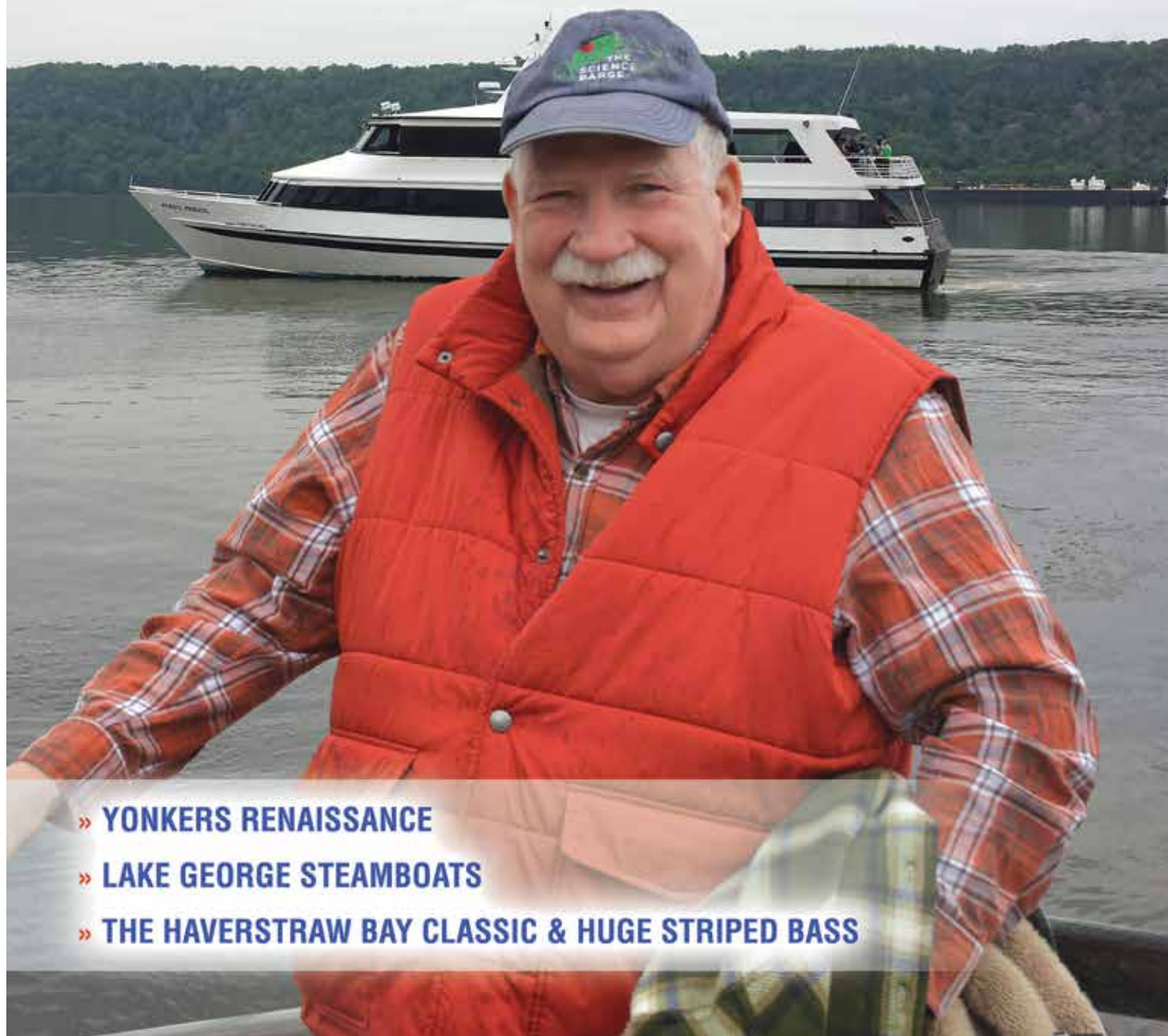


BOATING

On The
Hudson
& Beyond

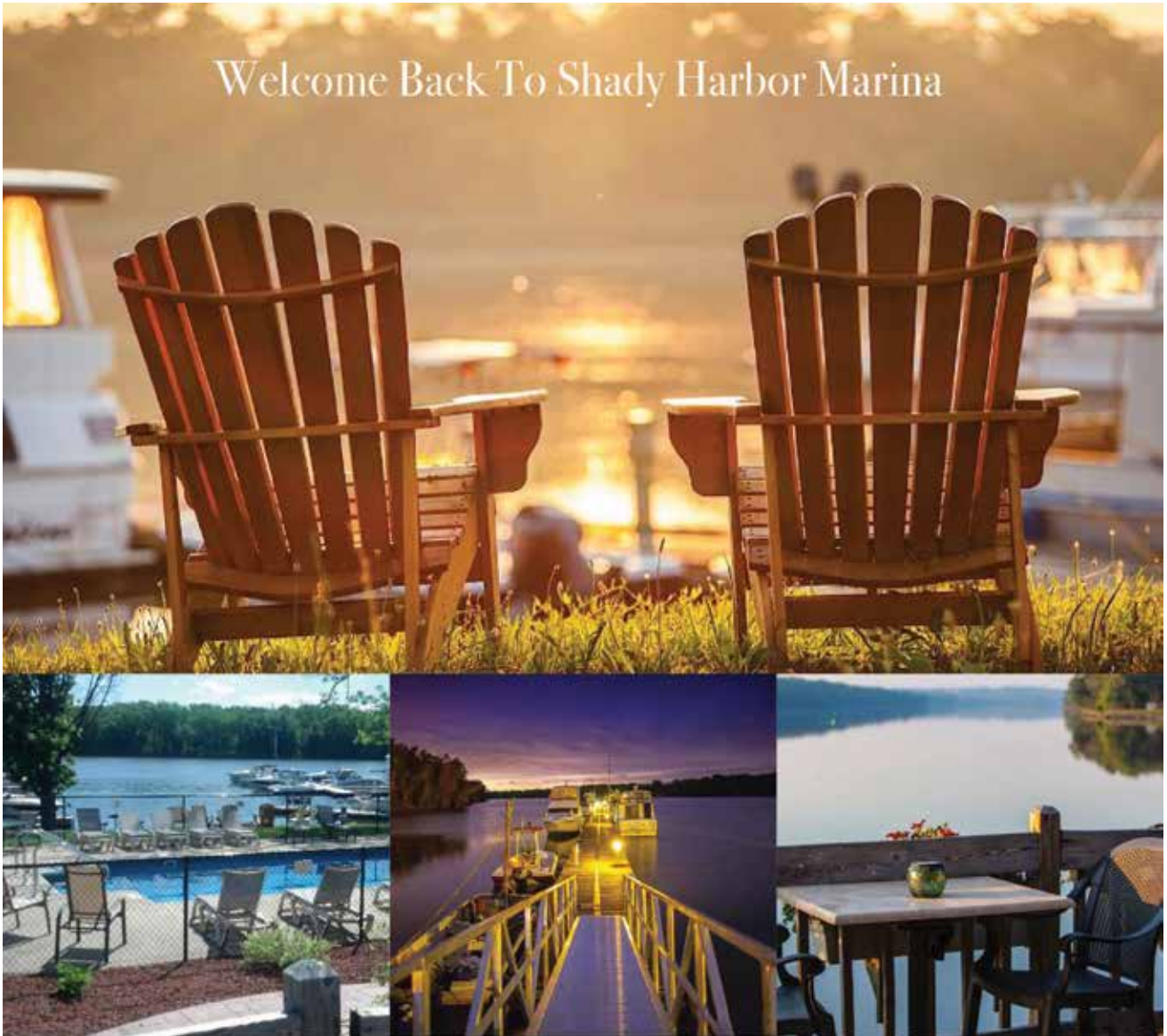
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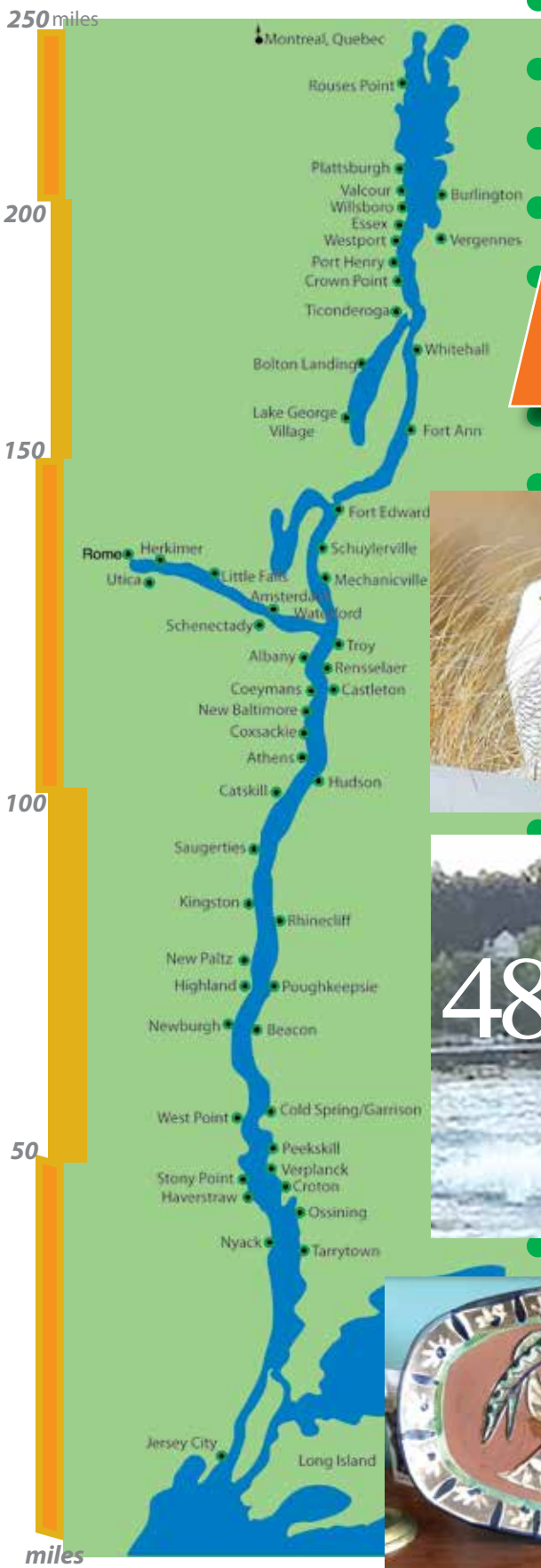
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BOATING

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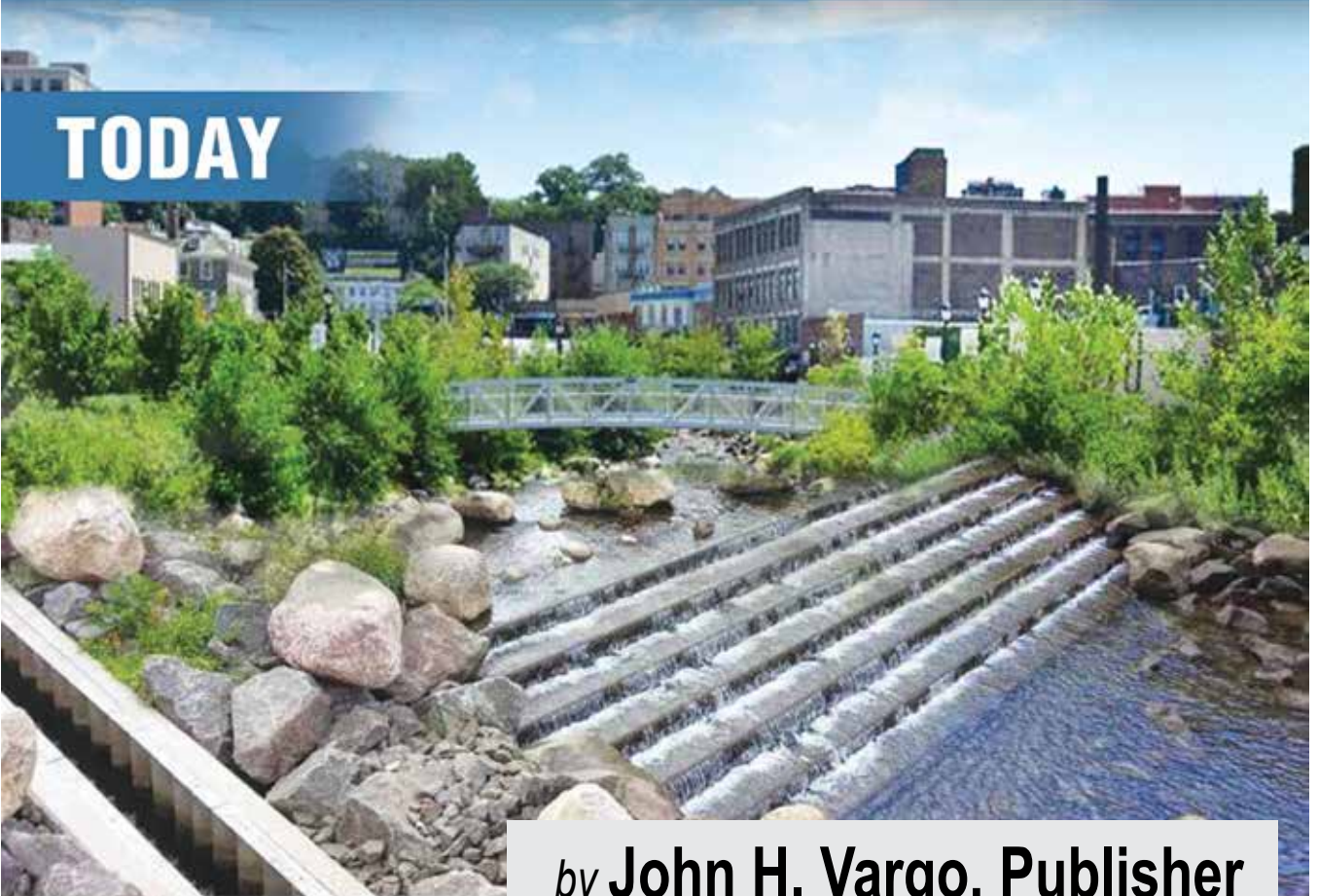


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TODAY



by **John H. Vargo, Publisher**

YESTERDAY



The word Daylighting takes on a whole new meaning in Yonkers!

If you have a concept or ideas you really believe in, and have others that are listening, and acting on that dream it can happen in your lifetime.

Fred Danback, a member of the Hudson River Fisherman's Association, Andy Hudak and Bob Walters, inspired by Fred Danback, had such a dream, somewhat independent of each other. They kept finding ways to bring up the idea of "daylighting" whenever they could. The daylighting of the Saw Mill River or "bringing the river back to the light of day" which was once a parking lot, has created a unique, one of a kind dramatic change to the overall betterment of Yonkers that no one could have imagined thirty years ago.

The earliest mention in print for the idea of uncovering the Saw Mill comes from a U.S. Army Corps of Engineers Reconnaissance Study for Flood Control & Ecosystem Restoration in September 1999, which lists one of the options for restoration was "daylighting the covered reach in Larkin Plaza." These Army Corps studies are years in the making and are directed by local input. Someone had to have given them the idea!

One of the most significant reasons daylighting occurred was due to a group of citizens when they responded to a US National Park Service grant opportunity to establish a "Groundwork Trust" in Yonkers in 1999. With their proposed focus on daylighting, these board members of the "old" Beczak Center with Bob Walters at the helm captured the attention, the imagination, and the funding to establish

February 2018, Phase 3, Chicken Island location of the Saw Mill River. Note the round vertical pipes in the bank of the Saw Mill they are for the over flow during high water. The concrete structure in the foreground is the flume for the waterwheel.



Groundwork Yonkers in 2000 with the City as a co-partner.

Rick Magder was hired as the Executive Director and started initial steps to bring to fruition the first project—daylighting. He engaged Lee Weintraub's CUNY design program to provide a vision for what the river park would look like. With vision in hand, Rick met with the City. At that moment, the City's focus was on a large development project at "Chicken Island" (a parking lot also covering another section of the Saw Mill River); they felt Larkin Plaza daylighting was really a pipe dream (no pun intended!).

