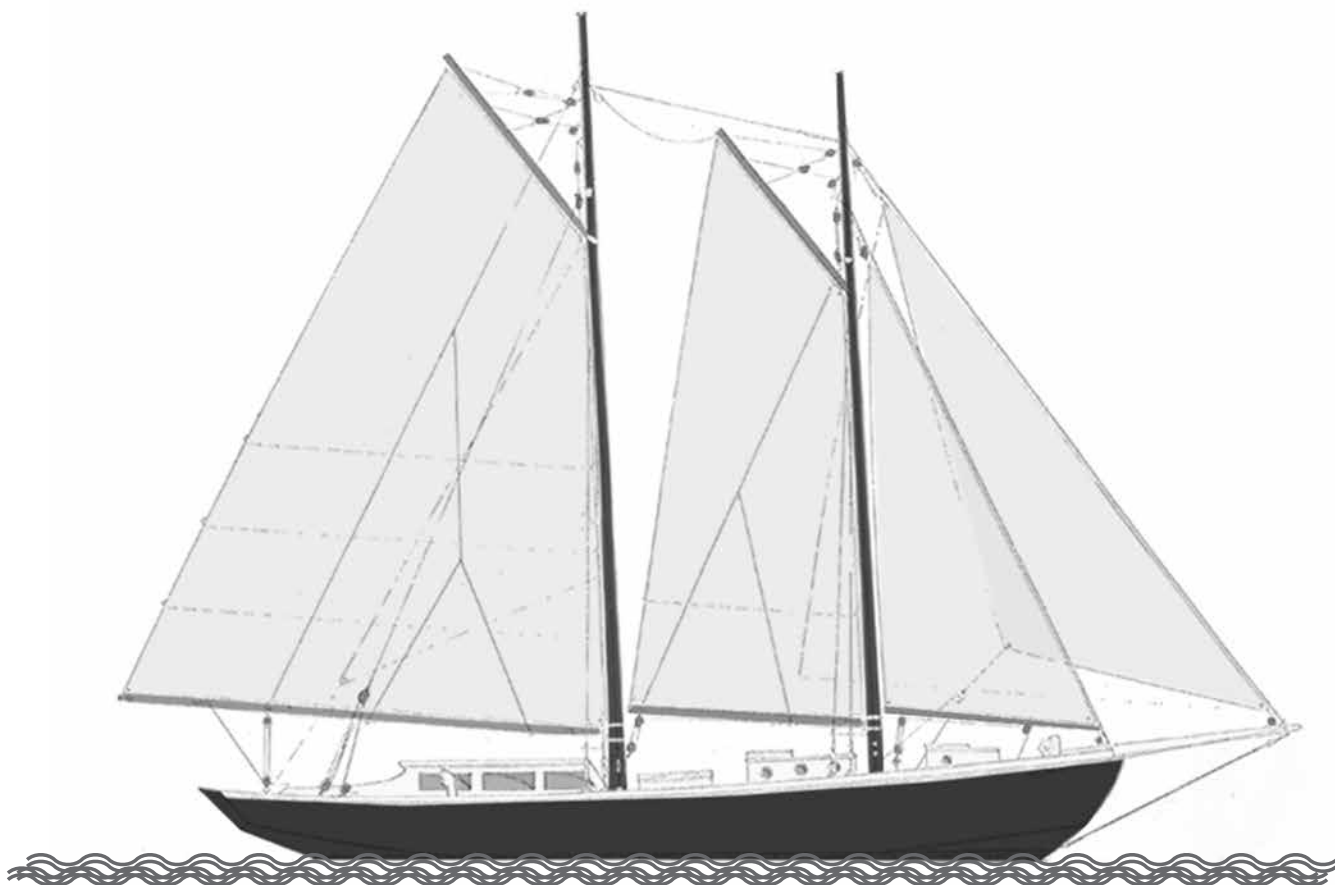
Producers of various products such as sea salt, nuts, beer, maple syrup, crafts and more have expressed interest in this venture. Nine Pin Cider of Albany, award winning brewers of hard cider from apples grown here in the Hudson Valley, has expressed interest in being the first cargo for the Apollonia. The fact that a locally produced product can be transported and promoted by sustainable means adds great promotional value to their product, with special appeal to the environmentally conscious Hudson Valley and New York City residents.

The Apollonia is currently hauled out at Rondout Landing Marina where the crew is busy preparing her for her new

mission. It goes without saying that the refitting of a vessel this size requires a substantial amount of money. The Apollonia team has been successful in generating the funds necessary to purchase the vessel, bring her to our Hudson Valley and install the propulsion machinery, (now being converted to run on used vegetable oil). The recycled sails have been obtained and re cut to fit Apollonia's sail plan. The booms and gaffs were found, half finished at Scarano's Boat Builders in Albany, left over from a project started years ago that was canceled. The plan for this coming winter is to obtain the masts and the standing and running rigging needed to have Apollonia hauling cargo by next spring.

The Apollonia's team has held a series of public meetings where they displayed their progress and screened a very well produced informative video documenting the story of Apollonia and making the case for economically viable and sustainable carbon neutral shipping. They are actively seeking to add more sponsors for the project as well as businesses interested in having their products transported and promoted by the Apollonia.

For more information or to reach out to the Apollonia crew, visit their web site www.schoonerapollonia.com or their facebook page Schooner Apollonia.





