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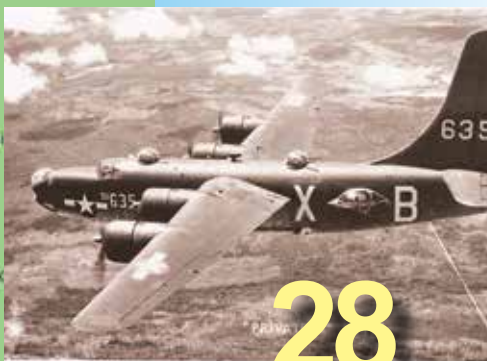
# BOATING

## On The Hudson & Beyond®



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# The Mohawk Hudson Council of Yacht Clubs, Inc.

by Jeffrey L. Hill, Vice Commodore

Photos Courtesy of Gail Bullock



From left to right: George Budesheim - Treasurer MHCYC, Larry Govel - Vice Commodore CYC, Peter Bullock - CYC, Michelle Beaumont - Secretary CYC, Jeff Hill - Vice Commodore MHCYC, Joyce Giordano - Treasurer CYC, Jason Jump - Commodore CYC, Creig Cullum - Commodore MHCYC, Eric Holsopple - CYC, Brian Lydon - CYC, Don Kern - CYC, Joe Reh - Secretary MHCYC, Michael Spinner - CYC,

**Gunther Hoaner,  
creator of the  
CYC Arch.**

The Mohawk Hudson Council of Yacht Clubs, Inc. (MHCYC) was formed by a number of yacht and boat clubs on the northern portion of the Hudson River and the eastern portion of the Mohawk River. The geographical boundaries of the council are: on the South – the north side of the Mid-Hudson Bridge; the North – one mile north of Lock 7 on the Champlain Canal; the West – one mile west of Lock 9 on the Mohawk River and the East – the eastern border of New York State. There are 20 clubs within that area that make up the MHCYC membership.

As stated in the council by-laws, the MHCYC has three purposes. The first purpose is to act as a clearing house to prevent competing activities being sponsored by member clubs. The second objective is to promote courtesy and safety on the water and good will among member clubs. The third goal is to, act as a coordinator between the MHCYC and the state agencies represented before the legislature or its members. All of the activities of the council fall under one or more of the purposes listed. To help achieve these goals, the council maintains a website, Facebook and Twitter accounts to make communication among the clubs easier and to promote the activities of the clubs to those who are not from a member club.

While the maintenance of a calendar of member club events is among the most important functions of the council, equally important is promoting courtesy on the water and safe boating. To help achieve that goal, the MHCYC over the last year has been working with the New York State Sheriffs Association and the New York State Department of Parks and Recreation to establish a program that will provide the various sheriffs' marine patrols with an inventory of safety equipment that can be loaned to boaters that have been stopped and found not to have the necessary

required safety equipment. Among the items that the sheriffs' patrols will have available will be personal floatation devices, visual and audible signaling devices, fire extinguishers, flashlights and copies of the New York State Safe Boating Guidebooks. This program will be in full swing at the start of the 2019 boating season.

In the past, the MHCYC has sponsored "Flare Ups" designed to instruct boaters in the proper use of safety flares and guns before a boater might have to use one for the first time. This program has been run in conjunction with members of the United States Power Squadron, which also promotes safe boating, provides boat safety inspections and provides a number of boating courses that are open to the public.

The MHCYC also has a working relationship with its sister council, the Hudson River Boat and Yacht Club Association, which represents its member clubs from the Mid-Hudson Bridge near Poughkeepsie south along the Hudson River to the New York Harbor. This relationship provides a reciprocal docking program among the 53 clubs that make up the two councils' memberships.

Going forward, while some of the council's clubs have been successful in attracting younger families with younger children as members of their respective clubs, that is not the general trend at this time. As we approach the 2019 boating season, the MHCYC Bridge is planning on establishing a committee to investigate new ideas to develop a program aimed at generating the interest of younger families in the sport of boating. As members of boating clubs, we recognize the need to attract new boaters and hopefully add them to our membership ranks. It will be the goal of this new committee to develop an

educational program that the council can use to promote our sport.





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# The HRFA does Yonkers Riverfest

by Scott Havner  
& Joe Albanese

**The Hudson River Fisherman's Association (HRFA)** was excited to participate in the 26th Annual Yonkers Riverfest, the celebration of a vibrant and friendly community that is bordered in part by the shores of the mighty Hudson River. The environmental mission of the HRFA is to "Fight for the Hudson". To that end the 'Father of the HRFA', Mr. Robert Boyle, led some of the earliest struggles to stop polluters from further ruining this wonderful natural resource which he and so many others treasured. Through the continued efforts of many individuals like him and organizations like the HRFA the river is getting cleaner & healthier every year.

And in Yonkers, Bob Walters and other visionaries of the HRFA, worked hard to liberate the Sawmill River after decades of being hidden beneath a parking lot. Making it once again a hospitable tributary to the river and a great habitat for a variety of flora and fauna. Yes, Judy, they paved paradise and put up a parking lot, but now a little piece of paradise has been returned for all to enjoy.

A big part of the charitable mission of the HRFA includes introducing children to the joys of fishing and the wonders that live below the surface of the water. We also provide similar opportunities for America's veterans. In fact, the HRFA ran more than twenty-eight such outings providing all the necessary tackle, bait and instruction to the uninitiated. The HRFA was already in Yonkers twice this year. On June 2nd we gave many children a chance to catch a few fish and win a few prizes. Then, on August 19th the HRFA's 2nd Annual Catfish Chaos Tournament had 10 different log-in stations located at marinas, docks and piers that spanned a significant length of the river. Volunteers Joe Albanese and Mona Mak worked the bulkhead around the Yonkers Science Barge. Joe and Mona were welcomed and assisted by local residents like "Mike the Fisherman" and the great bunch of kids who volunteer with Bob Walters at the Science Barge. Jackson Velez even gave Joe



1.

1. Cairo Parker who caught a 14.75" catfish and won the first session. With Volunteer Andrew Ward
2. Cairo with his sister and the fishing rod he won. With Volunteer Andrew Ward
3. Elijah St Louis who caught the biggest fish of the day a 16" catfish. With Volunteer Andrew Ward
4. Elijah with his winnings. With Volunteer Andrew Ward
5. Noah Fernandez took First Place in the HRFA Catfish Chaos Tournament
6. Jackson Velez took Second Place in the HRFA Catfish Chaos Tournament



2.





3.

and Mona a personalized private tour of the Science Barge and impressed them with his depth of knowledge about the plants and various forms of horticulture on display. City youths Noah Fernandez and Jackson Velez took first and second place and each received a great award for their winning efforts. Noah received a \$50 Gift Card donated by Orvis on Main Street, Yonkers, NY for his 17" catfish. Jackson won himself a new rod & reel combo for his 16" catfish. Franklin Herrera was also a winner.



4.

During Riverfest HRFA volunteers Scott Havner, Andrew Ward, Aram Setian, Wayne Geider and Joe Albanese established a beachhead close to the Science Barge. As always, the HRFA provided all the gear, bait and instructions so that any child who wanted could have an opportunity to try their hand at catching a fish. More than 100 kids fished throughout the day with 52 fish caught. Also, to the delight of the children, a few feisty blue claw crabs came over the rails. Every hour from noon to five the HRFA gave away a perfectly matched rod & reel outfit to the child that hauled in the biggest fish during that time slot. Winners included Will Steven, Ethan Acevedo, Cairo Parker and Elijah St Louis. Elijah reeled in the biggest fish of the day.



5.



6.

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Thursday, October 18<sup>th</sup>, 2018 marked the 50<sup>th</sup> anniversary of the keel laying ceremony of America's environmental flagship, the sloop Clearwater. The keel laying ceremony took place at the Harvey Gamage Shipyard in South Bristol, Maine, where the historic sloop replica was built and launched seven months later. Toshi Seeger anointed the keel with Hudson River water in the presence of 30-40 Clearwater supporters who traveled to Maine from the Hudson Valley.

"If a boat's launch is akin to its birth, then the keel laying is its conception" said Betsy Garthwaite, Clearwater Board President and former sloop captain. The keel of a ship is the "backbone" around which the hull is built. Laying the keel marks the official start of construction of a vessel.

Present at the ceremony were then Chairman of the Clearwater Board, Pete Seeger, Naval architect Cyrus Hamlin, President of the Board, Alexander "Sandy" Saunders Jr., boat builder Harvey Gamage and Toshi Seeger, as well as other founding members and their families.

At the time of the keel laying, the sloop had not yet been named but a vote was held by the membership of Hudson River Sloop Restoration the following March, at which time the sloop was given the name Clearwater. Also that October, the organization still needed to raise the majority of the funds necessary to complete the building of the sloop. They continued to raise funds, much in the same way as the organization does today, through concerts, other special events and member support. Seven months

# Clearwater

## 50<sup>th</sup> Anniversary

later, Clearwater was christened and launched on May 17, 1969 from the shipyard in Maine.

The sloop Clearwater was built as an environmental and educational platform for Hudson River community members to engage with the river and foster new and inspired relationships that would aid in the restoration and protection of the Hudson, which was rank with toxic pollution at the time. In its nearly half century on the river, Clearwater has played a key role in successfully advocating for the protection and cleanup of the Hudson.

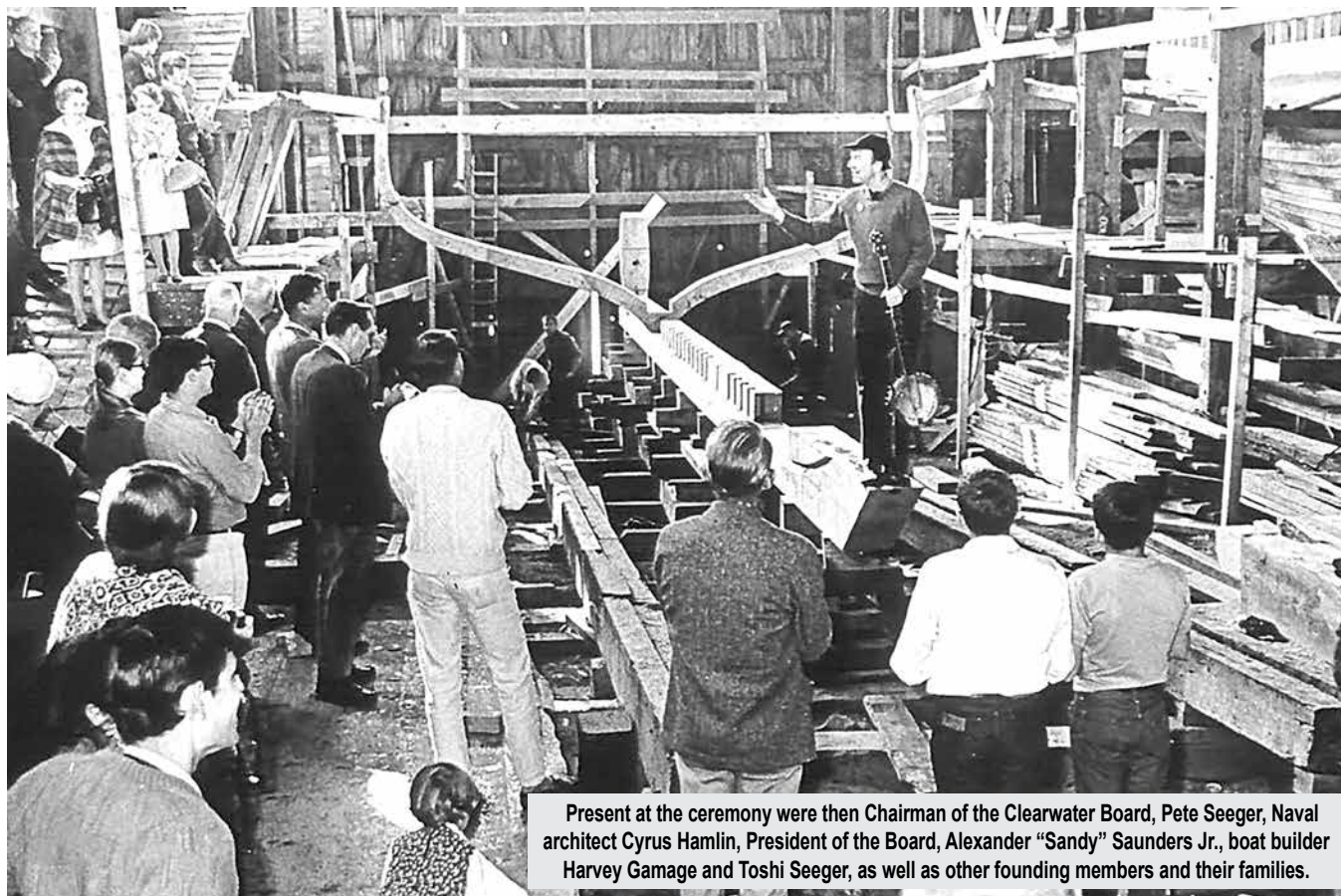
Clearwater will be celebrating the 50<sup>th</sup> anniversary of the launching of the sloop throughout the 2019 sailing season. The Hudson River Maritime Museum in Kingston, NY will be curating an exhibition titled "Rescuing the River: Over 50 Years of Environmental Activism on the Hudson" which will be on display for two years starting on Earth Day in 2019. The exhibit will focus on the history of environmental activism in the Hudson Valley with special emphasis on the Hudson River Sloop Clearwater, which will be celebrating of its 50<sup>th</sup> anniversary. The Hudson River Maritime Museum is currently collecting objects, photographs, documents, and personal stories related to the founding of Clearwater to create an engaging and interactive physical exhibit with companion online exhibit about

**Hudson River Sloop Clearwater has been at the forefront of the environmental movement as champions for the Hudson River. To date, more than half a million people have experienced their first real look at an estuary's ecosystem aboard the sloop Clearwater. Clearwater has become the grassroots model for producing positive changes to protect our planet. For more information, visit [www.clearwater.org](http://www.clearwater.org).**

historic threats to the Hudson River and the work of environmental activists to mitigate and reverse negative impacts on the river.