Groundwork, however, was not letting go of the idea. Bob Walters, now a board member, insisted there needed to be a river program. With funding from the State Hudson River Estuary Program, Groundwork established the Saw Mill River Coalition to work from Chappaqua to Yonkers. The Coalition was led first by Carol Capobianco (now at the Native Plant Center), and since 2004 has been led by Ann-Marie Mitroff.

From 2004 through the groundbreaking in 2010, many concurrent and separate steps and events have brought about the evolution of the daylighting in Yonkers. Great projects involve a lot of people and a lot of twists and turns. Some, but not all, are described here:

A gathering of officials which brought then Gov. Pataki to Yonkers where Scenic Hudson's Steve Rosenberg, Groundwork's Rick Magder, and Philipse Manor Hall's Lucille Sciacca managed 2-3 minutes of conversation with the Governor about the covered over Saw Mill River. He was amazed that it had been buried.

Ned Sullivan of Scenic Hudson held follow up meetings with the Governor's office, as did Nick Spano. Diligence paid off when Governor Pataki earmarked a total of \$33 million for daylighting.

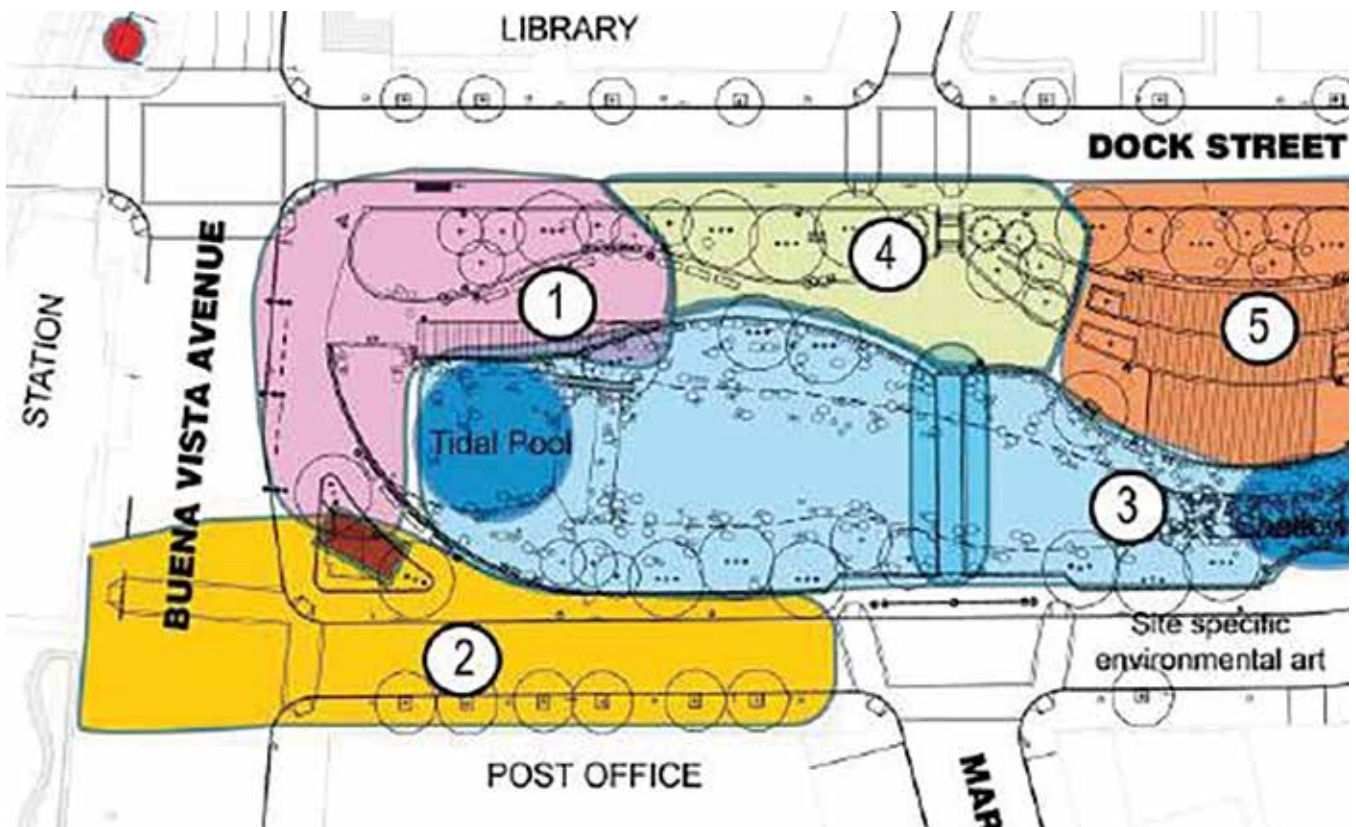
Scenic Hudson also received funding for an initial feasibility study for daylighting the Larkin Plaza site 2003-2004, and they funded Groundwork to facilitate a set of citizen-engagement workshops.

At a Saw Mill River Coalition meeting Scenic Hudson's landscape consultant, Ray Curren, proposed a different footprint for the Chicken Island project, which would allow the daylighting of the Saw Mill River at that site!

The developers of Chicken Island added another partner—Streuver—with experience in river features. The project was renamed River Park Center with the Saw Mill River as an attribute. They began underground studies of the river all the way to the Hudson. The City began purchasing property along the site to be able to enhance the river. (now Phase 3)

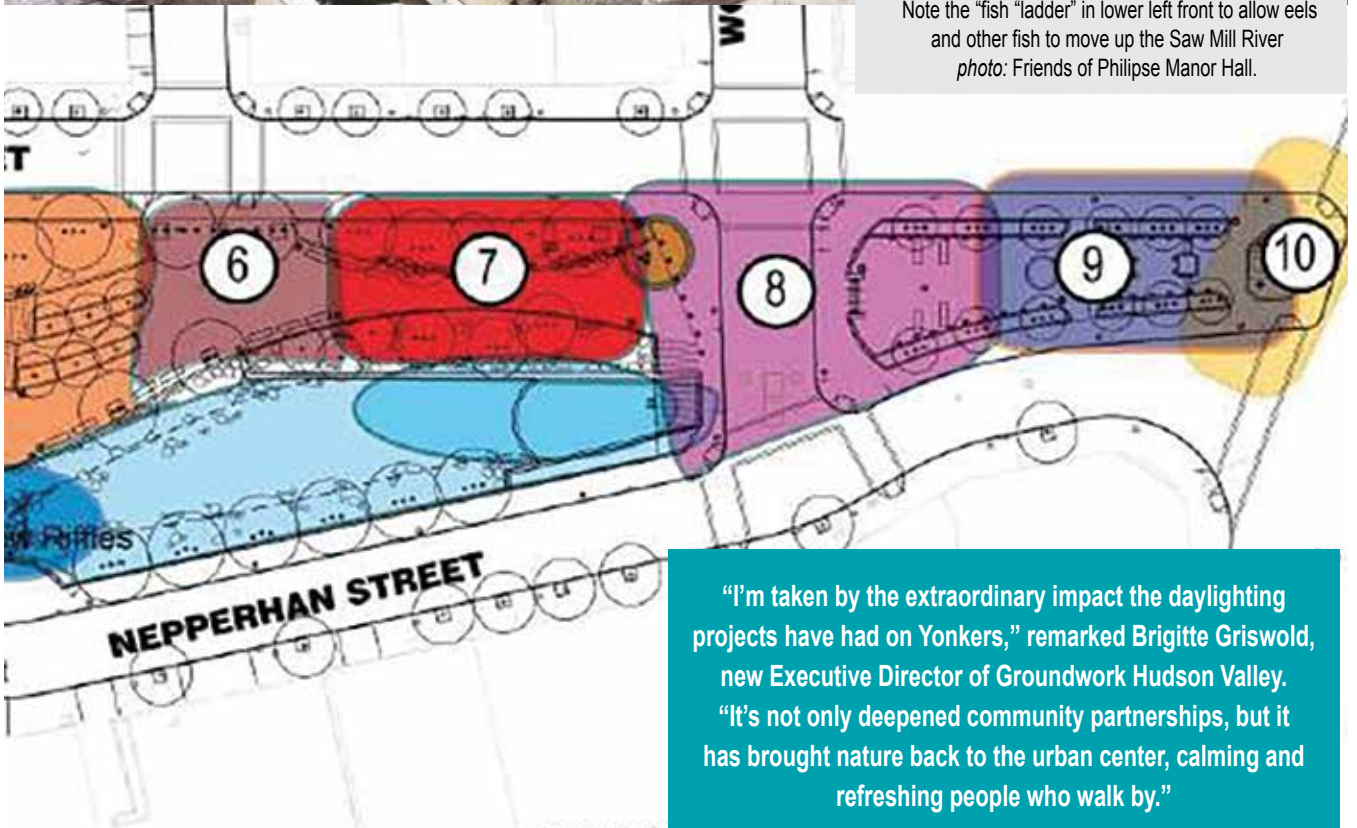
With the Governor Patterson's and Mayor Amicone's support, Groundwork's grant-writing team, Rick and Ann-Marie, applied for and received the rare EPA Targeted Watersheds grant which allowed Ann-Marie, as River Program Director, to expand her concentration on the daylighting, as well as begin Manhattan College's 3-year water quality study from top to bottom of the watershed, to work with municipalities on water quality "hot spots", to support stormwater education, and continue the annual Great Saw Mill River Clean-ups as well as Free-A-Tree vine cutting, among other projects.

To keep up the momentum for the Larkin Plaza project, Groundwork approached the Hudson River Foundation to fund an in-depth community engagement project. The Chicken Island





Lower pool of the Saw Mill River at Larkin Plaza. Note the "fish ladder" in lower left front to allow eels and other fish to move up the Saw Mill River
photo: Friends of Philipse Manor Hall.



"I'm taken by the extraordinary impact the daylighting projects have had on Yonkers," remarked Brigitte Griswold, new Executive Director of Groundwork Hudson Valley. "It's not only deepened community partnerships, but it has brought nature back to the urban center, calming and refreshing people who walk by."

developer—SFC (Streuver-Fidelco-Capelli)—was a critical partner in helping set the stage, as their early underground investigations played a crucial part in knowing what was actually underground.

The group met over the course of a year to come up with a list of opportunities and possibilities for a daylighted park. Participants included people from state parks, Philipse Manor Hall, the downtown BID, the Beczak, Greystone, the historical society, businesses, high schools, and City staff from parks, planning and, importantly, the City's Waterfront Development Director, Jim Pinto.

Then the Economic Downturn of 2008 happened. The River Park Center development collapsed. The City reassessed what was possible to do. They had money left from the state (for daylighting). They had preliminary investigations of the underground river. They "owned" as City property Larkin Plaza. They needed an economic "win." And, through all of Groundwork's community-engagement meetings, they had broad community support.

The City of Yonkers, Mayor and City Council, were gutsy enough in the middle of a downturn in the economy to risk going forward with a daylighting project that committed City tax funds even though some funding was ultimately reimbursed (with grant funding) by state and federal funds.

Once the City decided it wanted to move ahead, they moved with incredible speed. With Jim Pinto, the redevelopment

director at the helm, a bid went out for an engineering design firm. PS&S won the bid and Joseph Fleming led a masterful team in the engineering design. The brilliant design left the underground river path in place to serve as flood protection and created an entirely new river path alongside. In 2013, PS & S won the New York State Society of Professional Engineers (NYSSPE) Outstanding Engineering Achievement Award)

The City welcomed Groundwork's role in providing expertise in ecological design for the project. With funding from the New England Interstate Water Pollution Control Commission (NEIWPCC) the design now included the salt water tidal basin, the fish ladder, native plantings along the river's edge, and specially designed passages for the American eel to continue its migration up the Saw Mill River.

PS&S's landscape design firm, Saratoga Associates used the information from Groundwork's charrettes of what would be welcomed by the community in the final design specifically choosing natives that show year-round color and interest..

Now the push was on to augment the City's funding for the project. Peter Boodell, a private citizen, offered support and brought together a "Daylight Yonkers" business stakeholder group. Working with Scenic Hudson and Groundwork, the group worked with the Project for Public



People in the park.

Spaces to enhance the business opportunities of the park as well as provide support for public grants.

On December 15, 2010, Mayor Philip Amicone, Scenic Hudson's President, Ned Sullivan and Groundwork's Ann-Marie Mitroff led off with remarks about partnerships to City, state and federal officials and local stakeholders at a groundbreaking ceremony marking the start of a project to uncover -- or "daylight" -- the historic Saw Mill River where it flows through Larkin Plaza in downtown Yonkers.

After the groundbreaking, the work began in earnest. With oversight from Jim Pinto and Jacobs Engineering's Jay Greene, ELQ Industries did amazing work and the park's new river path was opened to the Saw Mill River within one-year! Water flowed into the park in November 2011 with a formal celebration with Mayor Amicone in December 2011.

The transition of power changed some personnel, but did not change the support for the project. Under Mayor Spano and his new redevelopment director (now Planning Commissioner), Ms. Wilson Kimball, the advantages of the daylighting for the city economically, has been very positive. Full speed ahead—Phase 2 & Phase 3!

On September 8th, 2012 the grand opening of Van Der Donck Park under the name of Riverfest 2012 officially dedicated the first section that was daylighted.

Weather wise the day turned out to be very bad with severe thunderstorms that led to the cancellation of the event. Not everyone got the message and for some, the low turnout, and lack of fanfare was a disappointment, however the developers and planners of the project did exactly what was intended, created a tranquil, care free environment, right in the heart of Yonkers. Since opening day of the new park, pride, enthusiasm, volunteers and politicians have all proclaimed that the concept is a game changer! It has set an example for others to follow in cities worldwide.

While the opening of the Saw Mill River was a dramatic change there were other changes as well, including X20, Peter Kelly Restaurant, a local Yonkers Chef who developed a world class restaurant, real estate developers and most importantly the original partners that all compliment the general direction of constantly improving what has changed Yonkers into a dynamic showroom for city development.

Throughout the years, Groundwork Hudson Valley engaged its local youth conservation corps in the effort,

brought The daylighting on the Saw Mill was highlighted in the documentary feature film, Lost Rivers, which has been shown throughout the world, featuring Ms. Mitroff and Jim Pinto. The City has continued the project through the center of Yonkers, completing phase II at Mill Street and is now on Phase 3 and Phase 4. Groundwork continues to contribute by writing the stories that appear in the interpretive signs at each location and working with the Downtown BID on programming.

Most interesting about all these years of change is that Bob Walters withstood the test of time and politicians, and to this day has witnessed his original idea develop into reality beyond his wildest dreams. Bob Walters has been able to work on the Hudson River as Director of the Groundwork Hudson Valley's Science Barge, brought to the waterfront in 2008, and the development re-birth of the Saw Mill River into a cleaner, interesting waterway as it now runs openly through the downtown and empties into the Hudson River.

It is the combination of Groundwork Hudson Valley, Scenic Hudson and the Yonkers administration, in combination with vast community support and engagement, and with a single goal of bringing the quality of the Saw Mill River itself back to environmentally set standards that makes this daylighting project so unique.

Sometime the stars do align, events happen, and people get together, time allows for ideas to percolate, thinking changes based on more information, relationships grow, and a process evolves. This allowed the creation of and create a phenomenal project event that dramatically changed forever their dreams into reality.

CURB is located just north of the Science Barge on the banks of the Hudson River and includes a 4,000 sq ft center used for environmental education, research, and community

programs. The building is situated on a 2 acre county-owned park and features an accessible sandy beach and constructed tidal marsh.

CURB annually delivers approximately 200 environmental education programs focused on the Hudson River and urban watersheds for 5,000 local K-12 and college students plus hundreds of teachers, and hosts 3,000+ residents for community programs and special events, most free and open to the public.

In addition to those programs, CURB research and monitoring programs include county-wide monitoring of sewage contamination and water quality, river seining and the study of biodiversity trends, participation in a state-wide study tracking the migration patterns of the American eel, and long-term tracking of real-time weather and river parameters.

In the Saw Mill, every other week in season CURB samples 16

Saratoga Associates, Landscape Architects, Engineers, and Planners gave permission to use the Original photo on Page 4.

The photo was "enhanced" to provide the dramatic affect as shown.

Saratoga Associates won a number of awards for their involvement in the design and development of this project.