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There are many misconceptions about this type of insurance. An umbrella can be personal or commercial. A personal umbrella would provide additional liability insurance for you if you are being sued for bodily injury and/or property damage you may have caused to others through your negligence that would involve your auto, home, boat, motorcycle or 1 or 2 family rental house (if insured and deeded in your personal

name) policy. It provides more coverage and legal defense costs after the limit of your primary policy is exhausted. A commercial umbrella would follow over the commercial policies a business would have such as general liability insurance, commercial auto, rental properties, workers compensation and possibly other commercial policies in the same business name. An umbrella is purchased in increments of millions, so that



depending on the amount of assets you may have and want to protect, \$1,000,000 may be insufficient and you may need \$2,000,000, \$5,000,000 or some other higher amount. The limit of your umbrella should represent at minimum, what your total assets are.

It is important to understand the umbrella does not provide more insurance for the structure of your home or any other physical coverage for things you own or extend liability insurance for you which involves anything not covered under a basic policy. It does not provide any physical property insurance for you, the named insured. In order for the umbrella to follow over your basic policies, you agree to the insurance company that you will maintain certain underlying limits of bodily injury and property damage insurance. Some typical limits required for an umbrella are \$250,000 per person/\$500,000 per accident for bodily injury and \$100,000 for property damage for an auto or motorcycle policy, \$300,000 for bodily injury and property damage combined for homeowners insurance and \$500,000 for boat insurance. This underlying limit requirement may vary slightly from company to company. The umbrella policy will actually state what you are required to have as minimum underlying limits. If your limits are insufficient, the "shortfall" becomes an out of pocket expense. An example of this "shortfall" would be if your auto policy bodily injury liability limits are \$100,000 per person and \$300,000 per accident, the underlying limit requirements are \$250,000/\$500,000, and you hit someone in the rear, where one person is injured, who sues you, and the settlement is \$800,000. First your auto policy would pay \$100,000, you would pay out of pocket \$150,000 (since you were supposed to maintain \$250,000) and then the umbrella would respond with \$550,000. What would happen if there is not an underlying policy? Let's say you had no boat insurance and struck a swimmer causing severe head injuries. Your umbrella will either not respond at all to this claim as there may be a provision an underlying policy must be in force in order for any umbrella insurance to respond, or you would be responsible for the out of pocket entire amount of the underlying limit requirement, in most cases \$500,000 and then the umbrella would pay.

Besides asset protection, the umbrella provides legal defense costs for you. The cost of a \$1,000,000 umbrella can be as low as \$200.00 a year and if you weigh the cost against what an attorney charges per hour, I'm sure you will agree for this reason alone it is a "cheap" coverage. Providing the upfront retainer and absorbing the hourly rate you would have to pay for your own defense would be costly. Another

consideration when purchasing an umbrella is that having the umbrella with the same insurance company who also insures your home, auto and other primary policies can ensure a smooth claims process. If this is not the case for you, then it would be important to advise both companies, the primary company and the umbrella company of all losses and provide each company with the other companies information so the claims process will go smoothly.

I'm sure you have seen many different types of cases in the news where someone suffers an injury and sues everyone that has any kind of involvement, even if they are not at fault. Having an umbrella provides the peace of mind that your hard earned assets are safe and protected with legal counsel automatically assigned to you in the event of a covered liability claim. Be aware the policy and legal defense only respond to a covered loss. So, for example there is a mold exclusion in your rental property policy and your tenant sues you saying their family members are suffering lung damage due to inhaling mold spores, no defense or coverage would be provided by the umbrella, since the underlying policy excludes liability for mold. Similarly, intentional acts, such as a fight where there was injury would be excluded from umbrella coverage in the same way.

All homeowners should have this coverage as well as renters who have accumulated assets to protect. Total up what your assets are, both physical items - home(s), car(s), boat(s), personal property including jewelry or other collectibles, bank accounts, investments, etc. You may realize you have more at stake than you thought. Don't think that if you are retired you do not need this coverage. One lawsuit could wipe out all of your assets and savings, leaving you penniless and depending on relatives to help out. The cost of an umbrella is a small price to pay for legal representation and payment made in the event of a claim. At Karas Insurance Agencies Inc we have only licensed experienced brokers to help you put together a plan of insurance tailored to your needs and budget, and have been serving the local area since 1973. We represent many companies and can provide insurance coverage and price comparisons for all of your personal or commercial insurance needs.

Cathy J Karas, President, Certified Insurance Counselor, Karas Insurance Agencies Inc., 321 South Riverside Ave, Croton-on-Hudson, NY 10520 phone 914-271-5188 fax 914-271-9390 email cathykaras@karasinsurance.com.