In conjunction with the exhibit, Betsy Garthwaite is scheduled to present a lecture on the history of the building of sloop Clearwater on Wednesday, April 24, 2019, 7:00 p.m. at the Riverport Wooden Boat School classroom as part of The Hudson River Maritime Museum's Follow the River lecture series.

In 2019, Clearwater will also celebrate the 100<sup>th</sup> birthday of Clearwater founder, folk musician and activist, Pete Seeger (1919-2014).



Present at the ceremony were then Chairman of the Clearwater Board, Pete Seeger, Naval architect Cyrus Hamlin, President of the Board, Alexander "Sandy" Saunders Jr., boat builder Harvey Gamage and Toshi Seeger, as well as other founding members and their families.

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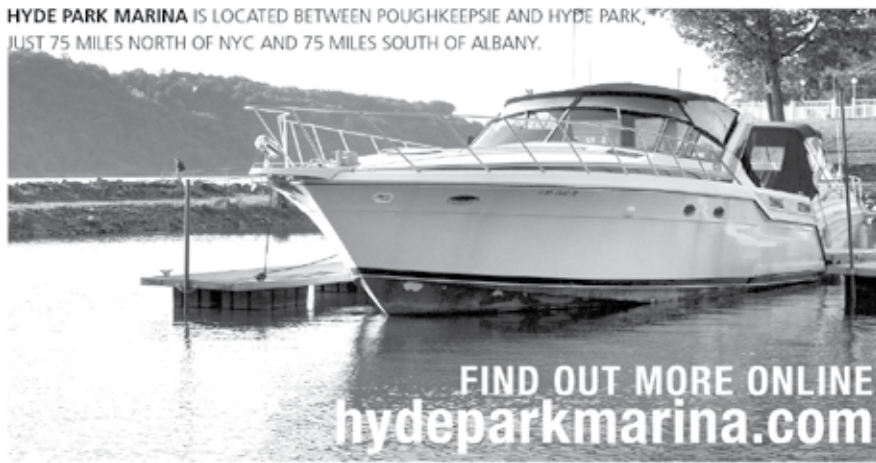
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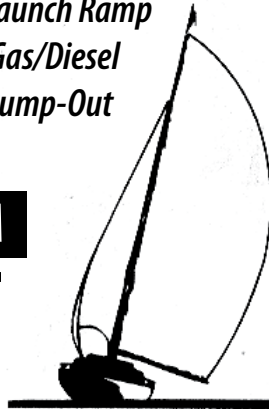
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**From one publisher to another...**

**I sincerely want to thank Ms. Merna Popper, publisher for her input in helping to create this Holiday issue, On numerous occasions we would get stuck only to have Merna save the day.**

**John H Vargo, Publisher**





# Mooring Balls and their Trailing Pick-up Ropes

by **Diver “Z”**

Edited by John H. Vargo, Publisher

**S**mack in the waters of New York Harbor and the Hudson River are huge mooring balls with two hundred foot trailing lines that float.

The pickup line is designed to be attached to a ship waiting for a dock to open on shore. There are hundreds of these buoys on east coast waters. IT IS THE ONLY WAY FOR A SHIP TO TIE UP EASILY AND SAFELY IN A DESIGNATED SPOT.

The danger of these buoys is to be avoided at all times, as the trailing line is a danger to other ships. That is what happened here.

Diver “Z”, one of the most impressive experienced divers in the area, had to dive under a ferry boat at midnight in the middle of New York Harbor and “free up” one of these monster buoys. The pickup line had wound around the prop, dragging the enormous buoy under with it. This created tremendous tension on the lines.

Diver “Z” really knew the dangers.

And here is his story.....

*It all began at The Brooklyn Barge with a “Diver Z” performance which was a huge success.*

**Here’s The Big Dive, direct from Z.**

A daylong dive presentation took a lot of juice out of me, I am thinking about a good dinner and a good nights sleep.

My truck is loaded with dive stuff - regulators, full-face masks, powerful lights, wireless communication, a remotely operated underwater vehicle, cameras, and more.

I am ready for any action.

Suddenly my phone rings. I picked up and asked, “What’s going on and where?”

I’m being briefed. A mooring line was wrapped around one propeller of a 200 ft. long dinner boat.

The message is: just cut that line free and the vessel will go back to the dock.

“Ok, so the dinner boat has one engine that is working right?” I asked.

The Coast Guard already evacuated passengers.

**The pickup line had wound around the prop, dragging the enormous buoy under with it. This created tremendous tension on the lines.**

Before I get myself into the frenzy I shout: “Do we have that job on the dinner boat?”

“Let me give you a call back in a few minutes to confirm”, he says. and we hung up. I keep driving, the phone gets me again, so does the thunder, and heavy rain, and the wipers are fighting their battle – left/right, left/right...

“Ok, we got the job, now to Dobbs Ferry.

A speedboat is on the way.

The mission is on, now there is no way out.

The heavy wind tears off my jacket. I’m soaked in a matter of seconds. A headlamp is navigating the dolly wheels over the bumps, through the gate, and on the dock. I’m bouncing on the dock as the river is thrown in every direction. Lighting is pretty strong, I can see far out when it strikes. Rain is like a power washer. As the boat turns in I begin to see a red side light of the approaching vessel, now the green one.

There is not a second to waste. All hands on deck! His first mate is a big help. We are all set.

I’m soaked. The boat takes off towards to Verrazano Bridge for a long ride. Better say it feels like a bull ride as the boat jumps in every direction, all my equipment is slamming on the back of the boat, I’m sitting down in between all that and assembling the equipment piece by piece to be ready. It is a crazy job, being outside, at the stern, my air tanks are bouncing loud and I’m catching what I need at the moment and putting it together with precision - my life will rely on it later.

Water is splashing over the front glass as the vessel is cutting through the mighty Hudson, into the night.

We are flying into the dark night, seeing little in front of us. Seeing very little in front of us, our eyes are piercing through the darkness to spot for other vessels, or anything else that may be in the way. The skipper is an excellent captain and knows the river. He handles the boat like a Sunday morning ride to the deli. He has got it!

I go back outside on the stern, sit and bounce down and every now and then I experience weightlessness until I land hard back on my butt when the boat takes a jump. Now I’m suiting up to my trusty worn out neoprene with holes and tears from many different missions. The weather slowly lightens up, the downpour is now rain, and the wind is a breeze.

For now, I can enjoy the scenery of New York City. We have about 15 minutes to get to where the vessel is trapped at the mooring. I see the Verrazano Bridge in the distance. The last gate when leaving the NY harbor waters and the first one to welcome mariners back from their voyages. City lights are well behind us and we now entered the dark zone again.

Here we go, we are in the mooring field! It is more like a minefield, where giant steel balls the size of a little Smart car are bobbing on the surface. They

have no lights and when you see one, it is almost too late. Each of those lonely quiet giants has strong connections - something to be aware of. Connections with the depths of the River as they the heavy chain goes down to a giant anchor down below. Tugboats, big ocean-going barges, occupy this field and some of those balls are waiting for the companion of another vessel. There it is!!! We arrived. I see a big, I mean a really big passenger vessel, 3-story high. Captain behind the wheel confirms, “This is it”. I’m a little shocked; our 35 ft. fast boat is nothing next to this 200 ft. monster.

We are pulling in, slowing down and just now we all feel how choppy the water is. Up and down ... up and down ... catching the right moment, the skipper takes a jump and I see him calling for anyone aboard the dinner boat. My equipment is good to go, I’m suited up, ready for anything. Another of our crewmembers is like a pro deploying the diver communication system. We go over the signals in case the comms go wrong, and lastly our lifeline signals - series of pulls as a simple or emergency resort of keeping in touch.

I jump on the boat getting to know the crew and Captain. We walk the

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stern of the vessel and look over the edge. Dark waters are curling up against the stern, swell up a little and the water is speeding down below the vessel. "Nothing will stop the Mighty Hudson," I say. The current is strong, actually very strong. We get to the port side - here we go! The big steel-mooring ball is up against the transom pulled down about one third of its size under the boat! That is a lot of force to pull down this mooring.

Ok, let's do it, I'm all geared up, lights, gloves, checking the air, my lifeline is clipped on, fins all well. Last talk face to face - "I will get off the transom, you drag me over while I will try to swim." My mask goes on. Strapping it very tight this time as I'm trying to imagine and predict the current; lights are on and here I go. As soon I splash I have to hold on to the swim platform against the river. Life line tension goes on and off we go. I swim all I got, breathing like a racehorse. The skipper pulls, I swim and land up against the stern of the trapped vessel. I'm pinched against the flat transom by the hand of the Hudson on its way to the ocean.

I'm breathing so heavily that I cannot catch my breath. I'm getting light headed, I have to calm down. This is the time for the comms check and I hear a comforting voice from the other side "loud and clear, over."

I position myself where we think the propeller is and my hope is to go under and catch myself on the rudder as the first stop on the way to my job site. "Ok, give me a 5 ft. slack, I'm going in, going under." "Copy". I had no idea what a true meaning - going in/going under - those sayings really hold. Until I got pulled, dragged under the boat with a vicious turbulence of the current as it speeds up below the hull into the darkness. I was immediately going under, being pushed deeper than I wanted. Shining my lights through the murky curtain, inflating my buoyancy vest, I hit the rudder hip on, and I'm grasping on to it.

I feel relieved. Ok, now I'm secured, I'm buoyant, but still I feel I'm pulled down, I breathe heavily, too heavily I'm exhausted just from this little trip. I say another 5 ft. slack. Now I'm approaching the back of the propeller but all I see is bundles of line, I catch myself on it and start to have a first look. I do not get it. This is far from a job site, it is a disaster zone!!! I see a line between the rudder and propeller filling empty space of about 3 feet so wedged in that it bites itself into the edges of the rudder and the prop I'm battling the current and trying to size the bundle up, my hands do not go around that creation. The line continues around the prop, where I can see only a part of it like it is being choked, showing just the tips of the blades, then goes behind around the shaft, and ... continues to the darkness in the direction of the other engine across the boat. It is as thick as my arm. I brace myself catching my legs at the rudder and head forward stretching my arms to touch the line in front of me. It feels like a steel when I touch it. An enormous strain is put on this line!!! I worry - if anything goes - and any part catches somewhere on me, those forces would not even register my body to be in the way. I go to the second prop. I'm holding onto that steel-like line. My body is pinched to it and I go like one of those squirrels over the telephone line. Head first. My lights are piercing the darkness, and there it is. The second cluster. I have to stop and adjust my equipment. My mask is getting flooded as the water lifts it up and washes my glass from inside as well, my tank is pulled aside. I'm trying to assess the situation, and what I see is a perfect copy of where I just came from. As an addition, there is a heavy thimble at the edge of the rudder and I can finally see where it all started. A heavy line was left on the mooring bridle and now it's doing its rigorous job of holding the vessel in place. Gotcha!!! I'm now realizing that all this is to pull down that big steel mooring ball. I'm afraid to come close to anything despite the current pushing me to hold on to just that! If anything goes ... I'm thinking again.

I'm breathing heavily from fighting the current that for a moment I'm losing it, and feel that I'm getting CO2 poisoned. I have to calm down. Now! "Com check com check over?" "Loud and clear" I hear, "I'm ok loud and clear" I reply. This is the line of comfort I get down here. Ok, coming up, pick up the slack. I bobbed on the surface securely pinched against the boat. Swapping the tanks and getting the plan of the attack. "So Z, how is it?" I'm being asked. I have no idea what to say. Then I go to the cabin and still in shock from what I saw I asked: "Hey captain, are we at the right boat?" He looks at me with a smirk: "Yea, why?" "Well, we are not doing it, there is nothing we can do." Captain yells "so Z, how is it?" I looked

at him: "It is bad, very bad. I mean you are screwed here. I cannot touch anything, tension is all over the place, the line clusters are as thick as a body of a man!!!"

Then I got back to senses and I say ok, let's get a new tank, I will go in and maybe the more I go in the edges will wear off. Getting long serrated edge knives, hammer, cordless underwater grinder, and with all these hanging off like candies I'm going back in. The first stop at the rudder and got there in no time (ha-ha), swept under like a piece of dust into a central vacuum, catching a breath and now I'm landing on the prop blades. First cuts into the bundle, and after a few minutes my forearm goes numb, holding myself, cutting, breathing heavily, it is too much; I have to change the strategy. Let's cut that steel rod. I'm making first cuts into it, and as I got almost through the first strand the line is starting to unwind and parting slowly, I unclipped the knife from me and holding just the end tip of the handle and the first strand goes completely, I hear a loud steel bang. Wow! A little tension relieved, the vessel is coming to life. Cutting takes too long; I'm trying the grinder. I had no idea that this tool has a crush on this line and loves it! It is going a lot easier. I'm careful again to watch each strand unravel, followed by a loud bang. It is like watching lightning and thunder. One after another I get to the very last strand. I'm switching back to the knife. Now it's scary, I'm bracing myself, I got 2000 psi of air, just in case I get caught and swept to the unknown, this is plenty of time to breath underwater. I check all my gear that nothing dangles, or is caught anywhere. Ok, action! I checked the comms. Cutting the first line is almost done. Little by little I move the blade, it is amazing how strong the line is. Now!!! A loud bang and I can see the end rushing somewhere to hide into the darkness of the water.