They received an Honor Award from the NY Chapter of ASLA, a Project of the Year award in the category of "hardscape/Urban Design and Landscape" and a National Honor Award from the National Waterfront Center in Washington, DC.

sites from Yonkers to Chappaqua with the help of a team of citizen-science volunteers. The team is on the lookout for the fecal-indicator bacteria enterococcus, which can enter our waterways from sewer leaks and runoff.

The data are reported to City of Yonkers, DEC, and EPA, and CURB's studies have led to the identification of sewage hot spots and remediation efforts.

Recent sightings of wildlife including fish such as carp, eels, and other fishes have returned to the river pool and above of the daylighted Saw Mill River. A beaver was seen a few years ago in the lower Saw Mill River pool.

To this writer the entire project, under the three entities, Groundwork Hudson Valley, Scenic Hudson and the City of Yonkers administrators working in complete cooperation, is an example for other cities to emulate. Further the eye opening enthusiasm that volunteers who support Groundwork Hudson Valley have to keep the Saw Mill River as clean and neat as they do is amazing. Not a piece of garbage, paper or anything else is left anywhere in the park!

Bob Walter's, as Director of the Groundwork Hudson Valley Science Barge, anchored right at the mouth of the Hudson River, continues to be the quiet man behind the scenes, witnessing all that is happening, the ultimate environmentalist!

ABOUT THE COVER:

From the publisher, John H. Vargo

Bob Walters is one of the last of a breed of Hudson River men that lived for the Hudson River! These men, and especially "Bob" belonged to the original Hudson River Fishermans Association which played an important part in developing the motivation to clean up the river.

I am as amazed as anyone else that "Bob" has withstood the test of time, and is still going strong in his dreams. Bob Walters is truly unusual in that he has lived in one location all his life and followed his passionate regard for the Hudson River.

Today as part of GroundworkHV he is Director of the Science Barge, anchored right at the mouth of the Saw Mill River on the Hudson River. Hundreds, if not thousands of children visit the Science Barge every year.

What a career living his dreams he has had!

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3	TU	5:15 am L	11:18 am H	5:27 pm L	11:38 pm H
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5	TH	12:24 am H	6:44 am L	12:56 pm H	6:49 pm L
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26	TH	12:06 am L	6:11 am H	12:36 pm L	6:46 pm H
27	FR	12:59 am L	7:06 am H	1:24 pm L	7:35 pm H
28	SA	1:50 am L	7:54 am H	2:11 pm L	8:19 pm H
29	SU	2:39 am L	8:39 am H	2:55 pm L	9:00 pm H
30	MO	3:25 am L	9:23 am H	3:37 pm L	9:41 pm H

TIDES April

Spuyten Duyvil

1	SU	4:34 am L	10:37 am H	4:54 pm L	11:01 pm H
2	MO	5:19 am L	11:23 am H	5:35 pm L	11:45 pm H
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26	TH	12:54 am L	7:03 am H	1:24 pm L	7:38 pm H
27	FR	1:47 am L	7:58 am H	2:12 pm L	8:27 pm H
28	SA	2:38 am L	8:46 am H	2:59 pm L	9:11 pm H
29	SU	3:27 am L	9:31 am H	3:43 pm L	9:52 pm H
30	MO	4:13 am L	10:15 am H	4:25 pm L	10:33 pm H

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3	TU	12:42 am H	7:12 am L	1:07 pm H	7:24 pm L
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30	MO	5:22 am L	11:12 am H	5:34 pm L	11:30 pm H

TIDES April

Haverstraw

1	SU	6:30 am L	12:07 am H	6:48 pm L	pm H
2	MO	12:32 am H	7:14 am L	12:50 pm H	7:25 pm L
3	TU	1:14 am H	7:58 am L	1:35 pm H	8:01 pm L
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5	TH	2:42 am H	9:31 am L	3:17 pm H	9:18 pm L
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7	SA	4:24 am H	11:23 am L	5:11 pm H	11:13 pm L
8	SU	5:18 am H	12:24 am L	6:10 pm H	pm L
9	MO	12:21 am L	6:16 am H	1:21 pm L	7:11 pm H
10	TU	1:24 am L	7:17 am H	2:13 pm L	8:08 pm H
11	WE	2:20 am L	8:14 am H	2:58 pm L	8:57 pm H
12	TH	3:11 am L	9:02 am H	3:40 pm L	9:37 pm H
13	FR	3:59 am L	9:44 am H	4:20 pm L	10:13 pm H
14	SA	4:45 am L	10:22 am H	4:59 pm L	10:45 pm H
15	SU	5:31 am L	11:00 am H	5:37 pm L	11:18 pm H
16	MO	6:16 am L	11:39 am H	6:14 pm L	11:53 pm H
17	TU	7:01 am L	12:20 am H	6:51 pm L	pm H
18	WE	12:32 am H	7:46 am L	1:06 pm H	7:31 pm L
19	TH	1:17 am H	8:34 am L	1:58 pm H	8:15 pm L
20	FR	2:08 am H	9:29 am L	2:58 pm H	9:09 pm L
21	SA	3:07 am H	10:31 am L	4:03 pm H	10:18 pm L
22	SU	4:12 am H	11:37 am L	5:08 pm H	11:34 pm L
23	MO	5:19 am H	12:42 am L	6:14 pm H	pm L
24	TU	12:48 am L	6:29 am H	1:42 pm L	7:20 pm H
25	WE	1:54 am L	7:38 am H	2:37 pm L	8:22 pm H
26	TH	2:52 am L	8:39 am H	3:26 pm L	9:16 pm H
27	FR	3:46 am L	9:32 am H	4:12 pm L	10:03 pm H
28	SA	4:37 am L	10:19 am H	4:56 pm L	10:47 pm H
29	SU	5:26 am L	11:03 am H	5:38 pm L	11:28 pm H
30	MO	6:13 am L	11:45 am H	6:17 pm L	pm H

Peekskill

1	SU	6:49 am L	12:13 pm H	7:09 pm L	
2	MO	12:37 am H	7:34 am L	12:59 pm H	7:50 pm L
3	TU	1:21 am H	8:18 am L	1:46 pm H	8:30 pm L
4	WE	2:06 am H	9:01 am L	2:35 pm H	9:10 pm L
5	TH	2:52 am H	9:47 am L	3:24 pm H	9:52 pm L
6	FR	3:38 am H	10:38 am L	4:15 pm H	10:43 pm L
7	SA	4:26 am H	11:37 am L	5:06 pm H	11:48 pm L
8	SU	5:17 am H	12:38 pm L	6:00 pm H	
9	MO	12:52 am L	6:12 am H	1:34 pm L	6:57 pm H
10	TU	1:49 am L	7:12 am H	2:23 pm L	7:54 pm H
11	WE	2:40 am L	8:10 am H	3:09 pm L	8:45 pm H
12	TH	3:28 am L	9:00 am H	3:52 pm L	9:28 pm H
13	FR	4:14 am L	9:44 am H	4:34 pm L	10:05 pm H
14	SA	5:00 am L	10:23 am H	5:16 pm L	10:39 pm H
15	SU	5:45 am L	11:00 am H	5:57 pm L	11:12 pm H
16	MO	6:29 am L	11:38 am H	6:37 pm L	11:48 pm H
17	TU	7:13 am L	12:20 pm H	7:18 pm L	
18	WE	12:28 am H	7:58 am L	1:08 pm H	7:59 pm L
19	TH	1:14 am H	8:46 am L	2:03 pm H	8:45 pm L
20	FR	2:08 am H	9:38 am L	3:03 pm H	9:37 pm L
21	SA	3:08 am H	10:40 am L	4:05 pm H	10:43 pm L
22	SU	4:12 am H	11:48 am L	5:07 pm H	11:59 pm L
23	MO	5:18 am H	12:54 pm L	6:12 pm H	
24	TU	1:09 am L	6:27 am H	1:54 pm L	7:17 pm H
25	WE	2:12 am L	7:36 am H	2:48 pm L	8:19 pm H
26	TH	3:09 am L	8:39 am H	3:39 pm L	9:14 pm H
27	FR	4:02 am L	9:34 am H	4:27 pm L	10:03 pm H
28	SA	4:53 am L	10:22 am H	5:14 pm L	10:47 pm H
29	SU	5:42 am L	11:07 am H	5:58 pm L	11:28 pm H
30	MO	6:28 am L	11:51 am H	6:40 pm L	

Newburgh

1	SU	1:11 am H	7:49 am L	1:31 pm H	8:09 pm L
2	MO	1:55 am H	8:34 am L	2:17 pm H	8:50 pm L
3	TU	2:39 am H	9:18 am L	3:04 pm H	9:30 pm L
4	WE	3:24 am H	10:01 am L	3:53 pm H	10:10 pm L
5	TH	4:10 am H	10:47 am L	4:42 pm H	10:52 pm L
6	FR	4:56 am H	11:38 am L	5:33 pm H	11:43 pm L
7	SA	5:44 am H	12:37 pm L	6:24 pm H	
8	SU	12:48 am L	6:35 am H	1:38 pm L	7:18 pm H
9	MO	1:52 am L	7:30 am H	2:34 pm L	8:15 pm H
10	TU	2:49 am L	8:30 am H	3:23 pm L	9:12 pm H
11	WE	3:40 am L	9:28 am H	4:09 pm L	10:03 pm H
12	TH	4:28 am L	10:18 am H	4:52 pm L	10:46 pm H
13	FR	5:14 am L	11:02 am H	5:34 pm L	11:23 pm H
14	SA	6:00 am L	11:41 am H	6:16 pm L	11:57 pm H
15	SU	6:45 am L	12:18 pm H	6:57 pm L	
16	MO	12:30 am H	7:29 am L	12:56 pm H	7:37 pm L
17	TU	1:06 am H	8:13 am L	1:38 pm H	8:18 pm L
18	WE	1:46 am H	8:58 am L	2:26 pm H	8:59 pm L
19	TH	2:32 am H	9:46 am L	3:21 pm H	9:45 pm L
20	FR	3:26 am H	10:38 am L	4:21 pm H	10:37 pm L
21	SA	4:26 am H	11:40 am L	5:23 pm H	11:43 pm L
22	SU	5:30 am H	12:48 pm L	6:25 pm H	
23	MO	12:59 am L	6:36 am H	1:54 pm L	7:30 pm H
24	TU	2:09 am L	7:45 am H	2:54 pm L	8:35 pm H
25	WE	3:12 am L	8:54 am H	3:48 pm L	9:37 pm H
26	TH	4:09 am L	9:57 am H	4:39 pm L	10:32 pm H
27	FR	5:02 am L	10:52 am H	5:27 pm L	11:21 pm H
28	SA	5:53 am L	11:40 am H	6:14 pm L	
29	SU	12:05 am H	6:42 am L	12:25 pm H	6:58 pm L
30	MO	12:46 am H	7:28 am L	1:09 pm H	7:40 pm L

TIDES April



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Poughkeepsie

1	SU	1:59 am H	8:32 am L	2:19 pm H	8:52 pm L
2	MO	2:43 am H	9:14 am L	3:05 pm H	9:33 pm L
3	TU	3:27 am H	10:01 am L	3:52 pm H	10:13 pm L
4	WE	4:12 am H	10:44 am L	4:41 pm H	10:53 pm L
5	TH	4:58 am H	11:30 am L	5:30 pm H	11:35 pm L
6	FR	5:44 am H	12:21 pm L	6:21 pm H	
7	SA	12:26 am L	6:32 am H	1:20 pm L	7:12 pm H
8	SU	1:31 am L	7:23 am H	2:21 pm L	8:06 pm H
9	MO	2:35 am L	8:18 am H	3:17 pm L	9:03 pm H
10	TU	3:32 am L	9:18 am H	4:06 pm L	10:00 pm H
11	WE	4:23 am L	10:16 am H	4:52 pm L	10:51 pm H
12	TH	5:11 am L	11:06 am H	5:35 pm L	11:34 pm H
13	FR	5:57 am L	11:50 am H	6:17 pm L	
14	SA	12:11 am H	6:43 am L	12:29 pm H	6:59 pm L
15	SU	12:45 am H	7:28 am L	1:06 pm H	7:40 pm L
16	MO	1:18 am H	8:12 am L	1:44 pm H	8:20 pm L
17	TU	1:54 am H	8:56 am L	2:26 pm H	9:01 pm L
18	WE	2:34 am H	9:41 am L	3:14 pm H	9:42 pm L
19	TH	3:20 am H	10:29 am L	4:09 pm H	10:28 pm L
20	FR	4:14 am H	11:21 am L	5:09 pm H	11:20 pm L
21	SA	5:14 am H	12:23 pm L	6:11 pm H	
22	SU	12:26 am L	6:18 am H	1:31 pm L	7:13 pm H
23	MO	1:42 am L	7:24 am H	2:37 pm L	8:18 pm H
24	TU	2:52 am L	8:33 am H	3:37 pm L	9:23 pm H
25	WE	3:55 am L	9:42 am H	4:31 pm L	10:25 pm H
26	TH	4:52 am L	10:45 am H	5:22 pm L	11:20 pm H
27	FR	5:45 am L	11:40 am H	6:10 pm L	
28	SA	12:09 am H	6:36 am L	12:28 pm H	6:57 pm L
29	SU	12:53 am H	7:25 am L	1:13 pm H	7:41 pm L
30	MO	1:34 am H	8:11 am L	1:57 pm H	8:23 pm L

Kingston

1	SU	2:45 am H	12:07 am L	3:05 pm H	9:40 pm L
2	MO	3:29 am H	7:14 am L	3:51 pm H	10:21 pm L
3	TU	4:13 am H	7:58 am L	4:38 pm H	11:01 pm L
4	WE	4:58 am H	8:42 am L	5:27 pm H	11:41 pm L
5	TH	5:44 am H	9:31 am L	6:16 pm H	
6	FR	12:23 am L	10:24 am H	1:09 pm L	7:07 pm H
7	SA	1:14 am L	11:23 am H	2:08 pm L	7:58 pm H
8	SU	2:19 am L	12:24 am H	3:09 pm L	8:52 pm H
9	MO	3:23 am L	6:16 am H	4:05 pm L	9:49 pm H
10	TU	4:20 am L	7:17 am H	4:54 pm L	10:46 pm H
11	WE	5:11 am L	8:14 am H	5:40 pm L	11:37 pm H
12	TH	5:59 am L	9:02 am H	6:23 pm L	
13	FR	12:20 am H	9:44 am L	12:36 pm H	7:05 pm L
14	SA	12:57 am H	10:22 am L	1:15 pm H	7:47 pm L
15	SU	1:31 am H	11:00 am L	1:52 pm H	8:28 pm L
16	MO	2:04 am H	11:39 am L	2:30 pm H	9:08 pm L
17	TU	2:40 am H	12:20 am L	3:12 pm H	9:49 pm L
18	WE	3:20 am H	7:46 am L	4:00 pm H	10:30 pm L
19	TH	4:06 am H	8:34 am L	4:55 pm H	11:16 pm L
20	FR	5:00 am H	9:29 am L	5:55 pm H	
21	SA	12:08 am L	10:31 am H	1:11 pm L	6:57 pm H
22	SU	1:14 am L	11:37 am H	2:19 pm L	7:59 pm H
23	MO	2:30 am L	12:42 am H	3:25 pm L	9:04 pm H
24	TU	3:40 am L	6:29 am H	4:25 pm L	10:09 pm H
25	WE	4:43 am L	7:38 am H	5:19 pm L	11:11 pm H
26	TH	5:40 am L	8:39 am H	6:10 pm L	
27	FR	12:06 am H	9:32 am L	12:26 pm H	6:58 pm L
28	SA	12:55 am H	10:19 am L	1:14 pm H	7:45 pm L
29	SU	1:39 am H	11:03 am L	1:59 pm H	8:29 pm L
30	MO	2:20 am H	11:45 am L	2:43 pm H	9:11 pm L