Disclaimer: This article is for informational purposes only. Contact your own insurance company or broker for more information as it relates to your own policies

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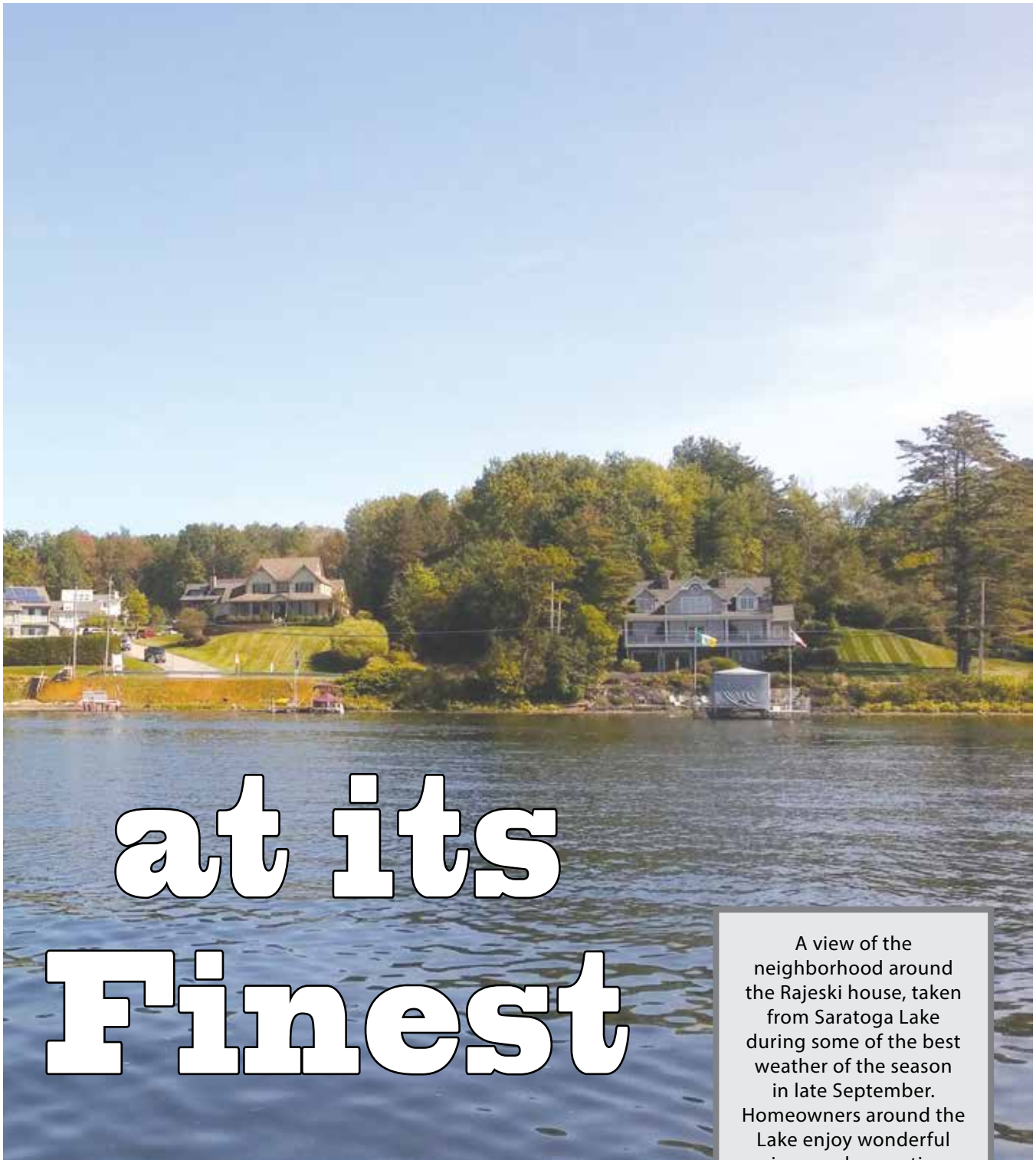
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Lakefront Living



by **Pete Bardunias**
President/CEO, the Chamber of
Southern Saratoga County

Scott Rajeski is a living, breathing answer to the trivia question “name someone who has worked for the Big 3 of Capital Region manufacturing companies, GE, Momentive and GLOBALFOUNDRIES.” He also is the CFO for Latham Pool Products and former Chairman of the Chamber of Southern Saratoga County. He can now add Saratoga Lake homeowner to the list, because as visitors to the recent Saratoga Showcase



at its Finest

A view of the neighborhood around the Rajeski house, taken from Saratoga Lake during some of the best weather of the season in late September. Homeowners around the Lake enjoy wonderful views and recreation all season long, and the Saratoga Lake Association maintains good stewardship practices in advocating for its waters.

of Homes found out, Scott has had an amazing house built overlooking one of the most beautiful of upstate New York lakes. Born and raised in nearby Mechanicville in a home constructed by his great-grandfather, he has been an active force in industry for several decades, and is now enjoying the fruits of that labor in his new home along with wife Cindy, and all the friends that can be accommodated at their new basement bar!



The Rajeski house was one of the showstoppers during the Saratoga Showcase of Homes, and swept all the major awards in the process!

Built by Dave DePaulo of Bella Home Builders in Saratoga Springs, Scott's new house has a commanding view of Saratoga Lake, a broad array of modern amenities and 4,160 square feet of living space. The home has soaring 20 foot ceilings, solid beams and three floor-to-ceiling fireplaces. Not all homes on Saratoga Lake may be this lovely, but they all have one thing in common – a view of beautiful waters

Scott Rajeski (left) joins the author and Dave DePaulo of Bella Home Builders (right) behind "the best bar on Saratoga Lake" for a celebratory toast during the Showcase of Homes.





Beautiful stone fireplaces serve as focal points in the home's living spaces, an elegant touch. Note the high degree of craftsman ship evident in the stonework and woodwork throughout the room.

and the distant Adirondack Mountains. And whether it be lakefront living you are seeking or other great possibilities, there is plenty of space in Saratoga County for you to build your dream home! Visit www.saratogashowcaseofhomes.com or www.southernsarotoga.org for more information, or stop by the Southern Saratoga Information Center on the I-87 Northway between Exits 9 and 10 in Clifton Park.