Ok, the vessel is steady. I confirm with the surface and I'm moving on to starboard prop. I asked the captain to move the rudders maybe that would help to free some of the bundles. The grinder goes into action and line-by-line gives away. Now that big bundle is free. I pushed it away and it starts its own journey way into the deep waters. It is moving fast. I'm staying here for a moment and feel grateful for being up here while the bundle is going down without me. Starting to see propeller and two air tanks later the starboard prop is free and engine check proves that it works. I'm exhausted, ready for a break, this was three hours already. The current is at its maximum now and I'm going to rest, in my wet wetsuit laying on the floor for half an hour just to gain strength to tackle the real deal. I fall asleep immediately.

I'm hugging the running generator in the engine room to get rid of the terrible cold I woke up into. I'm cold, very cold doubting myself to go back in. Minutes later I found myself back under the vessel, this time with the current at its slack!

This is the last dive I'm hoping for, surrounded by an enormous tension of twisted and stretched lines. Each of the strands holds the unpredictable direction of unstoppable power if I make the cuts in a wrong sequence. In a moment the vessel will be set free from the mooring.

I start with the main line connecting the vessel to the mooring line thimble. This line is arm thick. I start strand by strand, each goes with the boat talking back, metal is squeaking and bang announces every cut through.

I'm at the last cut planning correct body position so that I do not go with the line rushing away. Looking for an easy spot where I can land safely after the cut to drift away with the boat.

The grinder is spinning and I'm carefully watching the wheel disappearing into the line. Last cuts are made with the knife. I'm feeling comfortable with my position. Watching the line strands giving away, trying to predict that thimble action. Bang!!! That was an unexpected loud bang steel on steel, I pushed away holding on to the propeller for a moment trying to see if I'm all one piece and what really happened.

I see the line is cut, hanging down from the prop and the thimble is gone! I announced: "Coming up - over." "Copy that, all clear".

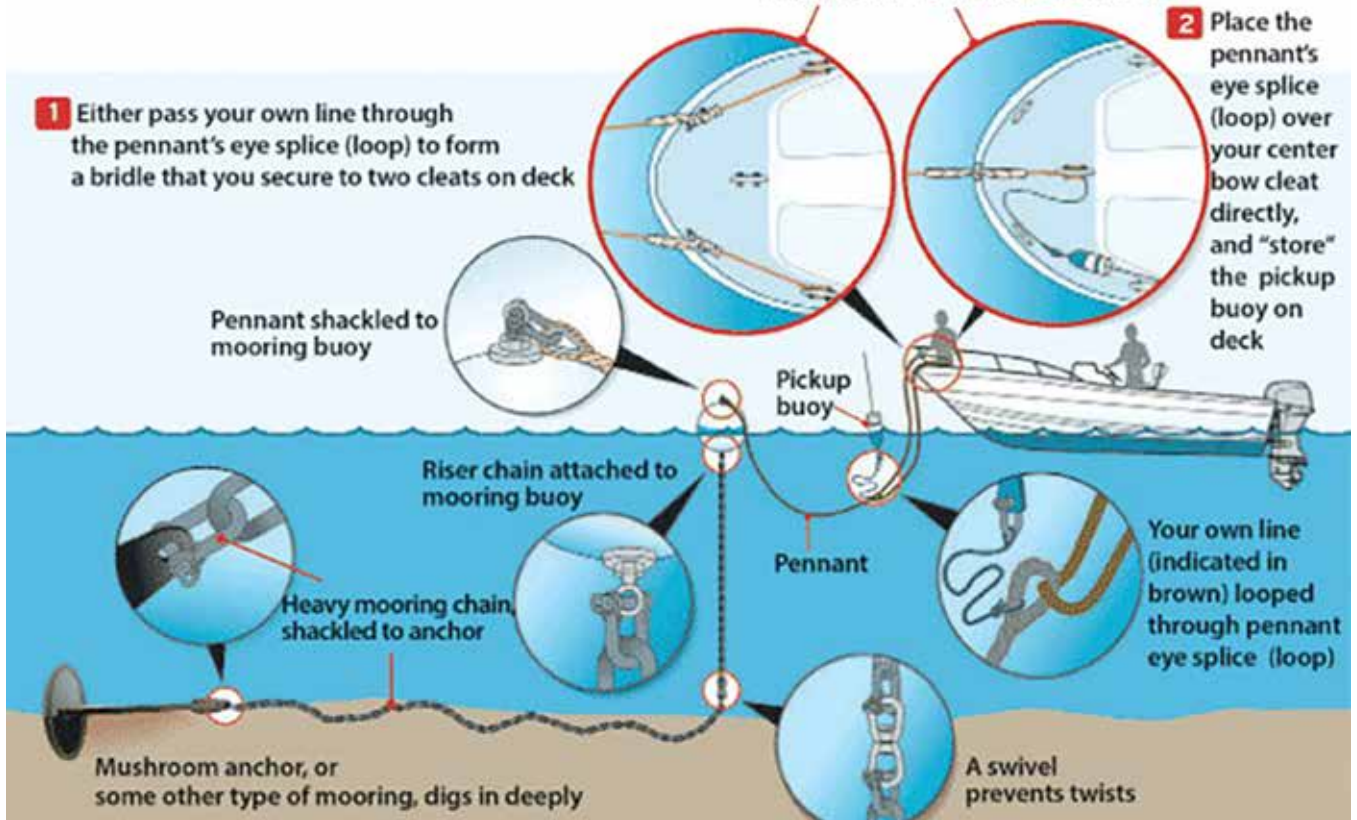
I see the boat separated from the huge mooring ball which is finally afloat at its full majesty and the boat is just a few feet away. Slack tide! Going back down to wrestle the rest of the line on the prop - this time it is a grinder job and the current is very mild. Got it, go it all!!!! Last few pieces with hammer and chisel.



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I feel joy, big joy as I see small pieces of the line going away, and now I'm working in such a comfort that makes all that previous nerve-wracking time seem obsolete. Done! I'm letting all my tools drop down hanging on the lines from my gear and the last inspection of both propellers confirms there is no line anywhere in sight! Daylight makes it much easier. I can easily swim under the vessel. Just in time, the current here comes fast without giving much of the heads up. I say: "Coming up, all done!" "Copy coming up." Best words ever!

And once again I made a stand against the odds and found a compromise with the mighty Hudson. The accomplishment and joy are in my heart, climbing back on our fast response boat.

Everyone is relieved after a whole night battle. I'm grateful for an excellent team supporting my work in every possible way. We shake hands, engines are back in operation and the big once trapped vessel is on its maiden voyage.

Morning view of the New York City is a beautiful sight. I get to see just a bit of Manhattan before going for a nap. I'm so tired, dead tired, my forearms are in pain, crashing for a sleep on the floor of the transom in my wetsuit on top of my gear, I hear the rumble of the engines and splashing of the waves, and all I can think of is: We got it!!! The impossible just happened right in front of my eyes.







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- Always cross the channel behind commercial vessels
- Cross at a right angle, move quickly
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## People, Places and Food.

by Marcus Lau

My name is Marcus Lau and I am 9 years old. My story is about 3 lands: Hudson Valley in New York, Abaco in The Bahamas, and Latvia in Eastern Europe. I live in the Hudson Valley and I traveled to Latvia and The Bahamas during my summer break. **People, Places and Food.**

### PLACES:

**Hudson Valley, New York** – the mountains here are steep and beautiful. There are lots of rivers. When I was climbing Anthony's Nose ([hiketothudsonvalley.com/hikes/anthony-s-nose/](http://hiketothudsonvalley.com/hikes/anthony-s-nose/)) – the mountain with my family – it took me two hours but it was worth it. I saw many more mountains that I could not see on the road. I also saw a big stream of water coming down the mountain.

**Latvia, Eastern Europe** – 4,000 miles away from New York. Like New York, it has lakes, streams but there are no mountains. The land is flat. There are many forests and people go mushroom picking in late summer and early fall. They also pick berries and spend a lot of time outdoors.

**Abaco, Bahamas** – 1,000 miles away from New York. At first it looks like Abaco isn't like New York or Latvia, but I learned that the mountains are under the sea and the islands are the top of the underwater mountains. The water there is

beautiful – turquoise and has many shades of blue.

### FOOD:

**Hudson Valley, New York.** Many choices here in New York. From Sushi to French Fries. Chocolate milk to Popsicles. Many Things to choose from. I like to snack, and love sausage cooked on the fire in my back yard.

**Latvia, Eastern Europe** – My grandmother "Ome" made the most delicious sweet bread that looks like a pretzel. The bread is so soft and sweet and it's homemade. Most houses there have their own garden where they grow their own vegetables and fruit trees.

**Abaco, Bahamas** – The Food in Abaco comes from the sea. Craw fish aka lobster, conch salad and fish. They also make homemade bread and local pies and jams from local fruits like guava, coconut and other local fruit.

### PEOPLE:

**Hudson Valley, New York** – Most people come from different parts of the world. They come from different cultures. I am a New Yorker.

**Latvia, Eastern Europe** – People there speak their own language – Latvian – it's unlike any other language I have heard. They are very nice!



**Abaco, Bahamas** – People are very friendly in The Bahamas. They always say hello. There are no criminals and only one cop in town with no vehicle!

Abaco, Latvia and Hudson Valley are places with many similarities. It was fun to visit Abaco and Latvia. The flights were long – 12 hours to Latvia and 5 hours to The Bahamas but I was happy when I got off the plane. My house is in the Hudson Valley. I like it here. I like winters when there is a snow day and I have no school and summer time, when it's my birthday and I can take classes at Westchester Community College Digital Painting Class!

**People, Places and Food.....**  
**My journey begins.**





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# Haverstraw Bay Classic

## EXCITING ADDITIONS IN 2019

- After 5 very successful tournaments the event will be expanding the entry opportunities for those who wish to compete at higher levels.

Team Competition Will Be Making A Return,

- SLOT FISH, CATFISH, SMALL BOATS, AND ADDITIONAL COMBINED WEIGHT CLASSES WILL BE ADDED AND SCORED COMPETITIVELY IN THIS YEARS EVENT.

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- THE PROCEEDS FROM DONATIONS WILL GO DIRECTLY TO THE SCHOLARSHIP FUND. AGAIN We WILL BE OFFERING A SAFE HAVEN TO BOATERS COMPETING, AND SEA TOW WILL BE RETURNING FOR ON WATER SUPPORT THANKS TO GENEROSITY OF WALTER GARSCHAGEN.

- MATT'S SPORTING GOODS and CROTON BAIT AND TACKLE WILL AGAIN BE THE ENTRY LOCATIONS.

The tournament committee is happy to announce the Haverstraw Bay Classic Striped Bass Tournament will be returning to Cortlandt Yacht Club on May 3-4-5, 2019. Amazing support from the event officers and members made the 5th year anniversary the best hudson river event in recent memory. Sponsor support continues to grow, for the second year the HBC awarded over \$10,000 in cash and prizes, half of that to youth & children competitors!!! Additionally the tournament committee, judging panel, and event volunteers now totals over 30 people who donate their time and efforts to promote the hudson river,boating, and striped bass fishing, to the young people in the community

WE LOOK  
FORWARD TO  
SEEING EVERYBODY  
AT THE 2019  
HAVERSTRAW BAY  
CLASSIC!!!  
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Photos by **Lisa & Jessica Goetchius**



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Osprey with fish in His talons. (This Osprey, one of a pair, were fishing all day while the event was going on)

I have been covering events such as this for over 25 years. Some, getting deeply involved in aspects of the planning and function of events such as striped bass derby's, catfish derby's, fund raisers.... you name it, I have been there on the Hudson River.

River Day at the Croton Yacht Club on September 8, 2018 reached a nirvana of success that few could imagine. Maybe it is just a club, "coming of age" maybe it is the ten years experience, that Dennis Kooney, and volunteers have acquired, but, for whatever the reasons, it was an experience that will be remembered for a long time to come.

The weather was cloudy an cool. The many residents of Croton On Hudson, the yacht club and strangers were, very impressed by the displays, volunteers, and especially the Croton Yacht Club grounds and facilities.

by John H. Vargo, Publisher



# This had to be the Perfect Day!



First place  
in the Youth  
Fishing  
Contest was  
awarded to  
Brandon  
Chiavelli  
who caught  
a 28"  
channel  
catfish

## A WORD ABOUT THE CROTON YACHT CLUB

The planning an implimentation of a long-range direction for the Village of Croton waterfront has been going on for at least fifteen years. During this time a unique working relationship developed between the Village of Croton and Yacht Club members which has set an example for the rest of the Hudson River Yacht Clubs to follow.

Approximately ten years ago, the Yacht Club began numerous community outreach programs for village residents. Among them was "Hudson River Day" whose mission is designed to promote interest in the history and ecology of the river. A college scholarship program was also developed for Croton Harmon High School graduates in order to cultivate future local

environmental leaders and to promote, enhance and protect river related recreational resources. These outreach programs provide



the opportunity to promote the organization and for the membership to share their river related knowledge and expertise with the community, especially the children. The organization realizes that only through this transfer of knowledge can it safeguard the future of the river.



John Mathews on left, Rodney Kooney, Dennis Kooney, (bare back) and grandson Logan, holding the net. Does anyone not know the imprint that this young child has while watching these volunteers gather fish for their display tanks? This memory will live with him forever!