TIDES April

Hudson

1	SU	12:24 am L	5:41 am H	12:46 pm L	6:03 pm H
2	MO	1:07 am L	6:26 am H	1:33 pm L	6:51 pm H
3	TU	1:48 am L	7:11 am H	2:20 pm L	7:41 pm H
4	WE	2:29 am L	7:57 am H	3:07 pm L	8:33 pm H
5	TH	3:09 am L	8:43 am H	3:55 pm L	9:27 pm H
6	FR	3:50 am L	9:32 am H	4:45 pm L	10:21 pm H
7	SA	4:36 am L	10:23 am H	5:38 pm L	11:16 pm H
8	SU	5:29 am L	11:18 am H	6:31 pm L	
9	MO	12:12 am H	6:27 am L	12:16 pm H	7:25 pm L
10	TU	1:06 am H	7:26 am L	1:12 pm H	8:16 pm L
11	WE	1:57 am H	8:24 am L	2:05 pm H	9:04 pm L
12	TH	2:44 am H	9:18 am L	2:52 pm H	9:50 pm L
13	FR	3:26 am H	10:09 am L	3:36 pm H	10:34 pm L
14	SA	4:03 am H	10:59 am L	4:15 pm H	11:15 pm L
15	SU	4:35 am H	11:47 am L	4:53 pm H	11:56 pm L
16	MO	5:03 am H	12:34 pm L	5:31 pm H	
17	TU	12:36 am L	5:30 am H	1:22 pm L	6:13 pm H
18	WE	1:18 am L	6:05 am H	2:11 pm L	7:02 pm H
19	TH	2:02 am L	6:49 am H	3:03 pm L	8:00 pm H
20	FR	2:52 am L	7:41 am H	3:58 pm L	9:04 pm H
21	SA	3:48 am L	8:43 am H	4:56 pm L	10:09 pm H
22	SU	4:51 am L	9:59 am H	5:55 pm L	11:13 pm H
23	MO	5:57 am L	11:18 am H	6:53 pm L	
24	TU	12:15 am H	7:02 am L	12:29 pm H	7:51 pm L
25	WE	1:14 am H	8:04 am L	1:33 pm H	8:45 pm L
26	TH	2:10 am H	9:03 am L	2:30 pm H	9:37 pm L
27	FR	3:01 am H	9:58 am L	3:22 pm H	10:25 pm L
28	SA	3:49 am H	10:50 am L	4:10 pm H	11:11 pm L
29	SU	4:33 am H	11:39 am L	4:56 pm H	11:54 pm L
30	MO	5:16 am H	12:26 pm L	5:41 pm H	

Albany

1	SU	12:24 am L	5:41 am H	12:46 pm L	6:03 pm H
2	MO	1:07 am L	6:26 am H	1:33 pm L	6:51 pm H
3	TU	1:48 am L	7:11 am H	2:20 pm L	7:41 pm H
4	WE	2:29 am L	7:57 am H	3:07 pm L	8:33 pm H
5	TH	3:09 am L	8:43 am H	3:55 pm L	9:27 pm H
6	FR	3:50 am L	9:32 am H	4:45 pm L	10:21 pm H
7	SA	4:36 am L	10:23 am H	5:38 pm L	11:16 pm H
8	SU	5:29 am L	11:18 am H	6:31 pm L	
9	MO	12:12 am H	6:27 am L	12:16 pm H	7:25 pm L
10	TU	1:06 am H	7:26 am L	1:12 pm H	8:16 pm L
11	WE	1:57 am H	8:24 am L	2:05 pm H	9:04 pm L
12	TH	2:44 am H	9:18 am L	2:52 pm H	9:50 pm L
13	FR	3:26 am H	10:09 am L	3:36 pm H	10:34 pm L
14	SA	4:03 am H	10:59 am L	4:15 pm H	11:15 pm L
15	SU	4:35 am H	11:47 am L	4:53 pm H	11:56 pm L
16	MO	5:03 am H	12:34 pm L	5:31 pm H	
17	TU	12:36 am L	5:30 am H	1:22 pm L	6:13 pm H
18	WE	1:18 am L	6:05 am H	2:11 pm L	7:02 pm H
19	TH	2:02 am L	6:49 am H	3:03 pm L	8:00 pm H
20	FR	2:52 am L	7:41 am H	3:58 pm L	9:04 pm H
21	SA	3:48 am L	8:43 am H	4:56 pm L	10:09 pm H
22	SU	4:51 am L	9:59 am H	5:55 pm L	11:13 pm H
23	MO	5:57 am L	11:18 am H	6:53 pm L	
24	TU	12:15 am H	7:02 am L	12:29 pm H	7:51 pm L
25	WE	1:14 am H	8:04 am L	1:33 pm H	8:45 pm L
26	TH	2:10 am H	9:03 am L	2:30 pm H	9:37 pm L
27	FR	3:01 am H	9:58 am L	3:22 pm H	10:25 pm L
28	SA	3:49 am H	10:50 am L	4:10 pm H	11:11 pm L
29	SU	4:33 am H	11:39 am L	4:56 pm H	11:54 pm L
30	MO	5:16 am H	12:26 pm L	5:41 pm H	

Castleton

1	SU	5:24 am H	12:17 pm L	5:46 pm H	
2	MO	12:38 am L	6:09 am H	1:04 pm L	6:34 pm H
3	TU	1:19 am L	6:54 am H	1:51 pm L	7:24 pm H
4	WE	2:00 am L	7:40 am H	2:38 pm L	8:16 pm H
5	TH	2:40 am L	8:26 am H	3:26 pm L	9:10 pm H
6	FR	3:21 am L	9:15 am H	4:16 pm L	10:04 pm H
7	SA	4:07 am L	10:06 am H	5:09 pm L	10:59 pm H
8	SU	5:00 am L	11:01 am H	6:02 pm L	11:55 pm H
9	MO	5:58 am L	11:59 am H	6:56 pm L	
10	TU	12:49 am H	6:57 am L	12:55 pm H	7:47 pm L
11	WE	1:40 am H	7:55 am L	1:48 pm H	8:35 pm L
12	TH	2:27 am H	8:49 am L	2:35 pm H	9:21 pm L
13	FR	3:09 am H	9:40 am L	3:19 pm H	10:05 pm L
14	SA	3:46 am H	10:30 am L	3:58 pm H	10:46 pm L
15	SU	4:18 am H	11:18 am L	4:36 pm H	11:27 pm L
16	MO	4:46 am H	12:05 pm L	5:14 pm H	
17	TU	12:07 am L	5:13 am H	12:53 pm L	5:56 pm H
18	WE	12:49 am L	5:48 am H	1:42 pm L	6:45 pm H
19	TH	1:33 am L	6:32 am H	2:34 pm L	7:43 pm H
20	FR	2:23 am L	7:24 am H	3:29 pm L	8:47 pm H
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25	WE	12:57 am H	7:35 am L	1:16 pm H	8:16 pm L
26	TH	1:53 am H	8:34 am L	2:13 pm H	9:08 pm L
27	FR	2:44 am H	9:29 am L	3:05 pm H	9:56 pm L
28	SA	3:32 am H	10:21 am L	3:53 pm H	10:42 pm L
29	SU	4:16 am H	1:10 am L	4:39 pm H	11:25 pm L
30	MO	4:59 am H	11:57 am L	5:24 pm H	

Troy

1	SU	12:34 am L	5:49 am H	12:56 pm L	6:11 pm H
2	MO	1:17 am L	6:34 am H	1:43 pm L	6:59 pm H
3	TU	1:58 am L	7:19 am H	2:30 pm L	7:49 pm H
4	WE	2:39 am L	8:05 am H	3:17 pm L	8:41 pm H
5	TH	3:19 am L	8:51 am H	4:05 pm L	9:35 pm H
6	FR	4:00 am L	9:40 am H	4:55 pm L	10:29 pm H
7	SA	4:46 am L	10:31 am H	5:48 pm L	11:24 pm H
8	SU	5:39 am L	11:26 am H	6:41 pm L	
9	MO	12:20 am H	6:37 am L	12:24 pm H	7:35 pm L
10	TU	1:14 am H	7:36 am L	1:20 pm H	8:26 pm L
11	WE	2:05 am H	8:34 am L	2:13 pm H	9:14 pm L
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13	FR	3:34 am H	10:19 am L	3:44 pm H	10:44 pm L
14	SA	4:11 am H	11:09 am L	4:23 pm H	11:25 pm L
15	SU	4:43 am H	11:57 am L	5:01 pm H	
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22	SU	5:01 am L	10:07 am H	6:05 pm L	11:21 pm H
23	MO	6:07 am L	11:26 am H	7:03 pm L	
24	TU	12:23 am H	7:12 am L	12:37 pm H	8:01 pm L
25	WE	1:22 am H	8:14 am L	1:41 pm H	8:55 pm L
26	TH	2:18 am H	9:13 am L	2:38 pm H	9:47 pm L
27	FR	3:09 am H	10:08 am L	3:30 pm H	10:35 pm L
28	SA	3:57 am H	11:00 am L	4:18 pm H	11:21 pm L
29	SU	4:41 am H	11:49 am L	5:04 pm H	
30	MO	12:04 am L	5:24 am H	12:36 pm L	5:49 pm H

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Northeast Outdoor Show May 19th & 20th Dutchess County Fairgrounds, Rhinebeck, NY

The Northeast Outdoor Sports Show is an event for those with a deep passion for anything and everything outdoors. The event will feature everything from Fishing, Hunting, and Boating to Camping, Cycling, Recreational Vehicles and Travel. The event will also be featuring celebrities, workshops, seminars, children and family activities and more!

Don't just shop, BUY!

The Northeast Outdoor Sports Show won't just feature product for you to see and handle, the event will also feature tons of vendors for you to be able to purchase items and get right out with them.

All the Outdoor Sports you can handle!
This unique event will feature a huge variety of categories for you to check out:

Fishing	RV's
Hunting	Golf
Camping	Travel
Boating	& More
Cycling	
Recreational Vehicles	

Conveniently Located at the Dutchess County Fairgrounds!
The Northeast Outdoor Sports Show is conveniently located at the Dutchess County Fairgrounds which is easily accessible from the New York State Thruway, Route 9, and The Taconic Parkway. The event is within easy driving distance from New York City and Albany.

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Boating Corral Information:

The 2018 Northeast Outdoor Show will feature a special buy/sell boat corral! Are you looking to sell your boat or watercraft? Do it at the Northeast Outdoor Show!

How does it work?

For a \$50 fee, you can display your boat/watercraft that you are looking to sell to the thousands of people who attend the Northeast Outdoor Show at the Dutchess County Fairgrounds in Rhinebeck. For your fee, you can display any size boat/watercraft and also be provided with a weekend pass (\$20 value) to the show so you can choose to be with your boat or just have it on display.

We encourage everyone to post information about your boat, contact information, and price on your boat for the attendees looking to purchase.

How can I buy my ticket?

If you are interested in showing your boat at the event, simply visit neoutdoorshow.com and purchase the ticket. You will have to drop your boat off at the fairgrounds on either Thursday May 17th or Friday May 18th by 6pm.

Once you purchase your ticket, it will be valid for one boat/watercraft at the event. It will also include a weekend pass. You will then take your ticket along with your boat to the fairgrounds vendor check in on either Thursday May 17th or Friday May 18th by 6pm. We will show you to your spot, and also provide you with your weekend pass.

SPUD BARGES AND LAUNCH OPERATORS

One of the most interesting aspects of the changing shoreline along the Hudson River is needed access by businesses that are restricted by private property.

If you are one of these businesses you might need some help in solving the problem.

With a lifetime of experience on the "River" I might be able to help you.

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A Rare Bird Indeed

by **Gil Hawkins**
Sculptor.

facebook.compages/GilHawkins-Sculpture/837
201-446-2652 gilhawkins.com

The Snowy Owl (*Bubo Scandiacus*) as owls go, is a rarity amongst rarities. "Uncommon" is the word used by the field guides. Owls are generally nocturnal and reclusive. Hiding in holes or blending into the bark, owl's feather patterns create the ultimate camouflage. So when the large white bird visits us from the Arctic it is an event. An event that travels at the speed of the internet. An event that creates controversies through out the birding world.

Without snow in this their southern region, Snowys stick out like a sore thumb. They can be found perched on fence posts, dunes, or any high point overlooking a broad hunting area. Feeding on rodents, rabbits, and a variety of waterfowl, daytime hours may find them sitting for long periods of time doing absolutely nothing.

Tips for Enjoyable (and Responsible!) Snowy Owl Viewing

Presented by Black Swamp Bird Observatory & Kaufman Field Guides

Snowy Owls are uncommon and irregular winter visitors from the Arctic. They favor open areas that look most like the tundra, and are often seen perched on the ground or on barns, buildings, or utility poles. These special visitors are in unfamiliar surroundings and are often stressed and hungry. Typically these owls hunt at night and rest in the daytime. Approaching too closely can make them fly, depleting critical energy reserves. Our actions should not add to their stress in any way.

- ◆ Keep quiet and maintain a respectful distance at all times. If the owl reacts to your presence, you're too close!
- ◆ Never approach or harass an owl with the intention of making it fly
- ◆ Do not attempt to call, lure, or bait an owl to get it to come closer
- ◆ Be respectful of private property boundaries and nearby residents
- ◆ Be respectful of fellow observers
- ◆ Do not create a hazard to yourself and others by stopping on or along roadways
- ◆ If you witness someone harassing an owl, contact the local authorities
- ◆ Be an ambassador. Help educate beginners on how to enjoy these magnificent birds responsibly!
- ◆ Remember: no picture or closer view is worth jeopardizing the welfare of the owl or your reputation in the birding community!



This year Snowy Owls have been spotted in several places in the metropolitan area including the Hudson Valley. Their sightings have not been without scrutiny that may occur around any rare bird sighting. Do we tell or do we not tell? Has become the question.

When a Gyrfalcon, another uncommon visitor from the Arctic, was spotted in the Palisades Interstate Park last winter, word went out in a nano-second and crowds descended on the lookout. With easily a million dollars of optics, cameras, scopes and binoculars, two questions could be heard over coffee in flourishing café, "Did you see it?", from the birders and "Did you get it?" from the photographers.

The bird's rarity like the owl's creates instant fame and, in the case of the Gyrfalcon, which was a pretty far distance in a tree, a call went up of "foull!" accusing several photographers of flushing the bird when they got too close. The Snowy's habit of just sitting adds to the potential flushing problem. Stories of "leap-frogging" a Snowy in the New Jersey Meadowlands two years ago stated that the bird had to keep flying off, expending energy and interrupting hunting, to keep a distance from the encroaching crowd.

With the advancement of iphones, long lenses, digital imagery, and social media, the objectifying of nature is entertainment and big business. While the "experience of seeing" a Snowy Owl is important to one, "capturing an image/s" of the bird is important to another. With two not so distinct positions one might say that everyone should have the chance to enjoy nature and all her bounties. So, what happens when a few spoil it for the masses? While there are those who say there are limits to that enjoyment. So, who sets those limits ?

The creation of protected areas in parks and on public lands can help set specific rules and guidelines for bird watching. There are good reasons to

stay on trails and avoid sensitive areas. However, formal parks can also stifle important connections especially in children. There is something to be said for catching frogs and turning over rocks. Creating an appreciation of nature as well as developing ethical interactions between humans and animals is the key

By its habit of just sitting it may not be as entertaining as other birds of prey. Amongst all the rare species sightings which can be a fleeting and frustrating hunt for the dedicated, the spotting of a Snowy Owl presents a possible once in a lifetime opportunity.

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We will be hosting guided van tours of the entire marina facility with a Haverstraw Marina spokesperson. In addition, we will have an expert Captain on hand to demonstrate docking and answer any boating concerns you may have, courtesy of SEATOW. We will also be holding Hudson River seminars in our Conference Center by John H. Vargo, publisher of the Boating on the Hudson & Beyond magazine. Where to go? What to do? Ask questions, he has answers.

Our critically acclaimed Hudson Water Club will be open all day. We welcome you to stop in, relax, and enjoy their delicious Lunch Specials and Drinks!

You won't want to miss this!!!

Open House April 14th, 2018



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Affirmation!

by **John H. Vargo, Publisher**

My life is complete!

Thanks to the many members of each of these very old ice yacht clubs- the North Shrewsbury Ice Yacht Club and the Hudson River Ice Yacht Club the word "Affirmation" is the only way to describe the wonderful camaraderie, good will, and pure joy that these two ice yacht clubs provide me.





Visiting Red Bank ice boat in a hike, Reid Belinbergs, "Vixen" passing them.





Rick Lawrence, host and past Commodore, HRIYC.



Jeff Morton, Past Commodore, NSIYC.