A view that never gets old: Looking out on the covered porch and the Lake in the distance, from one of the bedrooms.



Reed Street Bottle Company Has That Special Gift For You

THE REED STREET BOTTLE SHOP

By John H. Vargo, *Publisher*

Susan Baldaserini and Shai Kessler opened their shop with the belief that drinking wine should be fun, and picking a great bottle doesn't need to be a stuffy or intimidating experience. They pride themselves in sourcing wine and spirits that come from small, independent, and local producers, and aim to send you out of the store feeling like you've scored a gem that you can't wait to pop open.

These folks living in New Baltimore, and working in Coxsackie are in the "game" for the long run. Both from Brooklyn, they have the quiet, aggressive spirit that only entrepreneurs have, they see the big picture.

The shop holds wine tastings during the holiday season, and they are something to behold. You can watch their website, Facebook and Instagram pages, or call them anytime, to find out when their next wine tasting is taking place.

The gift packs and single bottles displayed in these photos will make spectacular gifts for anyone you give them to. And they boast an all-star line up of giftable wines at all price points. Many of these bottle have individual stories that Susan and Shai will be delighted to explain to you. This explanation can only add to the gift presentation!

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All of our boats can be powered by world famous Yamaha outboard motors. Hyde's is a full line Yamaha sales and service facility. Chis Hyde is the only Master Technician in the Upstate Area! Hyde's Boats is also proud to have the ONLY Yamaha Master technician in the inland northeast.

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Hyde's is an active member of the Eastern New York Marine Trades Association (www.enymta.com).

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Beckley's Marina to Bring Torqeedo Electric Motor Technology to Lake George

Beckley's Marina has recently signed on as a dealer for Torqeedo, the global market leader in the growing segment of electric marine propulsion. The trend towards electromobility is driven by several factors. Most importantly, the trend means cleaner, quieter, more environmentally friendly motors. The electric drive systems cause no water pollution – they do not discharge exhaust into the water, there is no contamination as a result of refueling, and there is no oil necessary for their operation. A Torqeedo Travel can cover 10 nautical miles with a battery consumption equivalent to just 40 grams of fuel!



The Torqeedo Ultralight is capable of powering canoes, kayaks, SUPs, and small sailboats with a range of up to 25 miles.

Consumer acceptance of sustainable products has continued to rise and the demand for products like Torqeedo has risen with it.

'We're incredibly excited about the opportunity to introduce the Torqeedo line to Lake George and the rest of the region,' said Matt O'Hara, Torqeedo dealer and owner of the Freedom Boat Club Lake George. 'With increased awareness about the need to be stewards of the environment for the present and future

The Great Upstate Boat Show March 2-4, 2018

At Schroon Lake Marina we think the boat buying experience should be a pleasurable one and one that starts a life long relationship. We aspire to be your boating experts starting with research, selection, on water instruction, purchase decision and most importantly - service after the sale. A boat purchase is a major decision and should be made with confidence that you have selected the optimal boat and servicing marina for your family. We make it our mission to ensure that your entire boating experience is enjoyable for you and your family!

We represent Smoker Craft boats - a quality boat manufacturer for the last 75 years. All Smoker Craft boats are made in Indiana. The Smoker Craft family consists of Sylvan and Sunchaser pontoon boats, and Starcraft deck boats, runabouts, crossovers and fishing boats. We offer buyers the best models and the best packages at every price point.

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generations, the demand for electric propulsion has grown. We all want to enjoy clean, peaceful bodies of water and the continued adoption of Torqeedo and other electric motors will help deliver this experience.

Torqeedo currently offers 32 electric boat drives ranging from 1 to 80 HP, though initially Beckley's will be focused on the Ultralight 403, the smallest drive system from Torqeedo designed for canoes, kayaks, SUPs and small sailboats. Its high efficiency lithium batteries, optimized propeller system, and reliable performance enable a range of over 25 miles, suitable for traversing many of the Adirondack and Capital Region lakes. In addition, Torqeedo offers a large number of



functional accessories such as solar charging technology and a smartphone app.

For more information about the Torqeedo product line, contact Matt O'Hara at ADKTorqeedo@gmail.com or 845-642-0201.