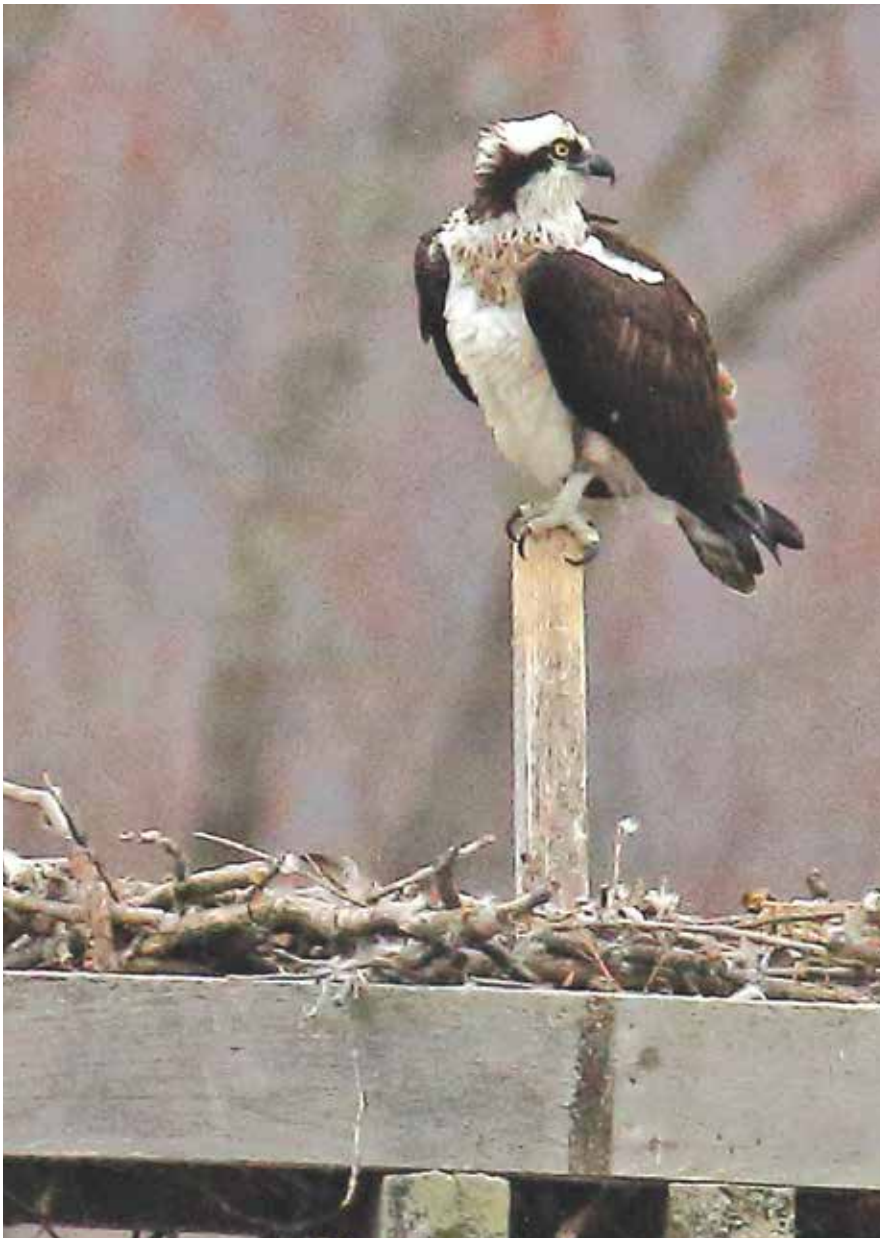
The Hudson River Fisherman's Association, winners, and volunteers are key to the success of the Croton Yacht Club River Day. The hundreds of fishing rods, reels, bait, a most importantly, the expertise that this group brings to events such as this is unprecedented. Each volunteer works with total strangers, usually parents and their children who have never fished before to keep the child engaged long enough for them to catch a fish. "Catching a fish" is key to the success of this group and they are experts at it!

---

# The Osprey, Hudson River's Greatest Angler

By Gil Hawkins

**B**ack when birds were recognized by their diets or habitat, the Osprey was commonly called river hawk, sea hawk or fish hawk. Our western osprey (*Pandion haliaetus*) is not a hawk, it is a subspecies of its own genus osprey and is a rather unique bird. It is a large raptor often mistaken for a bald eagle. Having a wingspan of more than 71 inches, or six feet, and perched it stands two feet tall. It is brown and gray with white under markings on its body and wings. It has a mostly white head with a dark stripe through its eye giving it the appearance of white crown.



*Photos by Dr. Gordon Ellmers, Jr.*

*Dr. Gordon Ellmers, Jr. is a world renowned photographer who owns the Fort Edward Animal Hospital.*



One can easily identify an osprey by the crook in its wings when it is soaring. The “bend in the elbows” and long rather thin wings easily distinguishes it from the flat and broad wings of the eagle. Like the eagle, the only distinguishing gender difference is that the female is about one third larger than the male and first year birds have larger flight feathers making them appear larger than the adults.

As much as the osprey is compared to the bald eagle, their weights are significantly different, a fact that will play into my experiences later. The Eagle weighs close to 10 pounds or more and the osprey only 3.5 or one third that of the national symbol! Its common names did get one thing right and that is FISH. The osprey is built for fishing! It eats only fish. Eagle's are more like vultures in their diets. The osprey has made a tremendous comeback from avian diseases, pollution and habitat loss. Nesting platforms have been constructed in wetlands and tidal marshes all over North America. It seems like everyone on the river has an osprey story so here are a few of mine.

It wasn't too long ago that seeking and osprey was a rare occasion. Several years ago I joined a group of bird watchers at State Line Lookout in Alpine, Nj. The lookout is in The Palisades Interstate Park on the cliffs and offers a great view of the fall raptor migration. From our perch we can see up to the Tappan Zee Bridge and down past Yonkers and affords us the ability to look down and up at passing birds. In the past several years through conservation and laws, bunker (menhaden) have come into the Hudson in large schools. Ospreys feed on the bunker as they work their way south. IN 2011 the total osprey count for the year (10 weeks) was 445 birds. This years (2018) count for the month of September alone (4 weeks) has been 794 birds! It is not unusual to see an osprey with a fish taking it “to go” as they fly south.

Ospreys are supreme anglers. Soaring over the water, they fly in circles using their great eyesight to locate a hapless school close to the surface. In an instant they drop to the water talons armed for the snatch sometimes hating the water. With their quarry thoroughly skewered they have to work hard to get airborne. Note, most raptors talons are designed to grip and not let go. There have been stories of ospreys tackling a bunker too big and drowning though I haven't witnessed such a situation. As the bird works to get airborne with a not so happy bunker, it is vulnerable to another danger. The bald eagle is an opportunist. Many time I have seen an eagle fly down and attack an osprey trying to steal its prize. Many times the osprey's defense is to bare its talons and drop its dinner into the drink. The eagles bullying tactic gets it an easy meal. Ospreys are not push overs though and will go after the heavier eagle in a scramble over the Hudson. They are known to cut the head off of their fish and face them forward to make their burden more streamlined. When not migrating resident birds will go back to the same perch in a tree or on a pole to eat. Once while walking in the woods far away from any known waterway, I found a slew of partially eaten carp under a tree. I surmised that it was the work of a sloppy osprey.

As I mentioned Ospreys migrate out of the Hudson River area in the fall. Sightings are rare in November. As the winter winds chill and fish become less available, they follow the food. They will return in the spring to remind us that they are the Hudson River's greatest anglers.

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- 3. Consider both visitors and locals in your message**

# PB4Y-2 Privateer



Get in touch with Ralph at:  
[rjferrusi@frontiernet.net](mailto:rjferrusi@frontiernet.net)





by **Ralph J. Ferrusi**  
and **Larry Keefe**

## ON JUNE 12, 2018 I RECEIVED AN E-MAIL FROM LARRY KEEFE,

**Who**, like me, has had a lifelong interest in airplanes, and trained and flew as an Aviation Radioman from 1944 to 1946 as part of a 10-man crew in the USA and in the Pacific.

He flew in the PBY Catalina, the PB4Y-2 Privateer—the Navy version of the AAF's B-24 Liberator—and also mentioned the “PB4Y2-1” (I’ll explain this ‘un later). He flew 10-14 hour patrols, and approximately 700 hours total. He attached a link to some photos. Wow!!!

As I said in “**I’ve Always Wanted To Fly A Flying Box Car**” (*Boating on the Hudson and Beyond*, June 2018, Pages 44-48) “...fighter planes are glamorous, bombers do what has to be done to win wars, but if it wasn’t for the unsung workhorse transport planes, back there behind the scenes, none of the bullets, bombs, or beans get flown to where they have to be”.

World War II “flying boat” patrol planes and patrol bombers were also pretty much behind the scenes. But, these also not-so-glamorous, long-ranging planes saved thousands of downed aviators and thousands of sailors, and, sank a lot of enemy submarines and ships, both in the Atlantic and Pacific.

**From the left, me - Larry Keefe, Jerry Kaiserman (my buddy, when we missed the train in Georgia and spent the long week end together in the brig.) Tom Gibbons (part of our air crew) Taken in Jacksonville fl after graduation from flight school and receiving our air crew wings.**

For starters let's take a look at the planes Larry flew in: the Consolidated-Vultee PB4Y-2 Privateer, the PBY Catalina, and the "PB4Y2-1"??? I'm very familiar with the PBY Catalina and I know there was a Navy version of the B-24 with a (very) tall single tail (I always wondered why, and always felt the twin tails were much more aesthetically appealing), that had to be the PB4Y-2, but I really didn't know much about it. Let's do some poking around:

#### PB4Y-2 Privateer

The Consolidated-Vultee PB4Y-2 Privateer was externally similar to the B-24 Liberator, but the fuselage was lengthened eight feet to accommodate a flight engineer's station—the Navy wanted a flight engineer to help reduce pilot fatigue on long over-water patrol flights—and it had a tall single vertical stabilizer to increase stability and aircraft handling at the low to medium altitudes of maritime patrol.

The PB4Y-2 had twelve 50-caliber Browning machine guns in six power-operated turrets: the B-24's ventral, retractable Sperry ball turret was omitted. Surprisingly, turbochargers were omitted from the Privateer's Pratt and Whitney engines as maritime patrol missions were not usually flown at high altitude. This improved performance and saved weight. The Privateer cruised at 175 m.p.h. and had a range of 2,820 miles.

739 Privateers were delivered to the Navy and several squadrons served in the Pacific through August 1945. Best info is that there are three airworthy survivors, all in the USA.



**Larry at the Naval Aviation Monument in Virginia Beach in 2015.**



## PBY Catalina

Let's see what Jim Winchester's 2012 AIRCRAFT OF WORLD WAR II has to say about the PBY. For starters, the first prototype flew March 28, 1935, and in October made a non-stop 3,500-mile flight from Coco Solo (???) to San Francisco. "Here was aviation at its essence. The high-wing, twin engine Catalina was not speedy, not flashy, not graceful, but it was more practical than anyone realized". "It was old when World War II began. It was slow and could be uncomfortable, but...rarely has an aircraft proved so useful to so many people. A deadly adversary to an enemy submarine or warship...[and an] angel of mercy which achieved thousands of rescues... throughout the war." It "revolutionized long-range patrol in the US Navy".

With a basic crew of eight, a range of over 3,000 miles, and a maximum speed of 175 m.p.h., Catalinas could stay aloft for up to 24 hours!!! But, "The Catalina was so slow that critics joked its navigator needed a calendar rather than a stopwatch." Catalinas were either pure flying boats, or, amphibians, flying from land or sea. They were also produced in Canada and Russia, where over a 1000 were manufactured!!!! "Black Cats" hunted Japanese ships at night, and a British Catalina spotted the German battleship Bismarck.

WOW!!!

3,305 Catalinas were built, and there are (at this writing) 21 airworthy survivors: eight in the US, four in Canada, and one or two in New Zealand, the Netherlands, Australia, the UK, Chile, France, and Greece.

## PB4Y2-1

The PB4Y-1 was the Navy's version of the B-24 Liberator ("Let's Talk About the B-24 Liberator", *Boating on the Hudson and Beyond*, Holiday issue, 2017)), and the PB4Y-2 was the Navy Privateer. When Larry said "PB4Y2-1" he meant BOTH the -1 and the -2...