As a grand gesture, the NSIBYC not only brought all the food but John Gannon, their chef did the cooking in Rick Lawrence's front yard.

Many of these ice yachts go back before the turn of the century! They were the hero's of the media, promoted as the fastest man made object in the world and usually compared to railroad trains with much debate as to who was the fastest.

The major iconic family's in the Hudson River Valley such as the Astor's, Vanderbilt's, and many others all had ice yachts which their summer time yacht captains drove in the winter time when there was ice on the Hudson River or some good size lake.

The same can be said for the Shrewsbury River, near Red Bank, N J. The families on the banks of the Shrewsbury River did the same thing. Thus competitive ice yacht racing groups were formed into clubs.

The competition became so intense that the ice yachts were moved by Railroad flat car from the Hudson River Valley to Red Bank, NJ to await the right "conditions" so the competition could begin.

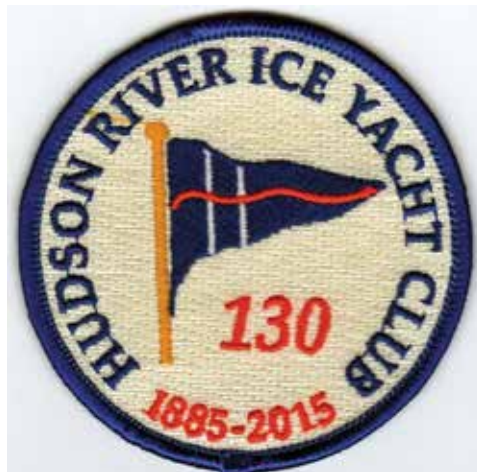
Over the years the rivalry between the two clubs became so intense that much of the time it ensured it outright shouting.

Fast-forward to the 80's and the two groups began to work hard at enjoying each other's company, helping one and another to be very competitive, yet still sailing hard on the finish line for first place.

Quite a few of the men who are driving these ice yachts are third, or even fourth generation family members, know the tradition well, and today are carrying the story forward in a magnificent, friendly atmosphere, that assure it will continue this way for years to come.

I have been fortunate to be "in the game" for the last 60 years.

What a great sport that has everything, and has stood the test of time.



North Shrewsbury Ice Boat & Yacht Club



Many of these ice yachts date back to the 19th century.



Clams and burgers and sausage on the barbecue, courtesy of the NSIBYC. John Gannon, Chef,

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Saturday, September 16, 2017:

Another Great Day On The River



by **Ralph J. Ferrusi**

As I've said before, probably many times, we are always looking for new and interesting places to canoe, or, returning to places we haven't been to in a while. "How's about putting in at the Norrie Point Yacht Basin and heading south down to Bard Rock on the Vanderbilt property? We haven't been on

this reach since we did it with the Carleton, 'way back in the 80's or so." Ahhh, the Carleton: a 16- or 17-foot dark green polyethylene Old Town, the second canoe I ever owned, after the venerable 13-foot aluminum Montgomery Ward "Sea King" that I co-owned (that's a whole other story!).

To put September 16th in perspective, let's talk about the Carleton a bit. Back in those days, your choice of canoes was aluminum, aluminum, or aluminum. And, pretty much Grumman. The Carleton was, at that time, "State of the Art" for an affordable "plastic" boat. It was a handsome boat, made even more eye-catching by the name "THUMPER III" I had white 10-inch instant-lettered along both sides. We were on Cloud Nine, and raced it on several local creeks.

Looking back, the Carleton was not by any means a swift, efficient boat. Multi-layer Royalex had been invented, but Royalex canoes may not have been, and, similarly, Kevlar was the material of choice for bullet-proof vests, not canoes. The thick polyethylene simply could not be shaped into a narrow, slice-through-the-water bow: the bow of our current fastest, most efficient boat, an 18-foot Kevlar We No Nah Jensen is about a half-inch wide; the Carleton's snub nose was about four inches wide. And, the hull was designed more for stability than efficiency. Finally,

it weighed in at about 100 pounds—maybe more. The Jensen weighs 53 pounds, and it's sleek hull glides effortlessly through the water. Looking back, by comparison the Carleton plowed through the water, pretty much as if we were paddling a very heavy, old-fashioned, cast-iron lion-clawed bathtub!

OK, fast-forward to 2017, as we wrestle our dark green, swift, efficient, 17-foot Royalex Sundowner off the roof of the Subaru at the Norrie boat launch. A guy with a dark green official-looking shirt walks over to us and says "Didn't you bring an Old Town Carleton here about 30 years ago???" Just kidding: he really said "It costs three dollars to launch your boat in a State

Park on weekends." Crap: it is Saturday: why didn't we come up here yesterday???" We grumbled a bit—shooting the messenger—then grudgingly peeled off three singles, and eventually launched on the nifty KAYAK launch, and headed out past the dozens and dozens of fancy boats, sitting there, moored on this



fine, fine September Saturday: we were going out on The River.

We swung south around the breakwater, out into the gleaming, calm, empty Hudson: we saw about two or three other boats in the whole two hours we were on the river. On a day like today, in the Old Days there would have been dozens of boats out there. C'est la vie...

There were several men fishing from the shore just past the breakwater. We're always careful of fishing lines, and swing around them, giving them a wide berth. We waved: nobody waved back. I just have to say this: fisherman rarely nod or acknowledge us; it's pretty much as if we are some kind of pests. OK, I said it, and I'm glad.

Beyond the fisherman, we paddled past a docked sturdy-looking "working boat", the John E. Flynn(?), with PILOT in big red letters on its cabin, then, around the bend, in an ideal location, what appeared to be a restaurant, with a broad deck, facing down the reach.



There were some people fishing off the deck, but to me there was absolutely no sign of life inside the building (It's the Environmental Center).

Next we paddled down towards the PYC—Poughkeepsie Yacht Club—and the bay below the "restaurant" was filled 'way out with that ubiquitous green "seaweed"—probably some kind of invasive—that we now see all over the place along the shore of the river. When we reached the Yacht Club, a guy was standing on one of the docks sweeping away debris piled up against it. We talked to him, and it turned out he flew Douglas A-26 Invaders in Vietnam!!! Wow, I had never talked to an A-26 pilot. Let's talk about the A-26 a little bit:

The A-26 Invader was a fast, nifty twin-engined light bomber/ground attack (thus the "A" designation) aircraft built by the Douglas Aircraft Company late in World War II. It also served in both Korea and Vietnam, and as a civilian forest fire fighter aircraft (as in the movie *Always*). In 1948 the Air Force



re-designated it the B-26, leading to some confusion with the Martin B-26 Marauder, infamously nicknamed “The Widow Maker”, as it was a difficult plane to learn to fly, but once “mastered”, had a very admirable combat record, noted for bringing its crews home.

Back to 2017: I thanked the A-26 pilot for his service, and, as I do for all Vietnam vets, welcomed him home. Just below the PYC we came across what appeared to be a trillion-dollar house: all swoops, curves, glass, decks, patios, and yard sculptures. It was so striking it was intimidating: people actually live in places like this??? Further south, there was a tall older house, with more solar panels than I’ve ever seen on a building, with a trillion-dollar view down the reach.

Beyond the house I thought I spotted Bard Rock, about a half-mile away. We had just about maxed out our outbound energy: “Should we go for it???” “OK, another 10-15 minutes.” Soon, the boat was grounded, the only thing separating us from landfall on Vanderbilt/Bard Rock was about a hundred feet of good old Hudson River low

tide MUCK: very ugly. We really didn’t want to deal with it, but we were sooooo close: we slogged through it. I smiled (sort of) at the NO SWIMMING sign on shore: anyone who would be compelled to “swim” in this acres of mud and murky shallow water hadda be dumber than someone who just walked across it!

We clambered up on The Rock, then checked out the groomed, wooded, park-like broad area south of it. There were a couple of small “beaches”, picnic tables, and benches. It was very appealing: peaceful, quiet. We shared it with a half-dozen other people; half of them had dogs. I couldn’t help but think of the thousands and thousands of people milling around malls up and down the valley—indoors—on this picture-perfect late-summer’s day. Go figure...

We slogged through the muck back to the boat, and decided to save an exploration of Esopus Island for another day: a weekday!!! All in all, another Great Day On The River, and, three bucks well spent..

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



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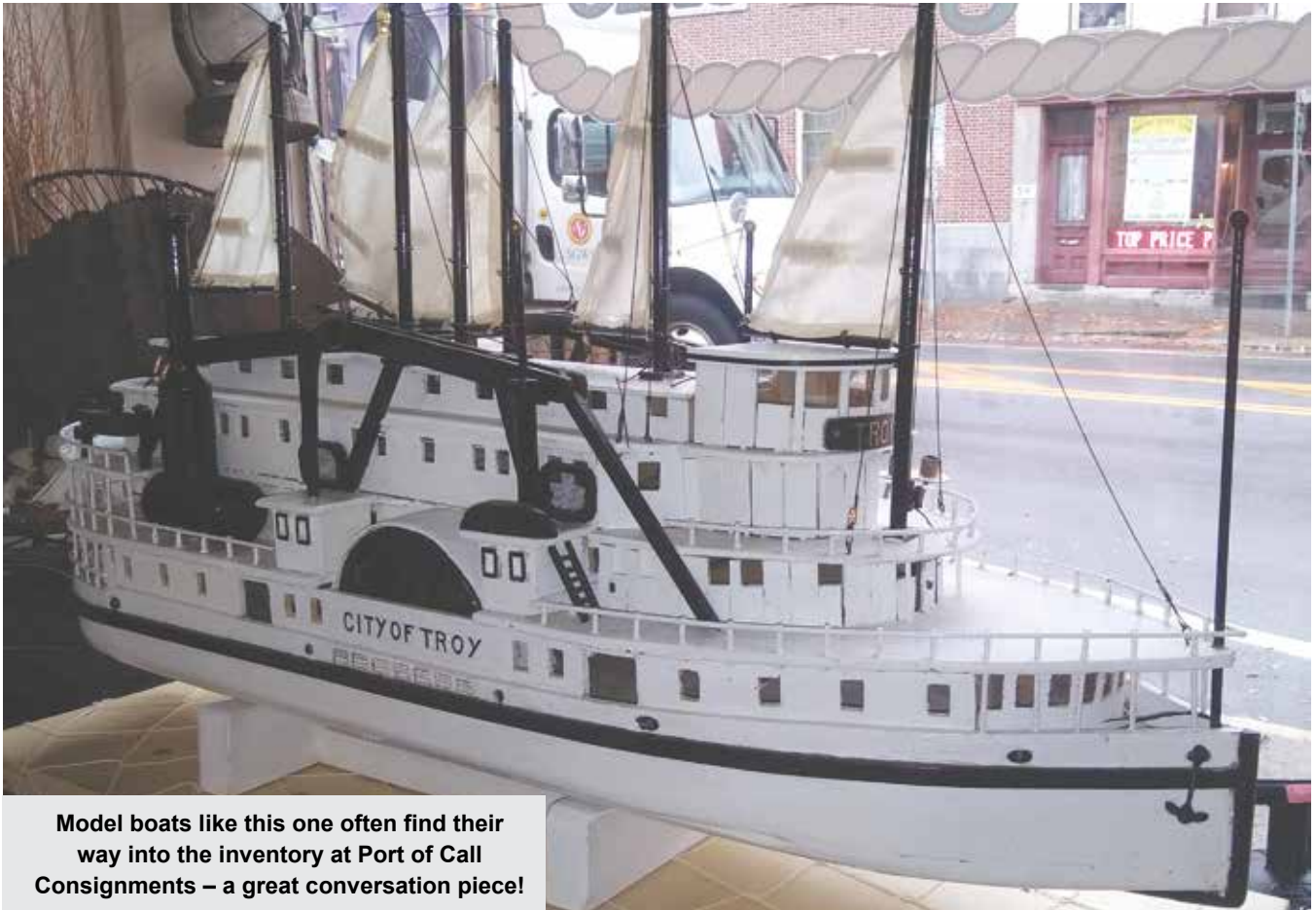
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If you are in the market for a used yacht, you are looking to get a yacht at a great price but equally important is a yacht that has been well maintained. What makes this yacht so incredibly special and unique in the marketplace is the exceptional condition of this yacht and the prior owner of this boat. People who have been on this yacht, have told the owner repeatedly that they think this yacht is 1 to 2 years old because it looks that good. And the condition goes beyond its physical appearance, all of the electrical and mechanical systems have been maintained to the highest standard.

When investing in a used yacht it is critical to know its history. Was it cared for properly? Where was it used? How was it maintained? The last thing you want is a yacht that is a fixer-upper. What makes this yacht so appealing is the owner of the yacht has owned and operated a marina for the past 40 years where he sells and services boats. This is his personal yacht that has been maintained beyond what you would normally see. Who better to buy a used yacht from?



Model boats like this one often find their way into the inventory at Port of Call Consignments – a great conversation piece!



The CSSC's volunteer Ambassador crew has visited Rich (2nd from right) multiple times in recent years, helping increase exposure and potential customers for the business.

Waterford's Real "Port Of Call" Is A Few Blocks Away From The Dock!

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

To many boaters, meeting the people who inhabit various ports is part of the enjoyment of the journey, especially on New York's splendid Canal System. Waterford's Rich Bronk is a home-grown upstate entrepreneur who has developed a successful business in an often-challenging environment for small retailers. Port of Call Consignments (57 Broad Street, Waterford, NY 12188, (518) 874-1643) was one of the first area stores to successfully utilize the internet to dramatically boost sales and showcase his business to the traveling public.

Rich placed his store in Waterford partly because it was close to his home, but also because it was in a prime location with high visibility, heavy street traffic, low rent, and an additional client base among the traveling boaters using the canals. "I chose the name Port Of Call as it described a place where you stop for a short time when you are on your journey," says Rich. The store shelves are stocked with a large number of antiques and collectibles plus nautical items such as fishing poles, tackle, marine décor, books, DVDs, and often boating supplies such as fenders, lines, life jackets, etc.

The Waterford location presents a unique opportunity to meet people from far and wide. Rich has met everyone from boat owners, tour boat captains and tugboat crews to those doing "the Loop". "I've been invited on a few occasions to join them on their voyages," he says, "though that was not possible for me with the business. I've even loaned out tools and supplies to some boat crews that were broken down at the Visitors Center."

Rich is eager to see a robust, revitalized Canal Festival for 2018 and is happy to see new energy being pumped into the event: "My hopes for the Festival are to bring an influx of people who don't normally frequent Waterford. I'm happy to see people that are not normally in the store, even if they don't purchase something. They may come back another time, or

at least refer someone else to us." Says Rich, "Word of mouth is priceless!"

Rich is very proud of the Chamber of Southern Saratoga County (CSSC) membership sticker in his window. Rich says, "Prior to Pete taking over the CSSC, I had been open approximately 2 years without any visits from anyone in the chamber so that meant a lot to me." He adds that "It truly felt as though he wanted my business to succeed and grow as much as I did, and the CSSC helps promote my business in ways that I could not do alone."

Rich is right that we do want him to succeed as much as he does. But he is also way too modest – Port of Call Consignments is an amazing store in its own right! One never knows what they might find there, from neon bar signs to ship models to statues and artifacts, used tools, Lionel trains and parts and even vintage stereo equipment. Make Port of Call your destination on your next Waterford trip and tell Rich we sent you – you won't be disappointed!



The CSSC's volunteer Ambassador crew has visited Rich (2nd from right) multiple times in recent years, helping increase exposure and potential customers for the business.

Vintage fishing lures and equipment line the walls and fill several racks of the store, alongside other interesting collectibles like matchbox cars, etc.



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Dutchess County Veterans Offered Third Annual Boat Ride

by Leslie Spencer

We would like to announce the dates for the 3rd Annual Boat Rides for Dutchess County Veterans. This year the ride followed by a picnic lunch is scheduled for June 9, 2018, originating from White's Marina in New Hamburg, NY. The rain date is June 16, 2017. Over the last two years, the number of veterans we were able to accommodate has grown from 20 vets in 2016, to 40 vets in 2017 and our goal is to take 50 vets out on boats this year.