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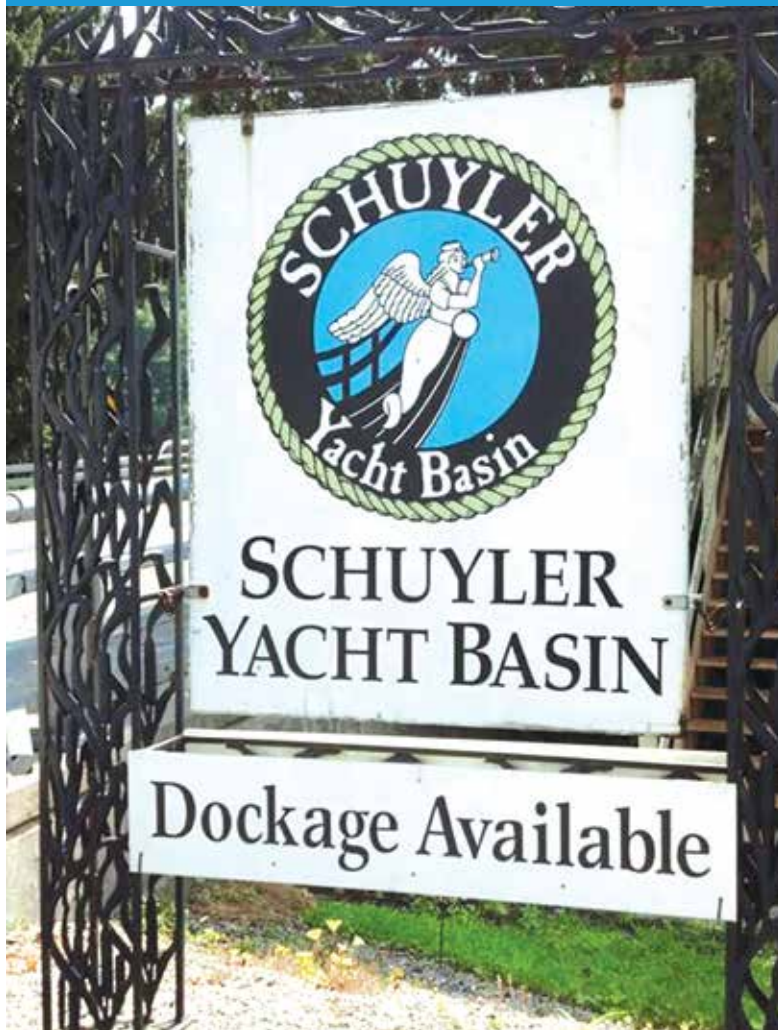
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**From Judy
and Phil Dean,
Owner Operators
of Schuyler
Yacht Basin,
Schuylerville, NY
(on the Champlain Canal)**



Dear Readers,

It is bittersweet that we write you, the readers of Boating on the Hudson, this one last note.

As so many of you have heard, my husband Phil & I have sold the marina & RV park to Jason Young, owner of Clark's Steakhouse here in Schuylerville.

After 32 years we made the difficult decision to retire. Difficult as you all know how much we have loved the marina business and meeting and making friends with so many of you over the years. The marina and the entire Hudson River and NYS Canal System needs some young and new blood to take it through to the future.

Jason has some fabulous plans, the first being to bring his already successful restaurant, Clark's Steakhouse down here to the marina, housed in what was our apartment building. It will have expanded seating and a beautiful patio overlooking the river. Please go to Jason's Facebook page at either Schuyler Yacht Basin or Clark's Steakhouse and meet Jason yourself.

Phil & I will be staying right here for two years to help Jason run the marina so we'll see next summer!

From the bottom of our hearts John, we love you and Boating On The Hudson. It is the ONLY publication of its kind in the entire United States. In every issue, for so many, many years, you have educated us, kept us informed of regional issues, and yes, showed us just what fun boating can be and the endless possibilities of our great waterway. You have attracted and brought to us all the best writers and columnists along the Hudson. John, you have a knack for getting right to the bottom of those political and governmental issues that regular news outlets don't even cover but that have such an impact on our lives.

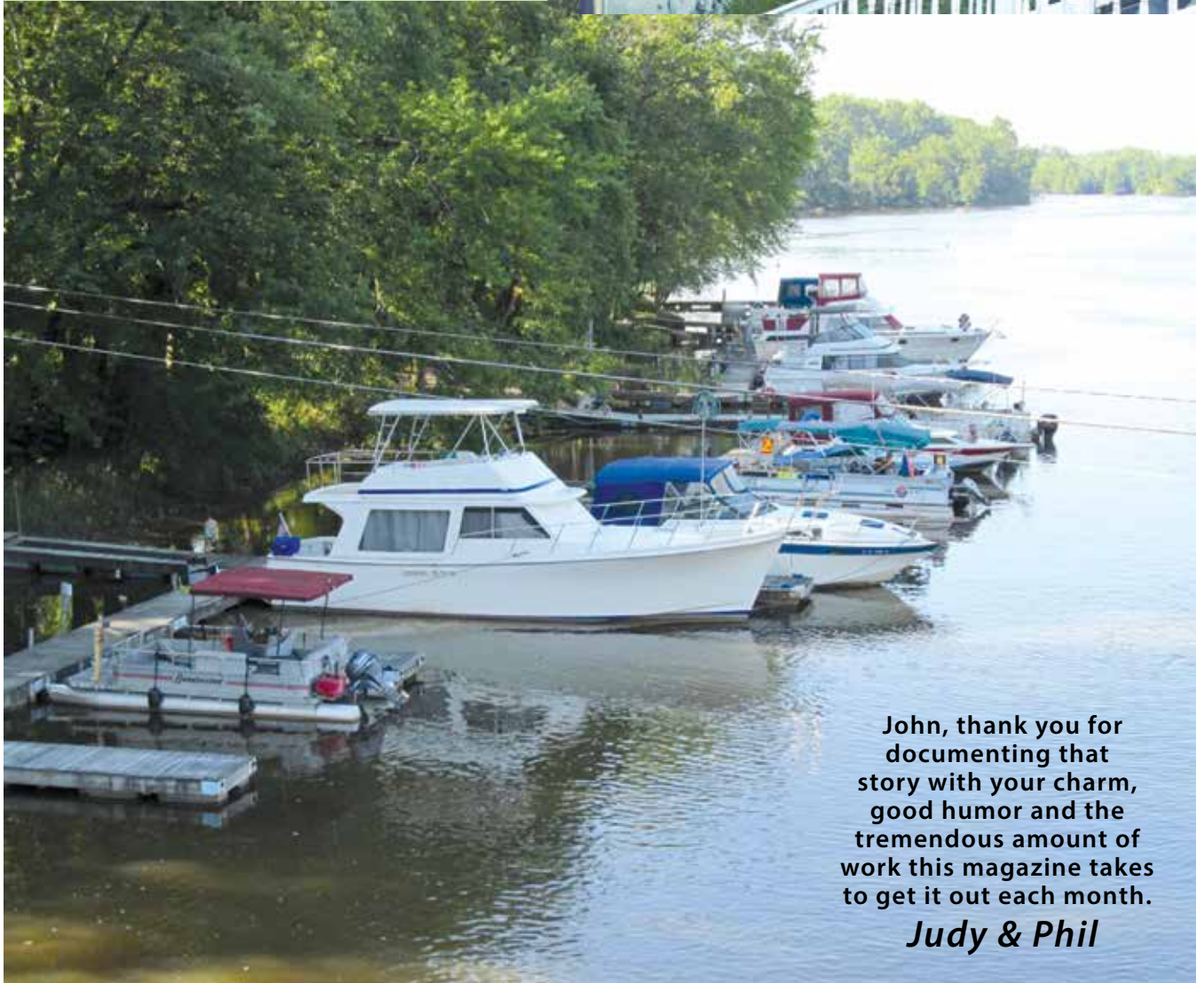
One of those writers that John brought aboard is Pete Bardunias, Pres. & CEO of the Chamber of Southern Saratoga County. Pete is a transplant up here from the mid Hudson region and knows and understands the potential that our stretch of the river and canal has to offer. Every month Pete keeps you up-to-date on happenings along both the Mohawk and Hudson Rivers and NYS Canal System. Thank you Pete, we love it!!