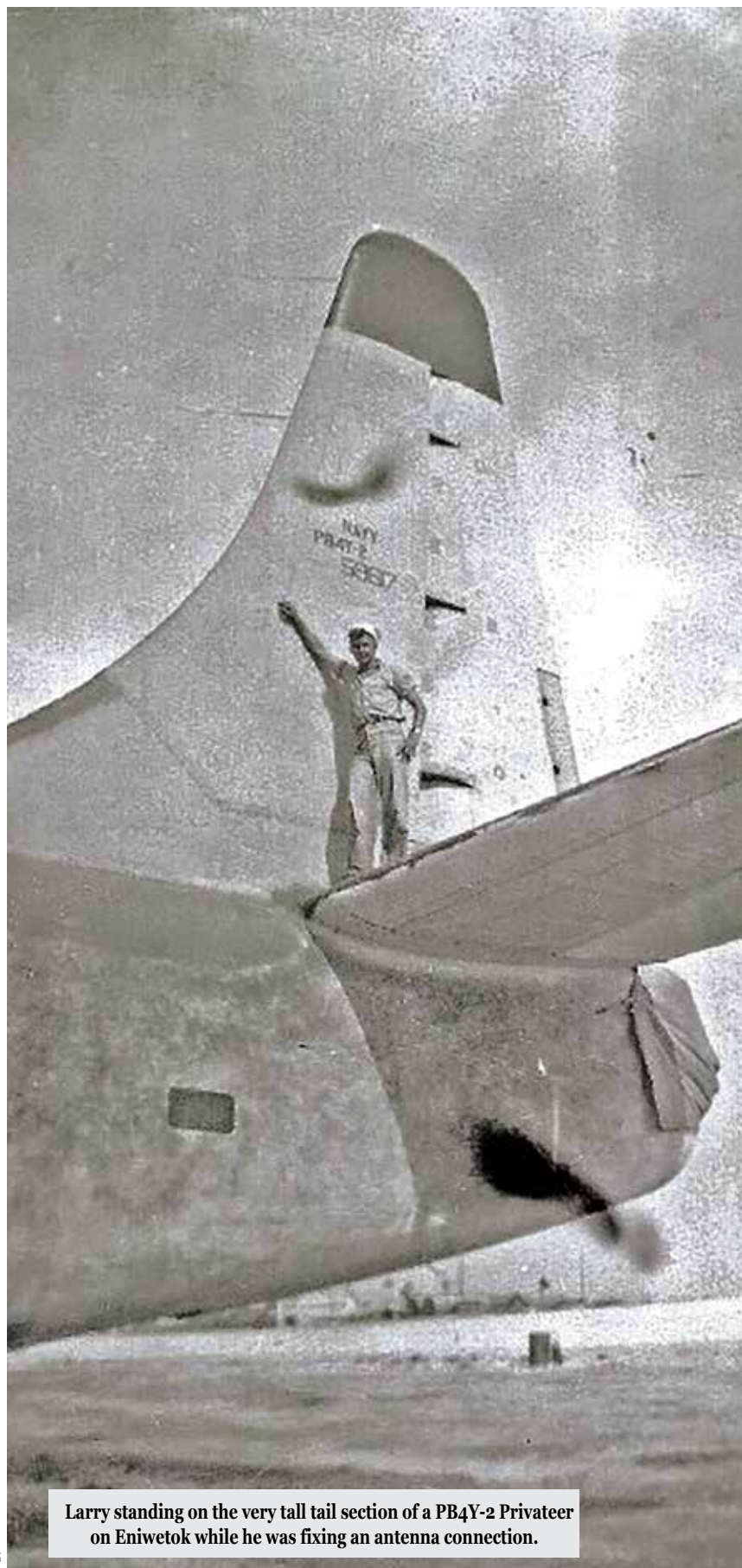
## Larry

I visited Larry on July 29th, and we talked airplanes, World War II, and, Verplanck for two hours or so. I'd made a short list of WW II questions, but Larry had already written much of his life's story, and, an amazing one-page-plus document summarizing his WW II military experience.

Here's a summary of the one-pager, pretty much exactly as written:

Larry graduated from Hendrick Hudson High School, Class of 1943, then went to work in a defense factory in Bridgeport, Connecticut. When he turned 17 in October 1943 he enlisted in the Navy in New Haven, then took a train home to Verplanck to get permission from his father.

He went to Sampson, New York for boot training and "5 weeks and 3 haircuts" later was sent to Jacksonville, Florida, where he trained as an Aviation Radioman, Air Gunner, and



Larry standing on the very tall tail section of a PB4Y-2 Privateer on Eniwetok while he was fixing an antenna connection.

The PBY Catalina



Larry with the white silk scarf  
and his medals,



Flight Crew in PBV (Catalina) sea planes, and earned his wings as an Air Crew ARM 3/C (CAC). He flew patrols over the Atlantic out of JAX Naval Air Station, from Charleston, North Carolina to Miami, Florida and Guantanamo Bay, Cuba and never spotted "anything except big turtles, which look like subs from the air".

The Navy changed its mind, deciding to put him in land-based patrol bombers and he was sent by train—the train car was the last car attached to a civilian train—to Hutchinson, Kansas for training in Army-type B-24's. The train stopped in Tifton, Georgia for coal and water and his crew got off and ran to a local bar. He was too young to drink, so he and a buddy went to an ice cream parlor down the street. The train pulled out and the bar gang got on, but he and his buddy couldn't catch it, and they were marooned in Georgia. They somehow made their way to Atlanta and turned themselves in to the Navy Shore Patrol, that didn't know what to do with them so put them in the City Jail for the night. Next day they were sent to the Naval Air Station outside Atlanta, but being a weekend, they also did not know what to do with them, so they were put in the brig and treated as prisoners until Monday when the Commander arranged a trip to Kansas.

In Kansas they trained in PB4Y-1 Liberators, the Navy version of the B-24, and were then sent to San Diego, to Kanehoe in the Hawaiian Islands, and finally to Eniwetok in the Marshall Islands where they joined the VBP 121 Squadron for a short while, patrolling 9- 12 hours looking for Japanese radar, then jamming it. When the war ended—they didn't know it had—they were training to shoot up Japanese rail yards: IN JAPAN.

Their squadron was broken up, and "there was mass confusion". They were sent to Tanapag Harbor on Saipan in the Marianas, and were assigned to sea planes as part of a test crew. On weekends they would fly to Guam in their Captain's white PBV5-A (that could land on land or water) to pick up fruit and vegetables. They'd land on a land base on Tinian to drop off supplies, then fly back to Saipan and land on water.

The only Japanese Larry saw were prisoner-of-war work parties guarded by Marines. He always had to wear a white hat as there were some Japanese that would not surrender and the natives and Marines were still hunting them. Once he was stopped by Marine sentries and a voice called out "Is that you

Keefe?": it was Robert "Buddy" Rushnak from Peekskill, a 1944 Hendrick Hudson graduate...

Eventually it became time to return to the States, and he boarded a captured Italian liner anchored in Tanapag Harbor. After he arrived on deck, he saw Frank "Sailor" Bleakly— another "Pointer"—who turned out to have been in the control tower on Tinian, and who remembered the white PBV ID Larry used when asking for landing instructions.

After two weeks at sea Larry landed in San Francisco, and after a train ride to Lido Beach, Long Island, he was discharged and went home to Verplanck.

Here's some interesting WWII excerpts from his longer "life story":

*Had the chance to bail out once and declined...another PBV...[tail] gunner decided to shoot off a few rounds of the 30 cal. His shots struck an oil line in our plane and shut our engines down. Our pilot offered us the chance to jump and everyone said we would rather ride it down. Landed in the St John river and a launch towed us in.*

*Completed...training, had graduation ceremony on the air strip while navy corsairs flew over. After boot camp never did get home for 16 months.*

*The [Privateer] was very different from the B-24. It had more gun turrets and electronic gear, also a single tail and about 7 feet longer. There were three radiomen in the plane. One would be on the radio, Number 2 would operate the radar and jamming gear, the third would man the twin 50's over our head. On long flights we would rotate positions. Some times we were flying as long as 14 hours.*

*Flying out of Kanehoe was dangerous. There was a high peak right in our flight path and we always had to veer to avoid it. I was finding out the Pacific is huge.*

*Eventually the war ended...the squadron broke up and people started to go home on a point basis. I was young, single, and had a rating the navy wanted to keep, so I was at the bottom.*

*It took 10 days to get back to the USA. The seas were rough and the bunks were 5 high below deck. The navy wanted me to re enlist but from what I saw how enlisted men were treated compared to officers, no way.*

*I'm home now but don't feel it. The birds are noisy and I can't stand the noise. Have to get used to the cold again, even in the summer.*

*The GI benefits kick in. Join the 52-20 club with the rest of the guys. For 52 weeks you get \$20 every time you report to the unemployment office in Peekskill. Some of us report that they are deep sea divers looking for work. Sparky Crawford thought that one up.*

**GREAT stories, Larry!!!**



# Celebrating 60 Years With The Crescent Boat Club

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

**1958 was a long time ago.** Tail fins ruled the highways, steam powered locomotives were still regularly seen on the rails, and pleasure boating was fast becoming a sport for the growing American middle class. In November of that year, a new boat club was incorporated on 4 acres along the shores of the Mohawk River/Erie Canal above Lock E-6 in the Town of Halfmoon. The Crescent Boat Club (142 Canal Rd, Halfmoon, NY) was born, and never looked back.

There have been many changes over the years: a clubhouse building (1962), improved grounds and new facilities. But one thing has never changed. The Club is an all-volunteer organization managed by boaters for their fellow boaters. Since it is a “working club”, members enjoy low cost dues, dockage, and other benefits in exchange for working a required minimum annual number of work hours. Members save money on gas, pump outs and many other amenities. The Club is private, although transients are welcome, and members and visitors alike will enjoy a beautiful setting with picnic tables and gas barbecue grills, electric, water, bathroom and shower facilities, WiFi, RV parking and transient dockage for vessels up to 100 feet. More information is available at [www.crescentboatclub.com](http://www.crescentboatclub.com).

On September 1, members of the club held their official celebratory event which included a ribbon cutting by the Chamber of Southern Saratoga County and comments by area dignitaries. Since it was also the start of their annual Labor Day Weekend party, many guests were in attendance as well. Before the ceremonial ribbon was cut,

outgoing state Senator Kathy Marchione shared her sentiments to friends and constituents at the water's edge. “There's nothing like coming home and being with friends,” said the Senator, “and being in your own neighborhood. Thank you all for putting so much into this club and for opening it up to the community.

The Halfmoon Town Board led by Supervisor Kevin Tollisen and Business and Economic Development Committee Chair Daphne Jordan was also on hand to congratulate Commodore Michelle Hernandez and fellow club members at this important milestone. The chamber's volunteer Ambassadors held the ribbon tight, and it was cut, kicking off three days of festivities, camaraderie and merriment. Boaters know how to throw a party, especially on a long weekend!!! Steam engines and tailfins may be confined to transportation history, but the Crescent Boat Club should be part of the Mohawk River landscape and culture for years to come!

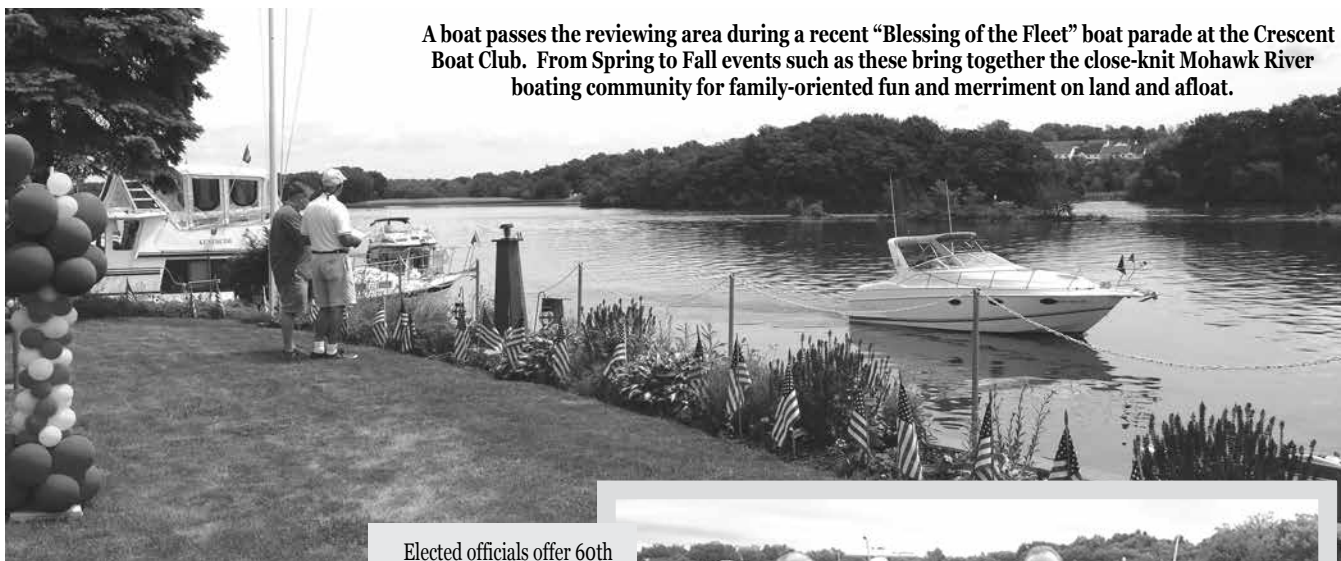
For more information on Capital Region boating, call (518) 371-3763, visit [www.southernsaratoga.org](http://www.southernsaratoga.org) or stop by the Southern Saratoga Information Center (at the Exit 9 Rest Area on I-87 in Clifton Park).



The moment the ribbon is cut, as Crescent Boat Club Commodore Michelle Hernandez (holding scissors) commemorates the past 60 years of history on the Mohawk River. The Club has a bright future ahead, so there will likely be many more celebratory milestones to come!



A boat passes the reviewing area during a recent "Blessing of the Fleet" boat parade at the Crescent Boat Club. From Spring to Fall events such as these bring together the close-knit Mohawk River boating community for family-oriented fun and merriment on land and afloat.



Elected officials offer 60th Anniversary congratulations. *left to right:* Pete Bardunias, President/CEO, the Chamber of Southern Saratoga County, Paul Hotaling, Deputy Town Supervisor, the Town of Halfmoon, Jeremy Connors, Halfmoon Town Board member, Michelle Hernandez, Commodore, the Crescent Boat Club, Daphne Jordan, Halfmoon Town Board and Chair, Halfmoon Business and Economic Development Committee, Halfmoon Town Supervisor Kevin Tollisen, Halfmoon Town Clerk Lynda Bryan, and State Senator Kathy Marchione.



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**Q:** *Hi Alex, I own a 2007 Yamaha waverunner and it is hard to start. I charged up the battery and the battery will last a few turns and then the whole thing dies. I bought a new battery, and everything I think the waverunner has a dead short somewhere, yet it ran great when I put it away last year! I'll drop it off at your shop today to see what I find.*

**Alex:** After checking out his waverunner, here is what we found. First, all new batteries come dry, that is you need to fill the cells with

electrolyte after you buy the battery and get it into the waverunner. There are usually two bottles of electrolyte fluid that you must use completely to fill each cell. The caps are removed, the little hose that comes with the bottle is attached and each cell is then filled.