Interested Veterans can participate by contacting the Dutchess County Office of Veterans Services. Veterans can expect to arrive around 10:30 am to coffee and doughnuts donated by Dunkin Donuts. A small service will be held that includes a bagpiper whom plays songs that represent every branch of the military, the singing of the national anthem, a prayer dedicated to the fallen, active and retired members of the military, a flag raising ceremony, boat assignments, boat rides to west point, a picnic lunch and free raffle giveaways during the picnic lunch. Please let the representative of the Dutchess County Office of Veteran Services know if you need special accommodations such as availability to a restroom while out on the boat ride because many of the smaller boats do not have such accommodations, and you will be assigned to a larger boat that meets your needs.

Following the boat ride is a picnic lunch. Many local businesses donated financial support or food that include ShopRite, Rainbow Pools, FleetFeet, My Brother Bobby's Salsa, The Sons of Italy (Joe DiMaggio Lodge #2248) and Dan Gallagher. Decorations were donated by Party City. Any business that would like to participate by donating items or money can contact George Mann at JACKRR42@AOL.COM or Leslie Spencer at res12dive@gmail.com. Thank you in advance for those who help us out.

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BY JOHN H. VARGO,
PUBLISHER, BOATING ON
THE HUDSON & BEYOND
MAGAZINE: WHERE TO
GO, WHAT TO DO, ASK
QUESTIONS, HE HAS
ANSWERS**

ALEX SALOMATOFF HAS THE ANSWERS TO YOUR BOAT QUESTIONS!



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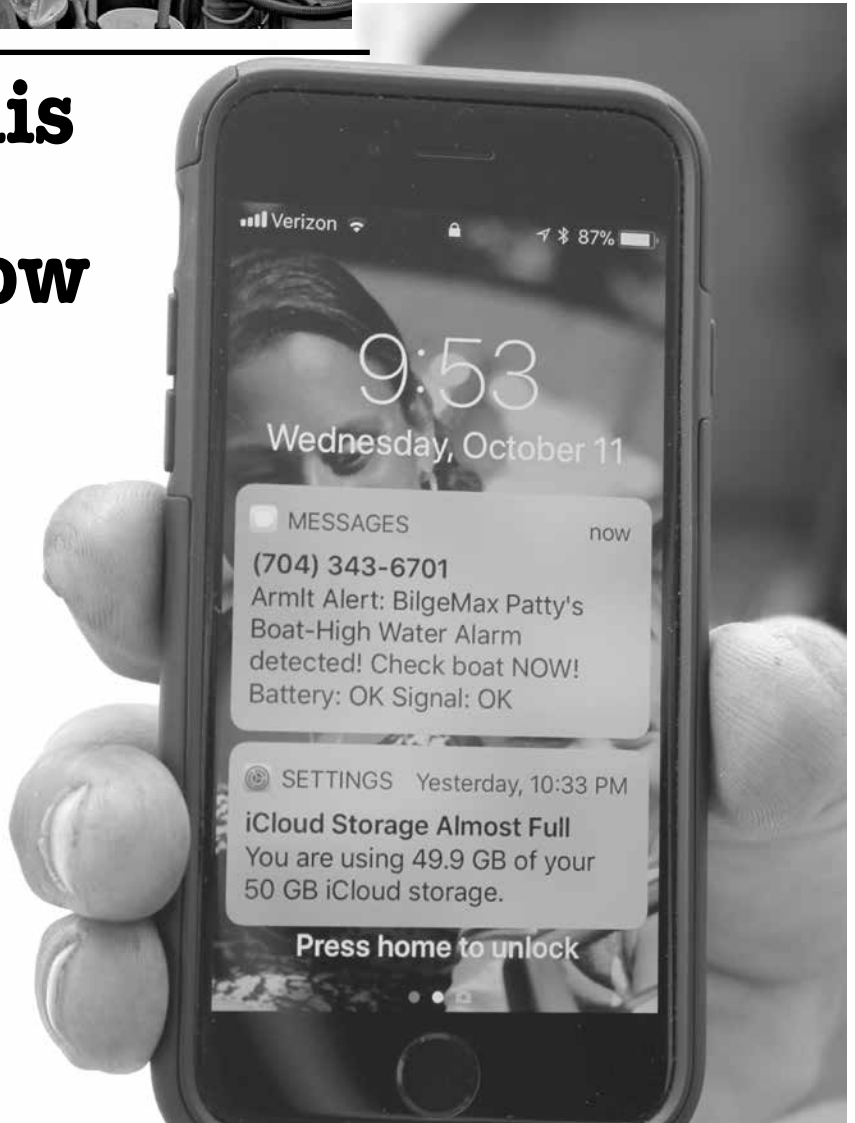
If you are constantly on the go, have very little time for anything but work, and, like everyone else have a cell phone growing out of your arm, your going to love this new set of wireless sensors.

Final a New Jersey based company, Arm It, has developed a set of sensors, that can be installed by Alex Marine Plus of Newburgh, NY on your boat that can provide a monitor service 24/7 of high water in your bilge, where your boat is at all times, even if a window, door or cabinet inside your boat is being entered or opened.

This concept has been around for a number of years, but, up to now, has been very expensive

to buy and maintain. NOT ANY MORE. The constantly improving cellular network, with complete prices driving the cost down, coupled with the latest technology in sensors, now provides the kind of service we use to dream about.

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Boating On The Hudson is starting our brand new Call-In Online Radio Talk Show That Is All About Boat Repair called "Ask Alex!"

Alex Salomatoff is the Owner and an Extraordinarily Exceptional Mechanic at Alex's Marine Plus in New Windsor, NY. If you have any questions at all about your boat, your trailer or your Jet-Ski, Simply Call or Text Lex Now at 845-363-0004 to arrange a time ASAP to ask your question directly to Alex "On The Air."

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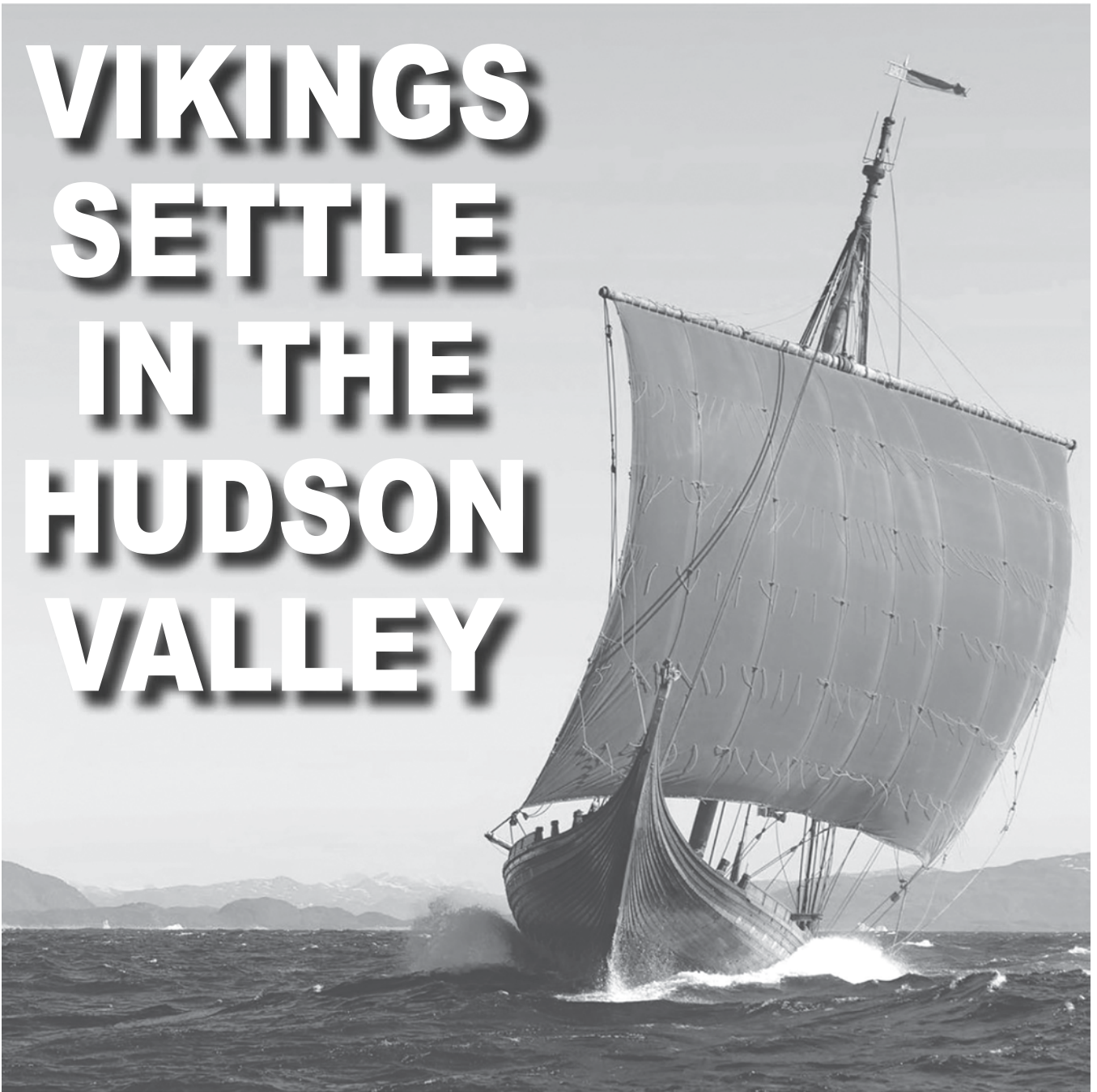
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VIKINGS SETTLE IN THE HUDSON VALLEY



by **Jack Collier Freeboard**

Noted local historian and Research Fellow at Vassar College. Jack is also a member of Chelsea Yacht Club where he is Captain of the D Fleet and races an O'Day 22.

A research paper published by Cornell University Cooperative Extension written by Dr. Daniel Van Hooensteyn MBA, PHD, Head of Historical Studies Dept. has disclosed new and irrefutable proof that Viking Explorers settled in the Lower Hudson Valley.

An unexpected result of the mapping of the Hudson by GE for the core sampling study has been the location of wrecks pinpointed by GPX/ Side Scan Sonar.

The location of these wrecks is being kept secret in order to protect the sites from looting. However one site was accidentally located at Chelsea, about 500 feet offshore in a shallow mud flat off of River Road. While hauling moorings a piece of wood approximately 10" x 12" x 5" was snagged in a mooring chain. The wood was intricately carved with designs which seemed to be of Nordic origin. Photographs of the carving and a small sample of the wood were sent to Cornell University where they were examined by Dr. Van Hooensteyn. The carvings were very similar to the carvings on the Gogstaag ship which

is on display in the Antiquities Museum in Oslo Norway.

Carbon dating fixed the age of the wood at between 960 AD and 1040 AD. This is the time period when the sagas tell of the explorations of Eric The Red.

Dr. Van Hoetenstein traveled to Chelsea with a small group of Graduate Interns to examine the site in 2002. The wreck measured 67 ft. long by 22 feet wide. It was completely submerged in the mud except for a small piece of the bow which was recovered. GE released the Side Scan Sonar images of the wreck to Cornell University to aid in the research.

The research team used a specialized suction dredge to explore the site for artifacts hidden in the debris of the buried ship. A number of artifacts were recovered before the ice ended the research for the season. Pewter cups and bowls were dated to the same time period and hammered iron spear heads were also recovered. Work at the site will resume on or about April 1, 2003 providing the ice is gone from the river. It has always been a theory of many experts in the field that the "Vinland" of the sagas was actually located in the lower Hudson Valley and that Eric the Red actually started settlements in the area between Cold Spring and Poughkeepsie.



Now there is irrefutable proof. Careful examination of a large fragment of material recovered from the wreck proved to be part of an undergarment of red dyed wool. The initials ERT can clearly be seen monogrammed on the waistband.

Arrangements will be made to create a permanent display aboard the sloop Clearwater, so that as the Clearwater travels up and down the river, visitors will be able to view Eric The Red's drawers and know that the true "Vinland" was right here in the Hudson Valley.



THE HAVERSTRAW BAY CLASSIC *at the* Cortlandt Yacht Club 2018 5th Anniversary

The premier Striped Bass Tournament in the lower Hudson Valley will celebrate its 5th Anniversary at the Cortlandt Yacht Club on April 27,28,29,2018.

Boasting a grand prize of \$2000, and a \$1000 combined weight prize, this year's event will surpass all other events in recent memory.

Rods, reels, bikes, and a wide assortment of prizes for many of the participants

Thanks to the strong support of our community, tournament volunteers and sponsors, and the officers and members of the Cortlandt Yacht Club, the classic sets the bar for Hudson striped bass tournaments! This is "The Event" that has it all! A top shelf facility, high quality boat launch at Georges Island County Park, (directly in front of the best fishing for stripers at the time of year), 5 minutes from a Holiday Inn Express, and a very experienced tournament committee.

This committee is dedicated to showing everyone that they have the most efficient method possible of catching that over 40-inch striper. Timing is everything and it has been the committee's experience that the dates selected are exactly when ocean run bunker have entered Haverstraw Bay followed by the huge striped bass.

The structure of the event caters to children and adults with commercial fisherman on the Hudson River providing the freshest bunker possible.

A very convenient weighs station, boat slips available, and on water assistance provided by two Sea Tow boats on call 24 hrs. are also part of this weekends events.

There are two entry locations:
**Matts Sporting Goods,
242 Rt 9w, Haverstraw, NY
845-429-3254**

*and Croton Bait and Tackle,
Riverside Av, Croton, NY.
914 271 3675*

For further information regarding participating in the prize offerings or signing up for the contest contact mythreesons3@optonline.net





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RLA039-1

What You Can Do About Rising Insurance Rates

Your Insurance with Cathy Karas

and Why It's Happening

The industry trend for many types of personal insurance is that rates are on the rise. I don't know why this comes at a surprise to many consumers since all you have to do is turn on the TV or radio or read the newspaper to hear of the volume of vehicle accidents involving distracted driving while texting, talking on a phone or changing controls on the dashboard, or wildfires, floods, or snow and rain damaging homes. There are some proactive measures you can take



to reduce your costs that I will discuss later in my article, but let's first understand the nature of what insurance is and the role the insurance companies play. Basically the idea of insurance is to "spread the risk" among a segment of the population and having the rates reflect an "average" cost for this group where the insurance company will have enough money to pay for losses that group will probably experience in the upcoming year, make a profit, but not raise their rates so high as to lose customers. Actuaries determine the chance of a loss for a projected year, based on past history of prior years for certain groups and come up with a premium. These actuaries look at prior year's experience for certain areas, drivers, vehicles, home, boats, etc and base the rates on past experience. There are many factors considered to determine a rate. If the company paid out more than they collected in premium for a certain population group, then the rate basis was too low and they increase it, anticipating the claims activity will be similar in the year upcoming. The reverse is also true, where companies often take rate decreases, based on favorable loss experience. For example after Storm Sandy, many insurance companies either increased their rates substantially for any properties with a coastal exposure

or chose to withdraw from issuing policies for those areas altogether. After several years, some companies are now accepting some business in the areas where they declined it before or reduced their rates when other companies re- entered the market place. Keep in mind insurance companies are not charity organizations but companies in business to make money. They have expenses as all other business have such as payroll, insurance, rent, taxes and other related expenses, as all businesses would. Insurance companies are also required by the Insurance Departments for each state to maintain a certain amount of "reserve" to pay claims from.