When we first bought the marina

Phil Dean, on left, Judy Dean, New Owner Jason Young.



32 years ago so many of the marinas were going through a transition - owners retiring and selling to the younger generation such as us. Now we see that transition happening again and we couldn't be happier. What a great reason for all of you boaters to get out on the waterway and explore these new marinas and communities. It is an exciting time and we are proud to have been a part of the story of the Hudson River and NYS Canal System.



John, thank you for documenting that story with your charm, good humor and the tremendous amount of work this magazine takes to get it out each month.

Judy & Phil

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You were excited when you found a marina that was nearby and seemed inexpensive. Now, you are tired of rundown facilities, no internet, no water at low tide, no clubhouse, no view from your boat and to be honest, it isn't so cheap when you add up the extras. It sounds like you are ready for a change.

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by Dave Weakley



Dave Weakley is the owner of *American Boat Restoration* and has been helping Northeastern boaters keep their boats in fine trim and good repair for over 40 years.

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Gelcoat Cracks and Delaminating



If you think gelcoat cracks and delaminating on a boat are no big deal here's something to consider: Water intrusion into the deck, hull or stringers is something that could cause many problems and be expensive to repair!

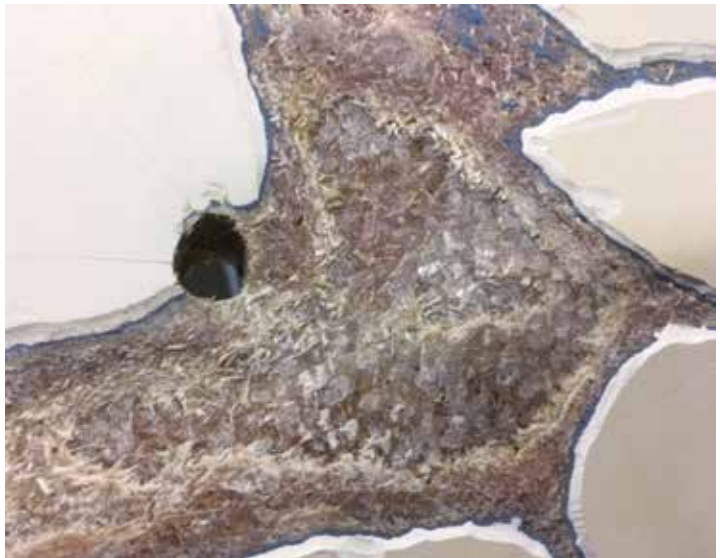
Loose Gelcoat falling off hull
Note excessive thick Gelcoat.





Area of rudder - loose Gelcoat ground off.

Strut area - loose Gelcoat ground off revealing soaked up laminate.



Close up. Strut area. White areas indicate bad laminate.



Rudder and strut area repair complete.

What could be the cause of this type of damage? It could be a sign of impact damage, damage not properly repaired in a timely fashion, excessive gelcoat thickness applied when the boat was built, flexing of the vessel, headers and other main structures detaching from hull allowing stress cracks followed by water intrusion, drilled holes not sealed, leaving the boat uncovered, water vapor seeping through the porosity in the gelcoat causing moisture to build up behind the gelcoat. Moisture problems is another cause in wood coring such as plywood, foam and balsa and can absorb and spread by wicking. The moisture can create rot, adding weight and compromise structure strength. Eventually it could weaken important hardware and fittings such as engine mounts and bolts, rail fasteners, cleats, hinges, etc.