This fluid is very corrosive and will eat up anything it comes in contact with. When filling the cells you must ALWAYS wear eye and hand protection and after filling the cells, you need to



Photo from: [www.rvsolarconnection.com](http://www.rvsolarconnection.com)



immediately wipe up any fluid that you have spilled. In the case of this wave runner, I found one cell of the battery was never filled, so the battery, when placed on a battery charger was not giving the battery the proper charge. Once we found the empty cell in the battery, and charged it up the entire system ran fine.

**Q:** *Alex, my jet-ski is acting as it if does not have full power. What could it be? I want to get back on the water ASAP!!!*

**Alex:** A very common problem with jet-skis or boats and the first thing we check is water in the fuel. Especially on the older Waverunners, the fuel filling location is close to the water, so if your filling it at a bouncy, wavy location, there is a good possibility of getting water directly into the fuel tank. Since most people using these ski's have not got a clue as to how they work, this problem comes up all the time. Usually we pull the fuel filter and there is usually enough fuel in the filter to tell if there is water in it. It is simple to just dump the gas in a clear glass container and if there is any water in it, you will see the water on the bottom of the glass with the gasoline on top. I know you would never do this but to be really clear, **DO NOT SMOKE WHEN DOING THIS!**

**Q:** *Is there any way of keeping my battery or batteries charged up on my boat without using a trickle charger hooked up to the dock?*

**Alex:** There are a number of excellent solar chargers that are very inexpensive and simple to connect to your batteries. These solar chargers must be placed in a sunny location of course. One way to attach the solar charger to the boat is to use heavy duty velcro on the back of the solar charger as well as on the boat. It is easy to remove it or just leave it in place for the season. If you're not sure how to do it, simply give me a call and I can tell you more. A good place to buy these is at your local boat supply house. Most carry them and they are usually under \$50.00.

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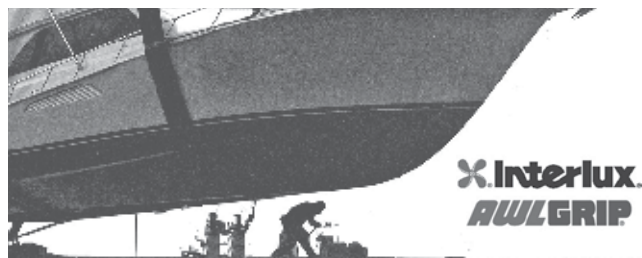
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# *Solar Sal 44*

## USCG Inspection

by **David Borton**

**Solar Sal 44** is the first continuously and exclusively solar powered commercial tour boat being inspected by the US Coast Guard. With the concept and general design by David Borton of Sustainable Energy Systems, this 44-foot passenger vessel was built in Kingston, NY by the Riverport Wooden Boat School which is under the auspices of the Hudson River Maritime Museum. She, with Coast Guard inspectors on board, recently passed a speed/range endurance test on the Hudson River using only reserve battery power – enough for fifty miles at night with no solar input.

There are no Federal Regulations for the new concept of solar electric boats. Therefore, the Coast Guard is in the process of certifying her as an electric boat. This process started with the boat wood even before construction started and followed her construction from framing, stripping, waterproofing and outfitting to meet all the requirement of a “Section T” boat (approved for carrying paying passengers).

Solar panel technology has increased the efficiency of solar electrical output to over 22% providing more power on the roof area of boats. Note that cars and airplanes do not have enough area for practical solar only transportation. Efficiency improvements in electronics and electric motors also contribute to practical solar electric marine propulsion.

Most boats these days are planing boats that have enough combustion engine power to lift these boats to planing speeds. Solar Sal boats are displacement boats, as are most sailboats, and limited by the wavelength of the boat moving through the water. Historic hull designs from before steam and combustion engines are best suited to solar electric designs.

David Borton's previous boats using this Patent Pending technology include Sol, a 25 foot launch operating on an Adirondack lake where there is no road and no electricity, and the 40 foot Solar Sal. Solar Sal went from the Hudson River out to the Niagara River and picked up 4 tons of baled cardboard from Cascades Recovery at Lockport for







the return trip to the Hudson and up to the papermill in Mechanicville for recycling into paper products. This 750 mile solar only round trip followed the historic and beautiful Erie Canal both ways.

Pete Bardunias, President/CEO of the Chamber of Southern Saratoga County arranged for the cargo along with partners Cascades Paper and Hullspeed Coatings and says, "Solar Sal was the first vessel to ever carry a bona fide cargo the length of the Erie Canal and deliver a commercial cargo to its destination without the use of any fossil fuels or mules. The boat proved that this could safely be done, and the design continues to be refined to efficiently carry people and/or materials in an effective, affordable package. Not only does the Solar Sal line of boats never need fuel, they never need an engine mechanic either, further reducing operating costs."

Some folks scoffed at these boats as Borton's homemade toys. Solar Sal 44 can not be scoffed at. Her detailed design was by Marine Architect and boatbuilding author Dave Gerr. This is a commercial design, meeting all Coast Guard regulations for commercial passenger carrying vessels. Dave Gerr comments: "Our recently completed speed and endurance trials demonstrated that the Solar Sal 44 exceeds our expectations. Borton's solar-boat concept is opening a new, greener and more cost-effective course for the future of marine transportation."

David Borton chose Jim Kricker, Master Shipwright at the Riverport Wooden Boat School to build Solar Sal 44. Jim may be best known for

rebuilding the Hudson River Sloop Clearwater. Besides boats he is known for rebuilding water mills and other timber-framing projects. Jim chose John O'Donovan a passionate wooden boat builder from Maine, along with a skilled RWBS team, to build the hull, frames, stripping, and waterproofing through painting. Jim was an excellent choice and is enthusiastic about this build. "I just wanted to express my appreciation for the way the Solar Sal works, the entire propulsion system is nothing short of amazing. It has been a real treat to have traveled up and down the river using just the power from the sun."

Alex Borton, David's son, wants to use these boats in Puget Sound and the San Juan Islands. He has commissioned Sam Devlin Designing Boat Builders of Olympia Washington to build a 27 foot version Solar Sal. Sam has started construction and says "this is a very good looking boat, and we are very excited to see a true solar electric launch on Puget Sound Waters. We are incorporating wheelchair access into this first model with the intention of being capable of handling any type of passenger needs."

These wooden Solar Sal boats are beautiful and wood is the best way to build one-off boats. However, wooden boats require a large amount of hand labor. To accommodate a wider audience of boaters, these designs need to be implemented in composite materials. Because Solar Sal 44 has a fiberglass and epoxy coating the Coast Guard considers her a composite boat. The next big step for Solar Sal is an all composite design.

Visit [www.solarsal.solar](http://www.solarsal.solar) for videos and more.

# That Sinking Feeling!

Although my office is within walking distance of the Hudson River and residence only a couple of miles away, I keep my SeaDoo at our family vacation residence on Wellesley Island in the Thousand Islands in New York. Being right on the Saint Lawrence River, I can be on my ski within minutes of waking up, and I am often found touring around, going to church or grocery shopping at the 2 stores that have boat docks in Alexandria Bay, traveling to the farmer's market in Clayton, or going to Canada, which is part of the Thousand Islands. There are also many music events, poker runs, a 2 week pirate invasion week, and antique boat and car shows that I can attend either by myself or with up to 2 other passengers on my ski. I love to travel slowly taking in all of the beautiful sites in this area with miles and miles of approximately 1,800 islands that includes 2 real castles built long ago that you can tour, parks to stop at, homes to view, etc.. There is always something new to see and the weather is always changing so no 2 rides are ever the same. I am often gone for hours on these adventures.

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Cathy J. Karas, Certified Insurance Counselor, President, Karas Insurance Agencies Inc, 321 So. Riverside Ave., Croton-on-Hudson, NY 10520

## - My Own Personal Real Life Experience

On Sunday, 9/16/18, it was a beautiful sunny day and I set out to buy the NY Times at one of the grocery stores and go to church, meeting my parents there who would be traveling by car, which is about a 25 minute ride over the Thousand Islands bridge from Wellesley Island to the mainland. The time it took me to get to Alexandria Bay was about 4 minutes, directly across the St Lawrence River from my house on the ski and the water was calm. After picking up the paper, I set out for the Alexandria Bay Village dock which is only about a couple of hundred yards away from the grocery store dock. As I approached the Village dock the digital reading said in my ski displayed "Exhaust Temperature High", which I assumed meant I had sucked up some weeds and I was so close to the dock I shut off the engine, coasted in and tied up. I noticed a few wisps of what I thought was steam from the overheating, but they subsided, and went off to church. My plan was to return after church with my Dad in his boat and some lines to tow the ski back to my dock to see if I could remove the weeds or had to have a marine mechanic do this. My Dad and I set out for the 4 minute ride in his boat with lines and as we got closer to the dock I saw flashing lights, police and fire boats and a dive team. I was in shock, or I would have taken pictures of this "event" which involved so many people I was grateful were there so quickly. I knew



photo: [visit1000islands.com](http://visit1000islands.com)





at that moment something had gone wrong with my ski. It turns out the wisps of what I thought were steam were actually smoke. There was some kind of malfunction which caused a fire in the resonator box, which burned a hole in the box causing the ski to take on water and sink! The ski was towed to a marine repairer nearby who later diagnosed this problem. At the time I did think it odd that the engine did not strain or operate at half speed which is usually what happens when weeds are clogging the engine. Good thing for my Progressive Insurance policy which not only paid for the \$2,600.00 repair but the \$1,275.00 recovery charge from the bottom of the St Lawrence.

When I returned home to Cortlandt Manor, and eventually got to my emails, there was one that was about a class action lawsuit involving many SeaDoo's, my model included, that experienced overheating and fires in the resonator box! So now I am trying to recover not only the deductible for the insurance claim, but the cost I paid to rent another ski in replacement. I'm not sure how long this process will take, but the deadline to file was 10/18/18. Those of you out there with SeaDoo's, check to see if your model is affected by this class action suit. By the time the next issue comes out I will have an answer for you as to what the outcome was for me.

So the moral of the story is be sure you have insurance for your jetski. You can buy bodily injury/property damage liability insurance with and without the hull and machinery insurance. Even if it is old and you do not want hull and machinery insurance, buy it for the recovery costs which could be a big expense. Think of the bodily injury and property damage liability exposure if my ski had caught the Village dock on fire with all the expensive cabin cruisers and people on board as well as pedestrians on the dock. So, how much insurance would be enough in that situation? You better have a personal umbrella policy, with limits in the millions! Our insurance agency has been insuring boats, jetskis, homes, cars, rental properties and all kinds of commercial businesses since 1973. We welcome calls or emails for quotes or questions for any type of insurance. We are open Monday - Friday 8:45 am - 4:45 and have licensed brokers here to help you.


*Disclaimer: This article is for informational purposes only. Consult your own company or broker for details on your own policy.*

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**Richard M. Hurst Harbor Visitors Center**  
Dedicated this day to the memory of Richard M. Hurst  
in recognition of his 41 years of exemplary and  
dedicated service to the citizens of Waterford.



*September 8th, 2018*

WATERFORD HIGHWAY SUPERINTENDENT	1976 - 1991
WATERFORD TOWN SUPERVISOR	1982 - 1997
WATERFORD PLANNING BOARD CHAIRMAN	1989 - 2000
WATERFORD VISITOR CENTER HARBOR MASTER	2000 - 2017

---

JOHN E. LAWLER	TOWN SUPERVISOR
LAURIE MARBLE	TOWN COUNCILWOMAN
DAVID BALL	TOWN COUNCILMAN
JAMES BOUDREAU	TOWN COUNCILMAN
FRANK S. McCLEMENT	TOWN COUNCILMAN
MARY SHANNON CARRIGAN	TOWN CLERK





# Dedicating the Richard M. Hurst Harbor Visitors Center in Waterford

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

On September 8, 2018 at the annual Waterford Tugboat Roundup, the close-knit community at the entrance to the Erie Canal dedicated the harborfront visitors center in honor of longtime Harbormaster and Waterford Resident Richard M. Hurst, who passed away in 2017 after a bout with cancer. Mr. Hurst was a friend to many and one of the most familiar faces on the water to the thousands of boaters who passed through Waterford on their way to destinations throughout the interior USA and Canada, or south to the Atlantic Ocean.

Dick Hurst served in various capacities within the Town of Waterford since the 1970s: Highway Superintendent (1976-1981), Supervisor (1982-1987), Planning Board Chairman (1989-2000), and finally Harbormaster (2000-2017). It was for this reason that those who knew him most came together to remember their friend's legacy to the community and to the waterway. Town Supervisor Jack Lawler led the unveiling of a new plaque, while Mr. Hurst's wife of 60 years, Joyce, looked on along with children and grandchildren at her side.

41 years is a long time. May Dick Hurst's decades of community service be remembered always thanks to the Visitors Center that now bears his name.

For more information on Capital Region boating, call (518) 371-3763, visit [www.southernsaratoga.org](http://www.southernsaratoga.org) or stop by the Southern Saratoga Information Center (at the Exit 9 Rest Area on I-87 in Clifton Park).



*right to left: Waterford Town Supervisor Jack Lawler leads the September 8th unveiling ceremony at the Visitors Center...  
...while Joyce Hurst and the family remove the covering.....  
...as a man's life's work and legacy is permanently honored.*



# GROUNDWORK Hudson Valley

## Youth Development & Leadership Programs

by **Sara Brody and Felipe Ramirez**

For almost twenty years, Groundwork Hudson Valley has been a dynamic force for change in communities in the lower Hudson Valley. Groundwork Hudson Valley creates sustainable environmental change in urban neighborhoods through community-based partnerships that promote equity, economic opportunity, and youth leadership. Groundwork HV's youth employment program has been recognized by President Obama and the United States Department of the Interior and has been the standard-bearer for youth conservation programs within the Groundwork USA national network.