Here are 3 common types of personal insurance and rating factors that can affect your premium:

AUTO *Where you live (more congested areas usually mean more traffic and more accidents)*

- *Types of vehicles you own*
- *Your driving records and ages*
- *Limits of liability and deductibles if you have comprehensive or comprehensive and collision coverages*
- *Number of years you are with the same company*



- **Your credit score (those with better credit typically experience few claims)**
- **Your driving record and claims history (even towing and glass claims can “count”)**

HOME *Where you live - distance to hydrants, fire department and any major body of water*

- **Year built, style of construction, square footage and features (which determines the limit of insurance for the structure)**
- **When your roof was last replaced, when heating, plumbing and electrical systems last updated**
- **Your credit score and length of time owned**
- **Type of heat (underground oil tank can be a negative factor), if you have an unfenced pool, a hazardous dog breed or trampoline**
- **Claims history**



BOAT *Year, make, model, horsepower, miles per hour and value for the hull and machinery*

- **Where you use the boat, lay up period out of water**
- **Years of your experience both as operator and owner**
- **Your driving record**
- **If used for waterskiing, tubing, wakeboarding**
- **Credit score and if you're a homeowner or renter**
- **Claims History**

Some of these factors can be changed or improved on. For your auto insurance, be sure you are getting all the discounts available to you. Some to consider are alarm systems, daytime running lights, recovery devices in your vehicle, and for yourself and your drivers having taken the 6 hours defensive driving course can provide an approximate 10% discount for 3 years. Many companies also offer other discounts such as good student, distant student, driver education, low mileage and sometimes you can install a device that monitors your driving patterns. For your homeowners insurance, having the insurance company aware your house is updated regarding roof, plumbing, heat and electrical systems can mean you might qualify for a different

program with the same company or maybe another company may offer a better rate dependent on what and when you did any updating. Being an AARP member can mean a discounted rate, as you are considered one of the most sought after segment of the population. Most often AARP members are safe drivers, do not have young drivers on the policy and own higher valued homes and cars that are well taken care of. Over the years the limit for the structure may have overinflated and you may be able to reduce this, which would reduce your premium. Your broker or company should be able to help you to see if this is a possibility for you. Increasing your deductible, having an alarm system, removing theft insurance for personal property when off your residence premises also can be possibilities for savings. For your boat insurance, be sure you have the broadest coverage available that would include “agreed value” or “replacement cost” coverage for the hull and machinery, rather than “actual cash value”, that takes in to consideration age of what is damaged with depreciation applied to a claim. Check to see what your hull and machinery limit is if you have this coverage. There is a possibility it was never changed from when you started the policy and now with age the boat is worth less and this limit can be reduced. If your policy has a “lay up” period, be sure the in water time are the months you use your boat and it is in the water, and not more or less time. Taking the power squadron course or having your captain’s license can often discount the rate.

The best way of making sure you are getting the best possible rates and are taking advantage of all the discounts available to you are to contact an independent insurance agent who represents many companies. At Karas Insurance Agencies Inc. we have been serving the Hudson Valley area for 45 years and are a 3rd generation family owned business. All of us in the office are licensed insurance brokers with many years of experience and can review your current policies and offer a choice of options to change or replace your policy or policies to other companies. Often having all policies with the same company provides substantial cross policy discounts, but in some cases using different companies makes a better plan for others, based on the rating factors unique to each person or family as described above. We are available for a free, no obligation review at any time. We can be reached by phone at 914-271-9390 or you can email me directly at cathykaras@karasinsurance.com for questions and or quotes for existing policies or quotes for new purchases.

Disclaimer: This article is for informational purposes only. Contact your own insurance company or agent for the specifics on your own policy.

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

Art: For Love & Money

BY MERNA POPPER



No surprise, Art often out-performs many other investments, including the stock market and real estate. Art is a call to action for people with good taste who love to live with beauty every day of their lives. What recent auction records have reminded us, is that art and money are not mutually exclusive. When we buy a stock that goes up, we are ebullient. When the stock crashes, we have nothing to show for it. Art holds an added tangible reward.

Not every art buyer can afford the \$450 Million Leonardo Da Vinci painting, but there known and new artists attracting art buyers every day. A Manhattan collector recently reported finding a painting for \$300, that has since been appraised at \$375,000.

Not a bad profit.

The point, you ask? When you buy a painting or sculpture you love, and it does not have a meteoric rise in market value, you still have the experience of owning a work of art you recognized and will continue to love.

If you follow the art market, searching for old works of art and new talent that may increase in value for years to come, you could find yourself in the forefront of the art investment market.

Worst scenario: You've got art to love and enjoy forever. Now that is real value.

PABLO PICASSO 1881-1973

1951, *Ceramic Goat Head* (20 x 13)

Arguably the most celebrated, glamorous artist of his time, Picasso worked at Madouras where he produced this first outstanding original goat head platter which bears the Madoura impression with a flame. Plein Feu, Empreinte Originale de Picasso on the back. Later, in 1952 the artist with Mme Ramie, owner of Madouras, he made a limited edition, each marked with a number and other colors. This ceramic platter was purchased in 1961 from the Royal Marks Gallery, Madison Avenue in New York.



**BERNARD BOUTET
DE MONVEL**

1881-1949

Original Frame, Signed Lower Right

Large oil on canvas was the design preview to de Monvel's later work which influenced the Art Deco Movement with his stylized portraits of world leaders and society figures. Very rare to discover de Monvel's work of this period.
Private Collection.



JOSEPH DE MARTINI 1896-1984

1933, Oil On Board (18 x 13)

Born in Mobile, Alabama in 1896, the son of a fisherman, de Martini moved to New York City where he studied at the Art Students League and The National Academy of Design. The painting is in the original frame and retains its original hand-written paper exhibition label on the back.



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*"The things that we love
tell us what we are."
- St. Thomas Aquinas*

GEORGES ROUAULT 1871-1958

*Oil On Board (17x14) 1950s
Frame With Gold Linen Mat.*

Born May 27, 1871 in Paris France, Rouault, a devout Roman Catholic, embraced religious topics until late in his career. The artist loved this spiritually lit small church in the French countryside. Signed G. Rouault lower right. From a private collection in Manhattan.



JAMES MONTGOMERY FLAGG

1877-1960

Original Ink Drawing of soldier Ken Spear

Signed and Dated (1919).

James Montgomery Flagg, Best known for the famous *Uncle Sam Wants You*. At fourteen years old, Flagg was contributing to Life Magazine, and at fifteen he was on the staff of the *The Judge*. Flagg studied at the Arts Students League in New York.



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GUISEPPI NAPOLI

1929-1967

Abstract Oil On Board,

Giuseppe Napoli was an influential Mid-Century artist and colleague of Pollack and DeKooning in The New York School of artists. He was born in Italy and lived in Greenwich Village, New York through the 1950s and 1960s. From a collection on Central Park South in New York.



KYRA MARKHAM

1891-1967

Vermont Woods 1959 Oil On Canvas

from the collection of H. and H. Sallop, Halifax. A vibrant member of the WPA, Markham, born in Chicago, was married to Theodore Dreiser, Lloyd Wright, David Gaither with whom she lived in Halifax, Vermont where Markham made art and held court until she moved to Haiti where she died in 1967. Markham was the sister of muralist Robert Bushnell and collage artist Dorothy Cole, all three of whom lived and worked in New York City. Private Collection in Vermont.



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Waterford's Canal Festival Centennial Celebration To Take Place Saturday, May 19

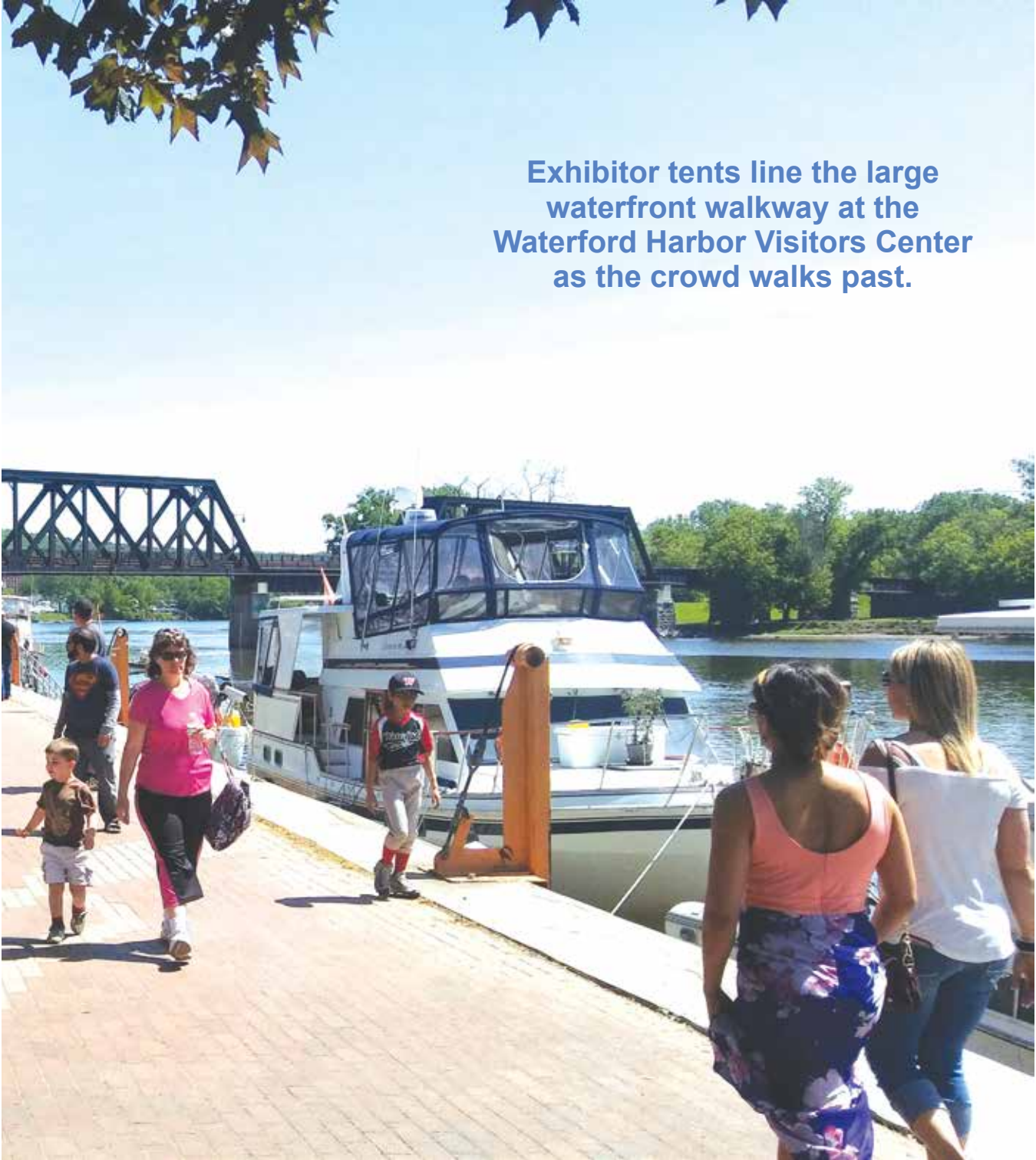


by **Pete Bardunias**
President/CEO, the Chamber
of Southern Saratoga County

The 2018 season of the New York State Canal System will commence in mid-May amid fanfare and celebration, marking the 100th Anniversary of the modern Barge Canal system. The Waterford Canal Festival, a perennial event usually coinciding with the opening weekend, offers a chance for boaters and landlubbers alike to be a part of the action along the Waterford harborfront. The Chamber of Southern Saratoga County (CSSC) is joining the Village of

Waterford in presenting the annual celebration, continuing the centuries-long revolution of marine transportation on New York State's inland waterways.

The Canal Festival has been a popular attraction for many years, with as many as 10,000 attendees. For 2018, new attractions, exhibits and food from a variety of local restaurants will bring new energy to the event. Some 2000 feet of vendors and shoreside attractions will line the promenade from the Battery at the junction of the Hudson and Mohawk Rivers to the top of Erie Canal Lock 2.



Exhibitor tents line the large waterfront walkway at the Waterford Harbor Visitors Center as the crowd walks past.

The event will feature a variety of marine businesses and organizations showing off their talents on and around the water. For example, Captain Mike Kiley of Extreme Hydro Flight, LLC will be demonstrating their jet propulsion waterflight skills, a kid's fishing contest will be sponsored by Boating on the Hudson and the Hudson River Fishermen's Association, with shuttle boats through Lock E-2 sponsored by Hullspeed.us/Greenfield Manufacturing and piloted by local captains. Early in the year, the canal is a busy place as vessels returning to Canada from a long

winter hibernation join cruising boats navigating America's Great Loop and numerous local pleasure craft plus the occasional tugboat, tour boat or kayak. There are recreational sites interposed against remnants of some key moments in American history. For those who haven't experienced it, the Erie Canal's eastern terminus is a very unique place indeed.

Whether one visits Waterford by land or sea, there is always something fun to do at the Canal Festival. For more information visit www.southern.saratoga.org.



Boats will be on display above Lock 2, such as these fishing and wakeboard boats sold by Andersen Boat of Burnt Hills, NY.



A unique sport will be on display as Extreme Hydroflight showcases their skills at this year's Canal Festival.

Boats of all sizes and ports of origin will pass by during the Canal Festival on their journeys through our inland waterways. Here a large, blue sportfisherman is waiting to enter Lock E-2 and return to its homeport of Cleveland, OH.



Grandpa Carl's

Kid's Column

by Carl Bruger

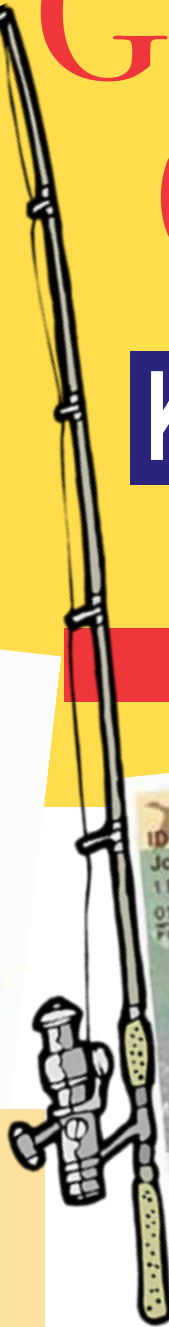


Sunhats.



Must Haves For A Fun Day On The Water

- Fishing license and rulebook: www.dec.ny.gov/permits/6091.html
- Cell phone and camera or video back-up
- Food bars or fruit
- Gatorade for hot days
- Thermos of hot chocolate for cold days
- Tape measure
- Fishing net
- Hand pump of gel disinfectant hand cleaner
- Sunblock, hats and sunglasses
- First aid kit accompanying the group
- Rain gear



Fishing license.

This month we'll try to focus on the additional "stuff" that the adults should bring along to make those first forays out on the sweet water or brine memories that make the child want to repeat the enjoyed experience. Treat this article like a checklist of what makes for a successful trip because forgetting just one of these "essentials" might turn smiles to tears.

The last article (Feb/March), covered the basic fishing gear itself, but more is vital to ensure a safe and enjoyable trip for everybody involved. Let's start with a fishing



Bring lots to drink.

license and rulebook for the involved adults so they know exactly what they can and can't do in the state they are angling in. Buy the year long choice because it's the best bang for your buck and supports the state hatchery programs and other worthy aspects of the stocking programs. Bring along both your cell phone and camera or video back-up for unforgettable irreplaceable mementoes of your child's first catch, a screaming face holding a squirming worm, or a deep grateful hug from the happiest kid in the world!

More basic essentials include a lunch or bunch of preferred snacks (food bars or fruit) depending on the duration of the trip, plus plenty of liquids that the child likes. In the hot summer a Gator Aid electrolyte replacing type drink is great, while in cold weather a thermos of hot chocolate might be the perfect choice. It's vital that little kids be hydrated; especially when they are excited and distracted with energizing angling activities that make them perspire and burn up so much energy.



Kids want snacks.



You'll need a net to get the fish into the boat.



Hot chocolate for chilly days.

Someone's going to get hooked.



Pack away a tape measure even if you just size up a six inch sunny and be sure to have a net at the ready for not only fish but maybe the extra joy of frog and turtle bonus “catches” that can salvage a fishless day into a treasure of alternative biological wonders. If you use a light, long

handled net with very tight mesh, the kids can also catch butterflies or moths, snag crickets and grasshoppers for bait and turn this part of the day into one of the most enjoyable activities they are actively doing themselves

Expect all of the above activities to get the children dirty so a hand pump of gel disinfectant hand cleaner is a perfect portable item to carry. A batch of fish rags or towels also goes with this listing as wipes do too. There will be needs from pre lunch hand cleaning to post falling in the mud washing off and some delightful fish slime in the middle of it all!