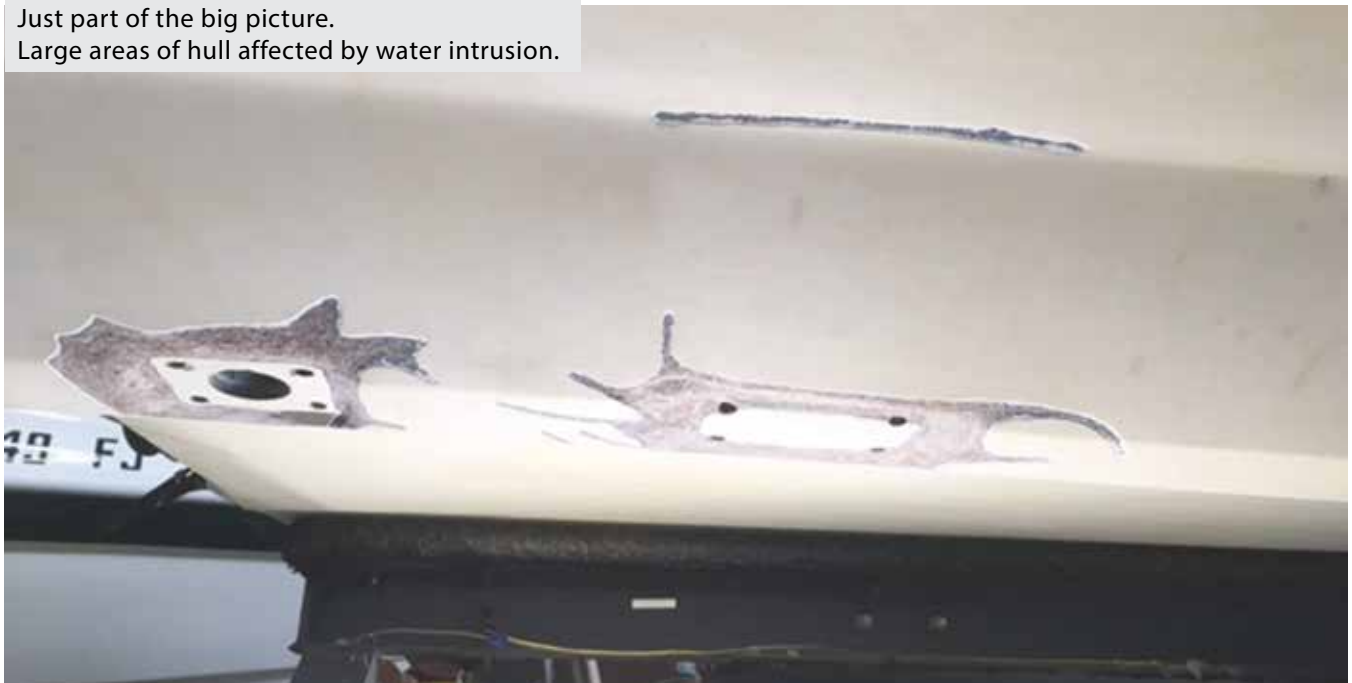


3' elongated delaminating Gelcoat where boat rested on bunk. This was hidden from view.

The problems shown in the photos of this boat are caused by excessive gelcoat. To my surprise the boat was built by a highly respectable and very experienced manufacturer. The gelcoat on the hull was actually falling off and the start of blisters were apparent. Normally blisters are evident first followed by cracks that connect the blisters. This allows water to go through the gelcoat speeding up water intrusion into the laminate.

The repair method in this situation required scraping off all the loose gelcoat first by hand. I used a putty knife with very little effort. I scraped until I found good adhesion. After the loose gelcoat was removed I examined the laminate. Good laminate has a deep purple color and shows healthy laminate. The areas that are white indicate bad laminate and I had to keep grinding until good is revealed. After the grinding was complete the area was layed up with epoxy resin and heavy biaxle fiberglass mat. It was then ground to shape and additional epoxy fiberglass fillers were applied. Next step was sanding and recreating original body lines. The areas were prepped for epoxy barrier, sanding with 80 grit and then the barrier was applied. Epoxy barrier was chosen to slow down any more potential water intrusion hoping to extend the life of the boat.

Just part of the big picture. Large areas of hull affected by water intrusion.



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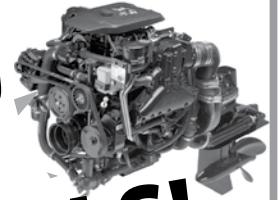
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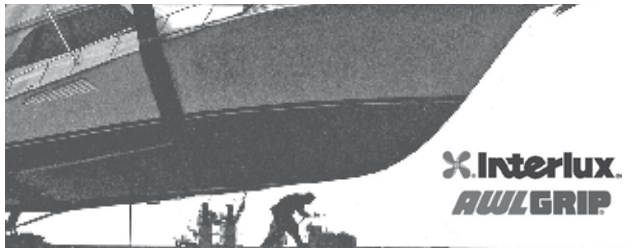
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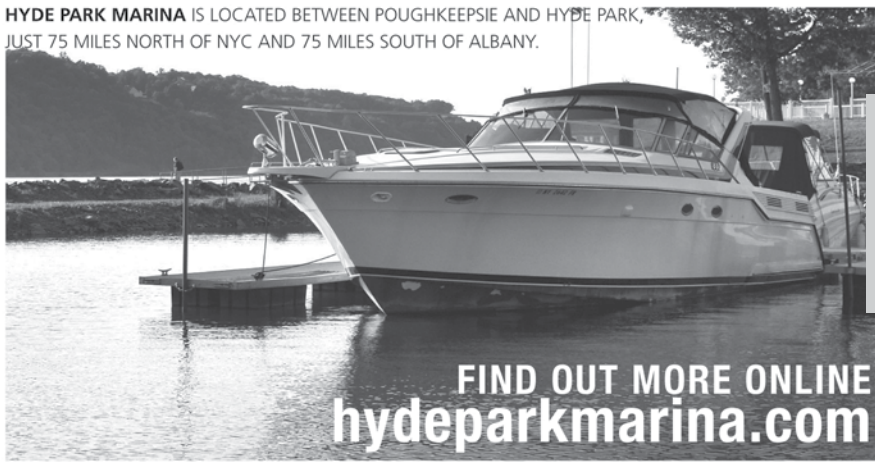
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Holiday Tours & Events