Over the past ten years, our Youth Development and Leadership programs have worked with Yonkers youth over the course of their high school years to provide a much needed continuum of support throughout their critical developmental years. Through intensive mentorship by youth and educational leaders, opportunities to gain work experience in conservation, and one-of-a-kind experiences in Westchester County and throughout the nation, our Youth Development and Leadership Program transforms young people into urban conservation leaders. The youth involved in these programs work to restore the environment in their own neighborhoods through participating in ambitious projects such as the identifying and removing invasive plants, becoming a docent on the Science Barge, restoring native habitats, and

performing scientific research with the Billion Oyster Project. As a result of working on these projects, many of the youth go on to major in STEM fields in college. Youth also carry out service projects in some of the most incredible public park areas, including Yellowstone National Park, the Appalachian National Scenic Trail, Gateway National Park, and Wallkill River National Wildlife Refuge.

There are two programs for youth to get involved. They can volunteer to work on weekends at the Science Barge (a sustainable urban farm that operates as an environmental education center powered completely by wind and solar power with a hydroponic greenhouse that is irrigated solely by collected rainwater and is effectively "off the grid" ) from April through early November. Alternatively, youth can apply to be a part of a year round youth program called Green Team.

The Green Team program hires local teenagers enrolled in the Yonkers Public School system for summer environmental jobs – for many, their first job. The program focuses on leadership, group dynamics, and a variety of conservation and construction skills. This hard work is tempered with amazing adventures, like hiking, camping, and swimming.





Both of the youth development opportunities engage students to become more self assured, confident, and knowledgeable about green careers. Whether a student pursues a college education or trade school, the programs empower youth to pursue what makes them happy while introducing them to green jobs. These programs create powerful and visible changes not only in the areas that they are physically working in but within the youth themselves. The programs foster and demonstrate the pride the youth have in their own personal growth as well as demonstrates ways in which community based projects can change places and change lives.

For more information about Groundwork Hudson Valley Youth programs, contact Sara Brody via email, [sarab@groundworkhv.org](mailto:sarab@groundworkhv.org) or by phone 914-375-2151





Barry Clark, an elderly man with white hair, is smiling and holding a white pennant with a blue border and a circular logo that reads "SCHUYLER" and "St. Regis". He is wearing a light blue t-shirt with "CLARK'S" and a star logo, and dark trousers. To his right is a wooden easel holding a collage of six photographs: a close-up of a metal object, a river scene, a red wall, a plate of food, a white box, and a group of people outdoors. The background shows a window with curtains and a calendar on the wall.

Barry Clark is all smiles as he recounts his upstate New York journey after a safe return home.

# Christmas Came In August For This Intrepid Traveler!





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

Barry Clark, 81, made an epic journey this past August, in honor of his late wife, Dolores. The couple had planned one last great adventure together, cruising in a tiny aluminum outboard skiff the entire length of the Hudson River and Lake Champlain, but sadly she passed away before their dream could be realized. With a plot reminiscent of the Disney/Pixar movie, “Up”, Mr. Clark, a retired Marine, set out aboard his vessel, Dolores, to complete the mission. He made it, successfully, to the Canadian border with a little help from some newfound friends along the way.

Members of the Chamber of Southern Saratoga County, most significantly Schuyler Yacht Basin’s Jason Young and Mohawk Valley Marine’s Bob Esperti, rose to the occasion in helping give Mr. Clark’s vessel a much needed tune up and repair before exiting the Champlain Canal for the big waters of Lake Champlain. Jason patched a few weak spots, Bob donated a new prop, the Chamber donated fresh oil, outdrive lube and a new masthead light, and the Schuyler Yacht Basin crew cleaned up the boat and gave Mr. Clark some time to rest and recoup in a local residence before continuing his journey.

*above:* A military veteran himself and owner of three downtown Schuylerville businesses, Jason Young (third from right) made sure that Dolores was ship shape before bidding Mr. Clark bon voyage on the rest of his journey.

*right:* Bob Esperti of Mohawk Valley Marine (right) donated a new propeller to make sure the Mercury 9.9 hp outboard could safely get Dolores to her final destination.

A local resident even made the trip up to trailer the boat home to New Jersey when the voyage was done!

Dolores herself surely was watching from above. When the crew began to put the lube oil in the lower unit, the fitting for the pump was the wrong size and thread. Nobody had the correct one handy, but suddenly someone noticed an extra fitting lying in the bottom of the toolbox that hadn’t been accounted for, one which had never been used. Sure enough it fit! Seems that no matter what time of year it is, there is a little bit of Holiday spirit in the air! God Bless you, Barry Clark, for reminding us all of what the meaning of life truly is all about.





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the best  
in 2019!

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AND I LOOK FORWARD TO  
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*-Alex Salomatoff*

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8 MILES SOUTH OF ALBANY ON THE HUDSON RIVER



# Vanderbilt Mansion National Historic Site Formal Gardens

by Ralph J. Ferrusi

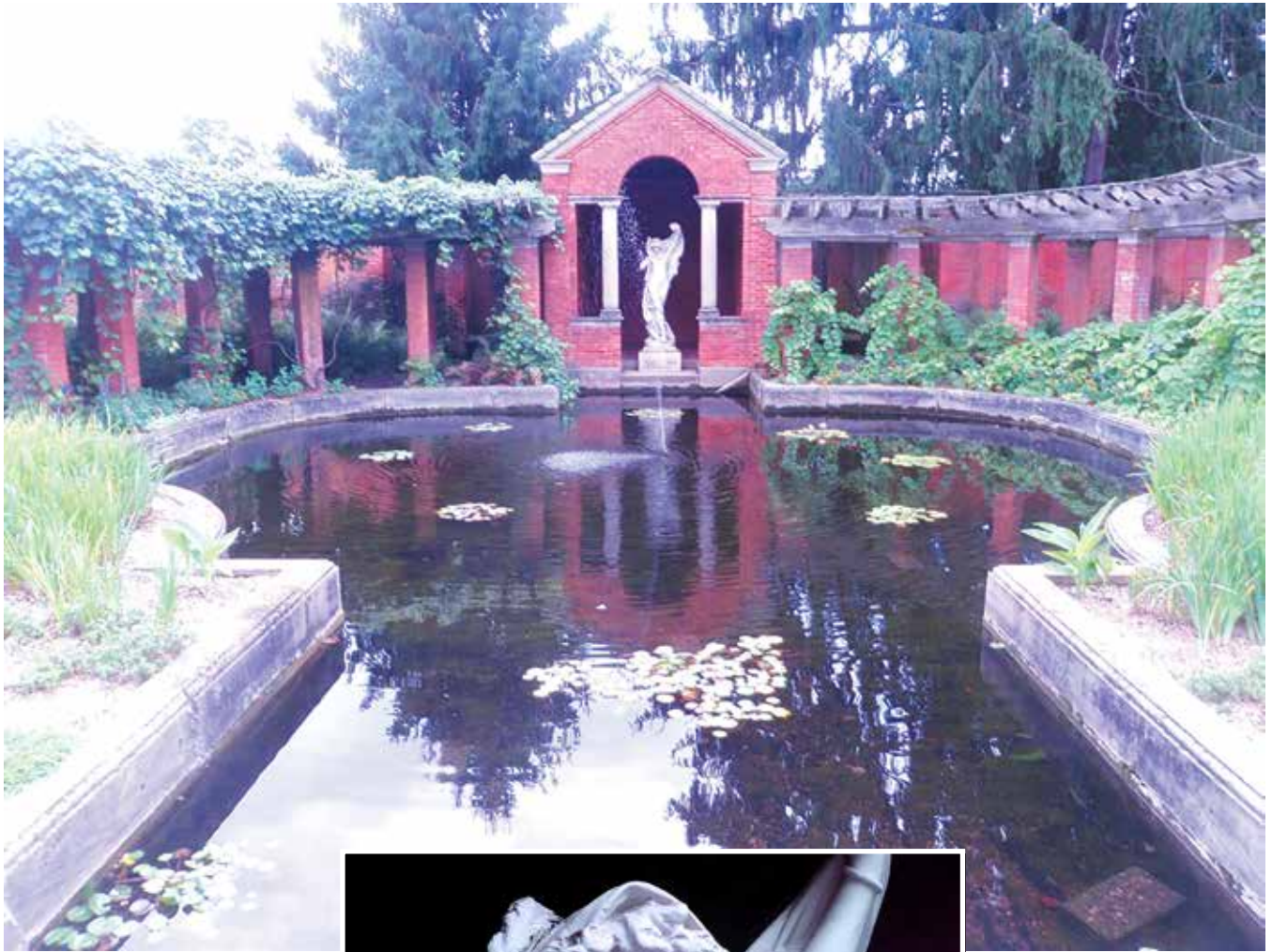
**K**ath saw in a local paper that there was going to be a “garden tour” at the Vanderbilt Mansion gardens. “Let’s go!!!” When I worked as a Historic Hudson Valley tour guide in 2007-2008 (ten years ago: can’t be!!!) we walked the Vanderbilt grounds, gardens, and hiking trails (we always walked down to Bard Rock (Boating on the Hudson and Beyond, “Another Great Day On The River”, April 2018, Page 29)) with it’s spectacular view up the reach to Norrie, so I was really looking forward to this hadn’t-been-there-in-a-long-time revisit.

It was a grey, kind of gloomy day. We parked by the Visitor Center, where a Ranger told us it was “a two-minute walk” to

the Gardens. Having Been There Done That many many times with my tour groups, I asked him if he was a competitive speed walker... We joined a small group of other “garden tourers” by the Tool House in the northwest corner above the gardens, and our guide—a long-time Vanderbilt Garden volunteer—gave us a detailed overview of the gardens and their history, and many details, facts, and figures.

Here’s the story: Dr. Samuel Bard, who died there in 1821 (and who I would guess owned the place), first designed the landscape, and planted exotic plants in the “European picturesque style”(interesting aside: he “probably” planted the





1799-vintage Ginkgo tree that is “one of the CONTINENT’S oldest” in the middle of the big lawn south of the mansion that I’d bet the farm that 99.9% of the zillions of people that noodle by it every year simply ignore as “just another tree” unless they are told otherwise by “someone in the know”).

Bard’s son sold the place to his father’s medical partner, who built the first formal gardens and greenhouses. When the partner died the estate was broken up, until Walter Langdon Jr. came along and laid out formal gardens and hired architects to design the still-existing Gardner’s Cottage, Tool House, and garden walls. Frederick and Louise Vanderbilt bought the estate in 1895, and redesigned the gardens and, good for them, “planted hundreds of trees and shrubs” that they could walk through twice a day on weekends. Whadda life.. When they died, childless, the mansion was left to a niece, who couldn’t sell it. Neighbor FDR suggested she donate it to the National Park Service, and the site opened to the public in 1940.

Over time, the gardens became a train wreck, generally forgotten for over 30 years. In 1950 a windstorm damaged the greenhouses,



and they were torn down. In the late ‘60’s the NPS began documenting the ruins, and in the ‘70’s received a grant to partially restore them. Restoration of the brick walls began, and was completed in 1983. Then, in 1984 along came the Frederick W. Vanderbilt Garden Association (FWVGA), TO THE RESCUE!!!

Three local gardeners, Martha (Marti) Stuart, Louise Martin and Marion Asher—bless them—asked the NPS for permission to restore the plantings in the garden. That fall, FWVGA now had 32 volunteers. The annuals then contained 6,500 plants, and by mid-1986 the perennial garden had about 3,200 plants!!! In 1987 1,400 rose bushes were planted in the rose garden.

“Barefoot Katie” was placed at the south end of the Pool in the 1920’s, coyly gazing across the amazingly black-colored (“achieved through a chemical, non-toxic dye” giving it its reflective qualities and, controlling algae) Reflecting Pool .

The landscape—five acres of tiered gardens and gravel paths—has now been restored to its original 1930’s appearance, but





“is still only an echo of the original”, and the FWVGA remains committed to bringing it as close as they can to its former 1930’s Glory. BRAVO, FWVGA.

I was itching to get down to the gardens (mostly out of sight downhill) and to start taking pictures, so honestly, I zoned out at times. I must admit something here. We’ve Traveled the World, mostly on our own but sometimes with groups/guides. In my experience guides—and particularly “local” guides—are pretty much compelled to barrage you—in excruciating detail—every possible fact and figure in their brains concerning what is, for them,

their home court: the phrase “TMI”—Too Much Information—at times becomes quickly, at least to me, very relevant.

A couple of examples come to mind: the guy on the Altiplano in Bolivia who spent (it seemed) about two hours talking about a (small-ish) rock! Mari, our wonderful guide in Turkey, going stone by stone for miles in Ephesus, one of the most famous ruins on the planet. I got cross-eyed after about the 3,000th stone.

And, on our recent trip to Bulgaria, Serbia, and Romania, hearing each region’s history from the Dawn of Civilization to The Kicking Out of the Communists, seemingly minute-by minute,





by every single one of the local guides: crap, here's a summary: the Ottomans (isn't an Ottoman a small stool???) and then the Communists were belligerent oppressive jerks, and these countries became far better places after they were (finally) kicked out: 'nuff said... Back to Vanderbilt.

We finally headed over and down to the gardens: at the first sight of this awesome, begging-to-be-photographed sight I stopped dead in my tracks—WOWZER!!!—gawking, I just HAD to take pictures. The Group, obediently lined up behind our guide, simply walked over to the “gazebo” in northeast corner of the Formal Gardens, the next “stop on the tour”!!! I took pictures, then rejoined them.

We then walked along the path on the east side of the gardens down to the reflecting pool and winsome “Katie”, and finally down to the rose garden. The roses were not anywhere near as spectacularly in bloom as the up-above Formal Gardens. I don't know why, but this was often the case in my many visits with my tour groups over this years; my recollection is the FDR rose gardens were always much more spectacular.