We all pray for safety but it also means we take preventative measures ahead of time. Hats and/or scarves

to protect from the burning rays of the noon day sun protect us all. High numbered anti sun burn ointments that coat exposed young skin and don't wash off protect for the future against insidious skin cancers. Sun glasses protect the eyes and also enable the youthful angler to spot more fish under the glare reduced water. Even new clothing, especially fishing shirts and pants has been designed that protect the wearer against the harmful rays of the sun

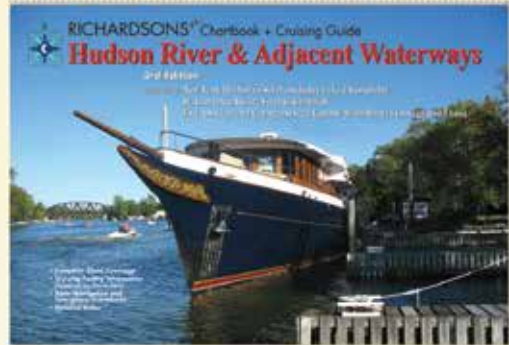
No trip anywhere should be taken without a basic first aid kit accompanying the group. Band aids of several sizes, duct tape, peroxide, burn ointment, cortisone crème, antihistamine tablets, aspirin tablets, Bacteen anti infection spray, tweezers, scissors, gauze pads, sterile eye dressing, and ace bandage wraps are in the small kit I always lug in a waterproof tackle box

If you plan ahead and are blessed with great weather then the following is just dead weight. However, I can't list the number of days in my life we were rained on when it was not forecast and this scribe usually was fully prepared with a set of foul weather gear. Please do the same and bring at least those dollar store ponchos for everyone in your angling party so if there is a cloudburst you might even keep catching catfish and remain relatively dry and have fun too! I carry quality gear that will last because I fish triple digit days every year and weather nastiness wins



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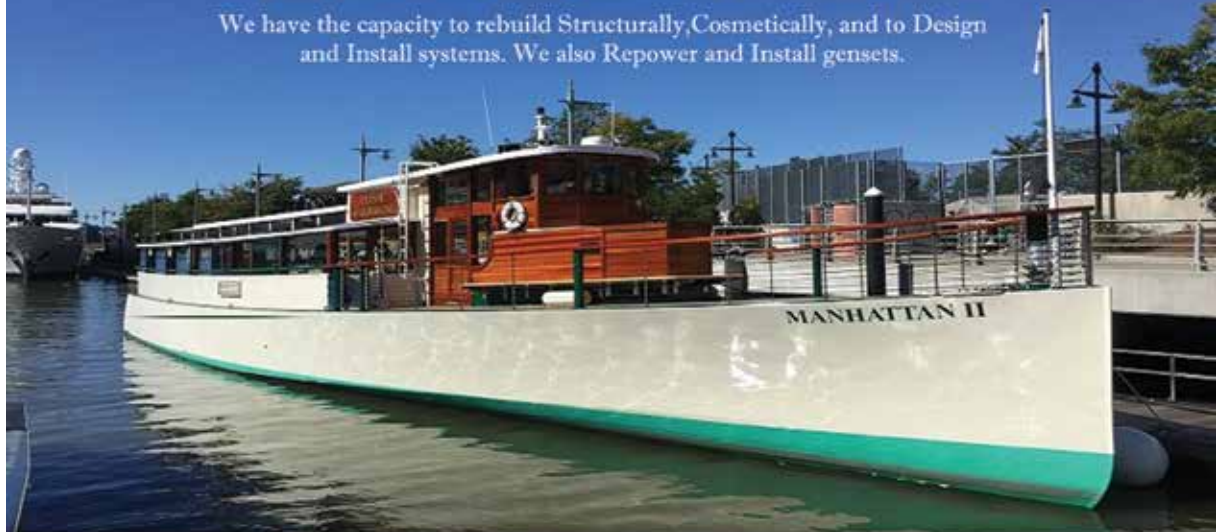
many times. Quality wrist cuffs wind/rain proof zipper lines and sealed hoods all matter when sleet hits you at forty miles an hour. The more you face the outdoors the better the gear you will want to use against what Mother Nature throws at you and your children.

Try to let the TV weatherman be your best ally in your first forays into fishing with little ones. Pick a bluebird morning that is almost guaranteed to be a perfect sunny day so no weather variable ruins the joy you anticipate providing for your child. Next month I'll share some beginning fishing “psychology” with kids.

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Ask Dr. Gel

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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Hello Spring! Helpful tips to give your boat a fresh start!

Remove your **Shrink Wrap** as soon as the weather permits. Shrink wrap done correctly should have vents installed. If there are no vents and the temps heat up cut strategic holes in the wrap. If the boat is left covered on hot days the inside will become an incubator without ventilation. It'll be a perfect environment for mold to develop. “Food for thought” Traveling at highway speeds with shrink wrap on your boat may cause gelcoat rash (chafing) There is a product that can be used to prevent chafing. It's a plastic insulated sheet approx. 18" wide that goes around the boat before it is shrink wrapped; specially wrapped for transportation.



“Dr Gel is ready to go boating! Are you?”

- Do a general cleaning of hull, deck and topsides using a boat soap. Do not, repeat do not use harsh cleaners such as dish washing soap.
- Check & tighten all hardware and fasteners!
- If the boat needs compounding be sure to apply a good coat of sealer glaze and UV protecting wax after that is complete!
- Clean and polish metal with a good metal polish
- Clean interior including bilges
- Make sure drains and scuppers are clear
- If you have a spare prop/ spare parts make sure you have the tools needed to do a repair!
- Make sure registration is current and onboard

RUB RAIL

Yes the rub rail! A part of the boat that is often overlooked.

This part on your boat helps to protect your boat from damage bumping into docks, other boats, trailer guides, etc. It also covers the hull & deck seam (the top and bottom halves of the boat) It's important to check it for missing sealant and if visible loose fasteners. When the sealant or fasteners come loose it can give water a place to seep into. If the rub rail is damaged dinged, scratched, faded and looks unsightly replace it! It is a great way to improve the looks and value of your boat without investing a huge amount of money.

HULL

- Check for gashes, scratches, spider cracks, osmotic blisters, soft transom, worn out keel, air voids, etc. and repair
- Check and replace zincs
- Check swim platform and/or ladder
- Inspect and test trim tabs
- Check shaft, cutlass bearing, strut and prop

- Check rudder and fittings
 - Touch up epoxy barrier and bottom paint/or replace bottom paint
- DECK, FITTINGS, SAFETY EQUIPMENT:**
- Check stanchion, pulpits and lifelines
 - Check/ replenish First-Aid Kit
 - Check life vests, lines, fenders, anchor and line, etc.
 - Check cleats
 - Check deck, windows, and port lights for missing sealant that could cause leaks
 - Inspect anchor windlass and lubricate
 - Clean and grease winches
 - Check bow eye! An important part often over looked.

TRAILER

– Your trailer needs to be serviced every year. Whether you use it twice a year to haul it in or out; or every time you go boating! Trailers are often overlooked. A well maintained trailer can help prevent unfortunate accidents.

- Is your registration current?
- Make sure it is with you when you use your trailer
- How good are the bunks, rollers and pads?
- Check and lubricate wheel bearings
- Clean and lubricate winch
- Check the winch strap for rot and wear
- Lubricate tongue jack and wheel
- Test lights and electrical connections
 - Check your tires, tire pressure and condition
 - Check brakes (if equipped)
 - Check safety chains
 - Check tongue lock

Ready for launch!

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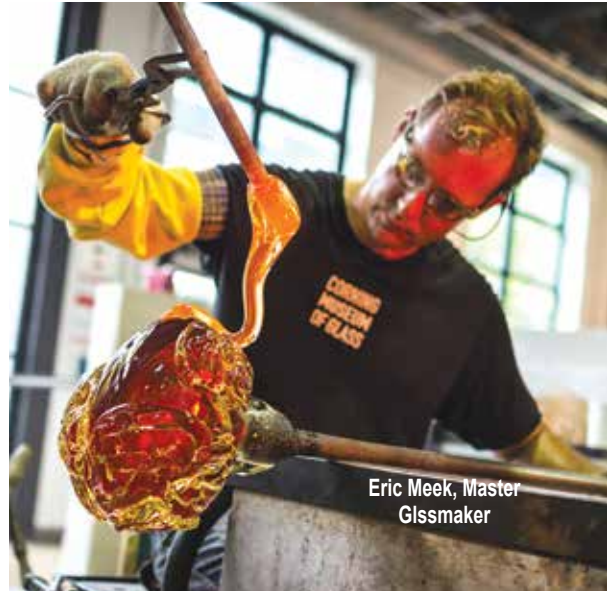
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Sometimes Your Elective Classes In College Become Your Life's Passion



Eric Meek, Master Glassmaker

by John H. Vargo, Publisher

The Corning Museum of Glass' *GlassBarge* that is about to tour the Hudson River and the Erie Canal is a combination of skills, technology and creative artistry by a very talented team that travels with the *GlassBarge* to various communities along the way.

Eric Meek, Sr. Manager of Hot Glass Programs for The Corning Museum of Glass has been creating objects from glass for the last 25 years. However, his college objective was to be a biologist, it was only because of the fact that he was required to have an elective course, and he chose glassblowing, that he is now the manager of all Hot Glass Programs at the museum.

GlassBarge is coming to a river or canal town near you
 Eric has also created the 45-minute program that will be presented on *GlassBarge*.

The program is really an overview of "blowing hot glass" into a shape that relates to the audience in some manner.

The *GlassBarge* tour will begin in late May in Brooklyn, NY, and continue up the Hudson River in June, then enter the Erie Canal and visit a wide variety of Erie Canal towns during the rest of the summer and fall.

Since most of the communities have a significant history, whether it is on the Hudson River or the Erie Canal, it is fairly easy to pick a relatable object to create in glass. For example, glassmakers often dip hot glass in water, creating a crackle finish on the glass. For the journey on the Erie Canal, objects with this technique have been dubbed "Kissed by the Canal."

The 90-foot long by 30-foot wide *GlassBarge* contains a stage with all the equipment required to create hot glass items as well as bleachers that will hold 150 people. All locations for the *GlassBarge* tour will soon be announced at www.cmog.org/GlassBarge.

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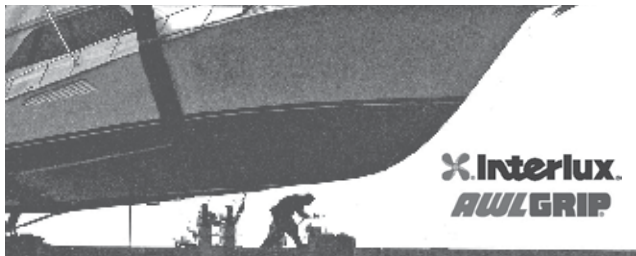
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She was and is 117 feet long, 26.5 feet wide, and displaced 200 tons. At the time of her launching she was powered by 2 inverted direct-acting Fletcher-built compound steam engines which turned her two propellers.

She began her duties in 1908. She ran trips to Paradise Bay as well as running trips opposite the other steamers to provide better service to the numerous landings, hotels, and camps along the lake. This service would include passenger and freight transportation.

During the Great Depression and WWII, hard times fell upon the company which sold almost all of its assets. The company had scrapped 2 of its steamers and sold off almost all the land it owned. In fact the owner at the time even sold off the small parcel of land underneath the dry dock (which it uses to pull out the ships and service them), and even today we still don't own the land right underneath the dock, but thanks to a clause put into the deed by the owner, we can

still use the drydock however we please as long as ships keep being brought out on it. The only ship to escape this liquidation was the Mohican (II).

After the company had changed hands in 1946, the new owner, Wilbur E. Dow Jr., had the Mohican hauled out of the water and had her coal fired steam engines replaced with diesel engines and had her wooden superstructure replaced with a new sleek design.

The only real blemish on the Mohican's now 104 years of continuous service occurred on August 7, 1965. On

this day, while sailing off the shores of Huletts Landing (in the northern part of the lake) she hit a rock which damaged the hull and her starboard propeller. She began to take on water so quickly that her pumps couldn't keep up. The captain was able to quickly offload the passengers at the landing in Huletts before steering her into shallow

water and beached her there. The next morning she was pumped out and towed 15 miles north to the dry dock where she was dragged out, repaired, and put back into action in only 7 days.

In 1967 the Mohican was again redesigned. Her sleek wooden superstructure was replaced with a new steel superstructure which looked more in line with how she looked back in the early 1900's, it is the same superstructure she has today.

In 1998 she had her diesel engines replaced with 2 caterpillar diesel engines which had a total of 760 horsepower.

In 2001 she once again underwent some modifications and restorations. She had 2 new water tight bulkheads

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installed, she had her port-holes removed, her wiring and plumbing had be replaced, and she even had her pilot house refurbished.

In 2008, on her 100th anniversary, the Mohican was unanimously elected to the nation register of historic places. Now entering her 104th year of continuous service, the Mohican is the 3rd or 4th oldest passenger carrying vessel in North America. But what truly sets her apart from the others is not only is she longer and larger than those other ships, but none of the other old ships have provided continuous service for every year they have been around. To put it another way while some were sitting around dock for 20 years, or longer, waiting to be repaired and put back into service, the Mohican has been carrying passengers, faithfully, every season

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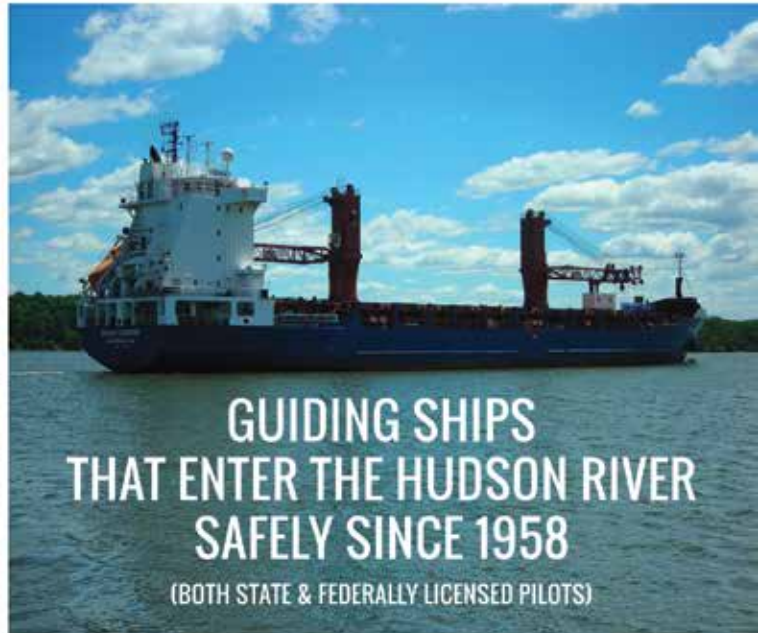
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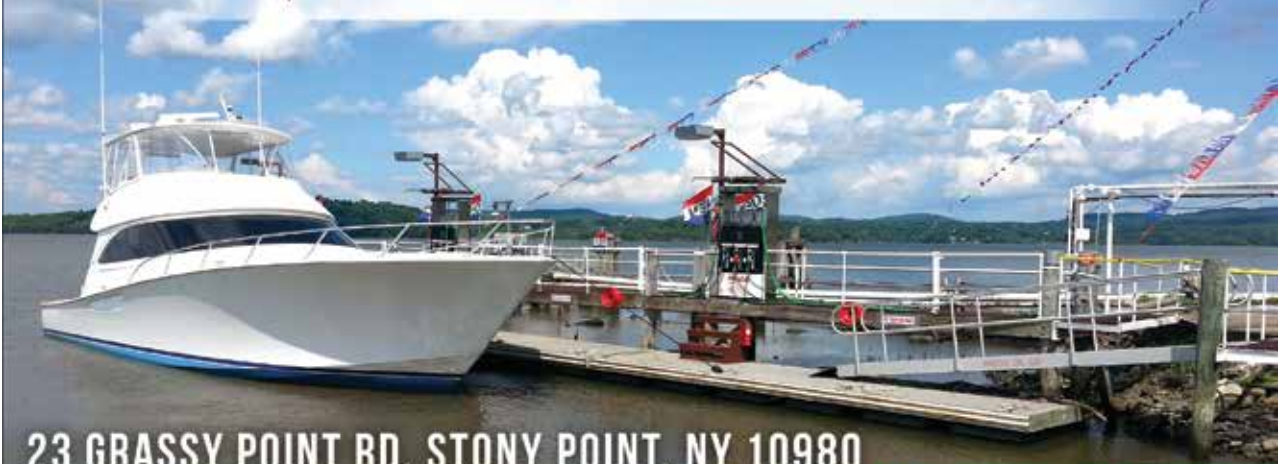


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