2017 Calendar – Taconic Region



**Parks, Recreation
and Historic Preservation**

2017 Holiday Tours & Events in Columbia, Dutchess, Putnam And Westchester Counties

Clermont State Historic Site, (518) 537-4240

Germantown, Columbia County

A Child's Christmas

Saturday, December 2, 2017 until Sunday, December 3, 2017 10:00 AM - 12:00 PM

Drop in for stories read under the Christmas tree and treats for children ages 3-10. \$4 per person.

Friends of Clermont Holiday Party

Saturday, December 9, 2017 05:00 PM - 07:00 PM

Free for members; guests \$10. Visit www.friendsofclermont.org for more info on the Friends.

Christmas at Clermont Open House

Saturday, December 16, 2017 11:00 AM - 04:00 PM

A great day for families. See the house with Christmas decorations accenting the historic interiors. Free admission.

Candlelight Tours of Clermont

Sunday, December 17, 2017 03:00 PM - 06:00 PM

Tableaux Vivant of Christmas traditions through the ages, glittering decorations, and wassail and traditional holiday goodies served in the historic kitchen (\$12 adult; \$5 for children under 12).

John Jay Homestead State Historic Site, (914) 232-5651

Katonah, Westchester County

Thursdays – Saturdays, December 1 – 31; 1pm, 2pm, 3pm. Celebrate the holiday season at John Jay Homestead with a guided tour of John Jay's historic Bedford House focusing on the holiday traditions and decorations of the 1820s. Tours are offered on Thursdays, Fridays and Saturdays at 1pm, 2pm, and 3pm. Admission is \$10 for adults, \$7 for seniors and students with ID, children 12 and under and members of Friends of John Jay Homestead are free. Tickets are sold out of the glass porch in the Main house, to the left of the front porch.

Wednesday, December 20; Thursday, December 21; Friday, December 22; 5pm-7pm. Candlelight Tours. Experience John Jay's historic Bedford House as it takes on the glow of candlelight to celebrate the holiday season. These unique guided tours focus on holiday traditions and decorations of the 1820s. Reservations are required for timed tours as space is strictly limited. \$15 adult; \$12 senior, student or member; \$5 children. Visit www.johnjayhomestead.org to purchase tickets.

Monday, January 1, 2018; 1pm. First Day Family Fun. Kick-start your New Year's resolutions with a First Day Hike on the grounds of John Jay Homestead. Warm up by the bonfire with a cup of hot cocoa. Pick up your self-guided landscape tour between 1pm and 2pm at the registration table in our main parking lot. For weather based cancellation information please check our website after 10am on the day of the program. Free admission.

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Publisher & Editor

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Contributing Editors and Writers

Pete Bardunias

Ralph Ferrusi

Lex Filipowski

Cathy Karas

John H. Pagliuca

Al Rudolf

Art Stahl

Jeff Sublett

Dave and Dee Weakley

Art Department

Design & Layout - Ed Radford

Advertisements - Rich Maffei

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contained herein is of a general nature and should not be
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water depths, tides, launching areas, are in a
constant state of change. Caution and common
sense are the best attributes when enjoying the many
benefits of the Hudson River, its shore line and
other areas of the Hudson Valley.

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HERE COMES THE SPRING 2018 FISHING SEASON ON THE HUDSON RIVER

by John H. Vargo, Publisher

It begins with Striped Bass fishing, contests and events celebrating the spring spawning run of these wonderful game fish up the Hudson River to spawn.

It continues with catfish contests through the spring, summer and fall. Yes, catfish have become the mainstay of fishing contests on the Hudson River, and for good reason.

They are very easy to catch, especially for children who have never caught a fish in their young lives, they are very strong and can be caught and released with very little harm to the fish, and most importantly there are no restrictions on size limits, bag limits or anything else.

For those reasons, restaurants such as Billy Joe's Rib Works in Newburgh, NY with its huge deck, friendly atmosphere, and supportive management has turned into a home base for children's catfish contests on the Hudson River.

Coupled with the Hudson River Fisherman's Association and their very talented group of volunteers, you have a recipe for success.

Last years United Way Catfish Derby in July proved the value of "doing it right"

With these catfish contests. Twenty three thousand dollars was raised for worthy causes in Columbia and Greene Counties by focusing on catfish as the species of choice for these contests.

This year, 2018 will see many more up and down the Hudson River including the first river wide, New York Harbor to Albany CATFISH CHAOS CONTEST

Being developed by the Hudson River Fisherman's Association wonderful

group of volunteers.

By the Feb/March issue most of these contests will be listed so that you can plan your summer season of excitement.