We walked back up and along the south end of the gardens, where our guide bid us farewell. I thanked her sincerely for everything she pointed out, and all the facts, figures, information, and insights she provided. All in all, another very interesting Hudson Valley day.

Get in touch with Ralph at: [rjferrusi@frontiernet.net](mailto:rjferrusi@frontiernet.net)



2006 • 12 Years with Dr. Gel • 2018



# 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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## Take the Doctor's Advice

*"My boat has gelcoat cracks on the deck and hull. There are also little bumps on the hull below the waterline, some have broken open; can water get into the fiberglass? What should I do?"*

Carl D. - Malta, NY

The gelcoat on a boat is a polyester based resin; it is a very porous material. It never stops curing; the older it gets the more brittle it becomes. The constant exposure to moisture, dirt and UV sunrays can break it down. The "little bumps" you have are called osmotic blisters and have developed from exposure to wetness. They can break open and along with the cracks a.k.a. crazing, will allow water seepage and ultimately penetrate into the fiberglass.

What a lot of people don't realize is that gelcoat is not waterproof. Moisture can seep into the gelcoat even if the surface is not broken. If enough moisture gets into the laminate the structural core materials will eventually be vulnerable to damage and the construction of the boat could become compromised.

Carl, this is a great question....My best advice to you is to have the cracks and blistering repaired as soon as possible and to shield the boat from the elements!

Gelcoat should always have a protective coating. ALL of it! ALL the time!

## Preventive Medicine

Above the water line your entire boat should be regularly cleaned and rubbed with a good UV shielding wax; your choice or we recommend two products Collinite #885 Special Heavy Duty Fleet Wax or what I use, Collinite #845 Liquid Insulator Wax. Both are great products made in Upstate NY and are available on line or at many local marine supply stores. All season long you should regularly clean and WAX your boat! I stress the importance of cleaning your boat before you wax it, because dirt is also a culprit to the deterioration of gelcoat. I can not emphasize enough the importance of keeping your boat waxed! Apply it before it is stored for the season, it'll make spring prep a whole lot easier

Below the water line - If your boat is new or old

and in the water all season long you will want to reduce the development of osmotic blistering and crazing. To do this you need to protect your hull with a coating system - Epoxy Barrier coat along with an optional antifouling paint should be applied. There is a laundry list of the types & brands to choose from and it is essential to choose the right one. Note- Bottom paint does not need to be applied over Epoxy Barrier.

Bottom or anti-fouling paint slows the growth of algae, critters, barnacles, etc thus producing better speed and boat performance. It's important to know that bottom paint alone will not protect the hull from water absorption exposing it to potential osmotic blistering.

We have written many articles about how to protect a hull; it's a significant topic and worth repeating especially for new boat owners or those that missed previous articles.

Applying epoxy barrier coat on the bottom of your hull is like buying insurance especially and most importantly if you keep your boat in the water all season.

**Epoxy Barrier Coating** is like the name implies - it is a two part epoxy that protects hulls from water absorption into the gelcoat. It



acts like a wall, blockade and impediment to water. Epoxy barrier coats are the best impermeable to water coating for helping absorption unlike polyesters which will absorb water. The gelcoat on your boat is made of polyester. Epoxy barrier should be used as a primer for bottom paint. Barrier coat is more important than bottom paint and can be purchased for less than bottom paint depending on the manufacturer and type of bottom paint chosen. If you plan to apply barrier coat make sure the hull is prepped properly. You will need to tape off at the water line using good quality fine line tape. Sand the entire hull below the tape with 80 grit sand paper. This will assure good paint adhesion. You do not want to see any shiny areas on the hull. If you apply paint to shiny areas it will eventually flake and peel. Next wipe down the sanded area with a wipe down solvent wash and dewaxer. Apply the Epoxy Barrier paint following all the manufacturers' instructions carefully. After application of the barrier, apply the proper bottom paint. Each water type



Soda blasting uncovered hidden blisters under bottom paint

Some of the blisters are broke open and water is now seeping into the laminate causing the beginning of rapid deterioration. They need to be repaired properly and asap.

When I removed the trailer I discovered osmotic blistering on the hull in the pattern of every carpeted bunk on the trailer.



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requires different types of bottom paint. The Epoxy Barrier can then be applied by rolling or spraying. Mixing the paint product, timing and temperature are critical for a good bond. We suggest a professional to do this work.

At the very minimum a hull should have barrier coat. In my opinion this is essential if your boat is kept in the water! A barrier coat needs to be applied first and is much more important than bottom paint.

If you apply bottom paint I highly recommend applying barrier coat first. You're wasting your money if you only apply bottom paint!

**Marine antifouling protective paint** a.k.a. "Bottom Paint" will keep organisms from growing on your hull e.g. algae, bacteria, zebra mussels, etc. There are many types available.

**Ablative** – It is soft and wears away quickly. As the boat moves through the water fresh layers of paint are constantly being exposed - great for high marine growth areas. An advantage of this type is that there is minimal build up and you can apply this over most other antifouling paints. I have been told this type does not retain its antifouling ability for more than 30 days after being hauled out.

**Controlled Solubility Copolymers** – Partially soluble similar to ablative types. Product is also good for areas with high concentration of fouling problems. Boats can be hauled and relaunched without repainting. Obviously longevity is related to the thickness of the paint.

**Hard antifouling paint** – Dries to a porous film that leaches out a biocide when in contact with water to prevent attachment of marine growth. It tends to lose its effectiveness rather quickly and a hard paint film remains on the boat. After multiple applications the surface will build up and after a while it would need to be removed and reapplied. It is a good type for racing boats & sailboats that have bottoms regularly cleaned.

**Self-Polishing Copolymer** – contains a patented resin that reacts with salt water. Product remains effective whether the boat is sitting at the dock or is underway. Not recommended for fresh water use.

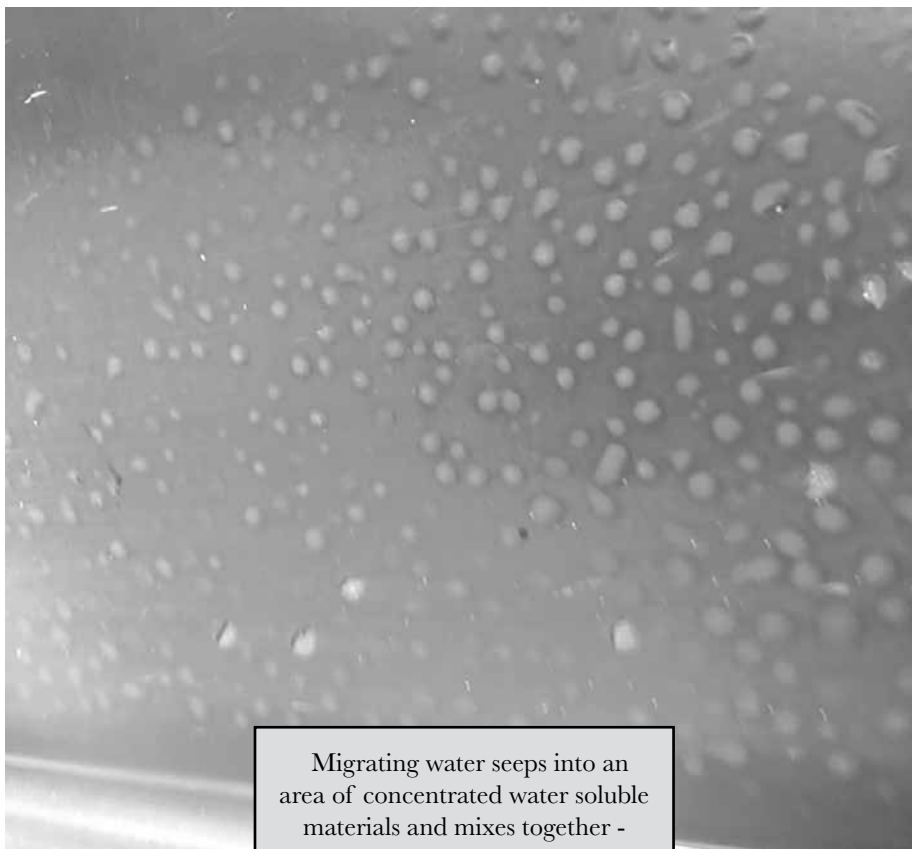
Aluminum boat owners please note! Do not apply bottom paint containing copper directly over aluminum. The results would be electrolysis upon contact with the water.

Many boat owners opt to apply these paints on their own but it's really best to hire a professional to insure good protecting results.

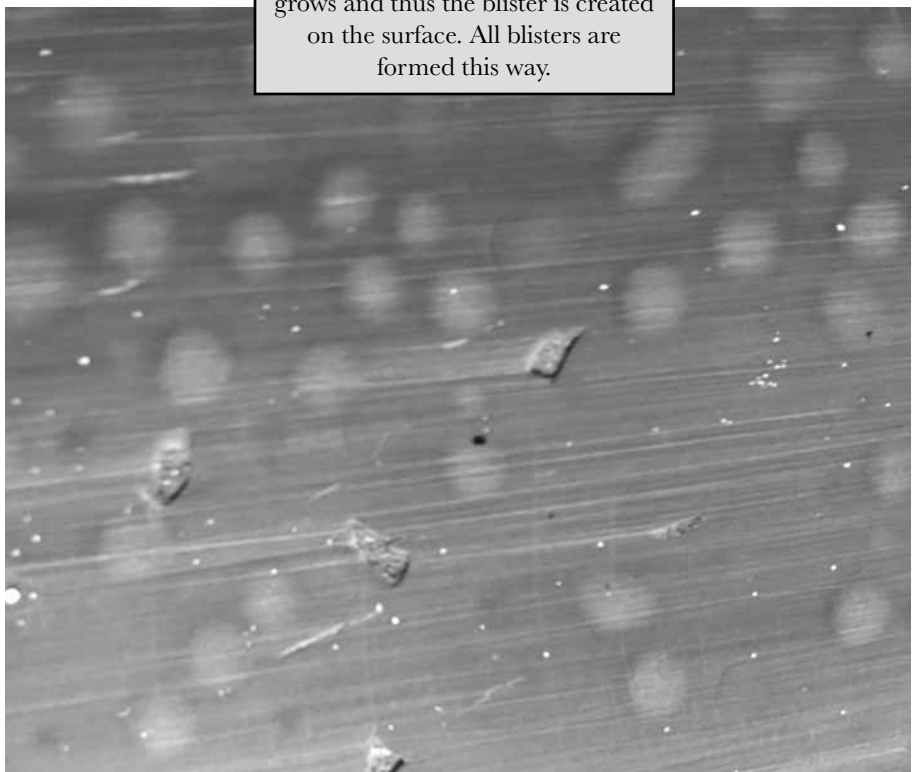
Proper hull prep and application is essential or you will again be wasting your money.

I also recommend that if you trailer your boat, keep it on the trailer or a boat lift! Get it out of the water!

Don't let it sit in the water all week long if you only use it on the weekends!



Migrating water seeps into an area of concentrated water soluble materials and mixes together - acids are formed. This acidic pasty mixture is too thick to go back out through the precocity in the gelcoat. The gaseous acid expands, pressure grows and thus the blister is created on the surface. All blisters are formed this way.



## “Did you know ?... “

A boat is built from the outside in? To carry out a repair the procedure is done in reverse of how it was constructed. To appreciate a successful repair it's helpful to understand how the gelcoat & fiberglass shell is made.

Boats today are made using mostly three molds. A deck mold (top), hull mold (bottom) and a pan mold; interior liner, cabin or cockpit furniture.

The first thing applied in the mold is sealer glaze A.K.A. parting material. Gelcoat is then sprayed to a more or less uniform thickness against the polished surface of sealer glaze. Gelcoat should be between 15-20 mils thick. Inconsistencies in production often occur; I have seen gelcoat so thin you can see through it and as thick as 1/4". Sometimes molds are dirty and the gelcoat finish has defects and air pockets. If there are multiple gelcoat colors they are also sprayed in reverse of what they appear on the finished product. Different color layers of gelcoat are shown in the Doral repair image. The gelcoat is then followed by one or two layers of chop strand fiberglass mat mixed together with a resin binder. Chop strand fiberglass mat is the best for ease of molding than other fiberglass material. No longer commonly used in today's production boat building due to environmental hazards the chop strand fiberglass mat was applied with a chopper gun; a tool that chops continuous strands of fiberglass into predetermined lengths and fires them into the mold along with a fine spray of resin. The chop is coated with resin on the way to the mold. Following is more on boat construction.

“Fiberglass GRP” Glass-Reinforced Plastic - Typically used for production boats because of its ability to reuse a female mold as the foundation for the shape of the boat. The resulting structure is strong in tension but often needs to be either laid up with many heavy layers of resin-saturated fiberglass or reinforced with wood or foam in order to provide stiffness. GRP hulls are largely free of corrosion though not normally fireproof. These can be solid fiberglass or of the sandwich (cored) type, in which a core of balsa, foam or similar material is applied after the outer layer of fiberglass is laid to the mold, but before the inner skin is laid. This is similar to the next type, composite, but is not usually classified as composite, since the core material in this case does not provide much additional strength. It does, however, increase stiffness, which means that less resin and fiberglass cloth can be used in order to save weight. Most fiberglass boats are currently made in an open mold, with fiberglass and resin applied by hand (hand-lay-up method). Some are now constructed by vacuum infusion where the fibers are laid out and resin is pulled into the mold by atmospheric pressure. This can produce stronger parts with more glass and less resin, but takes special materials and more technical knowledge. Older fiberglass boats before 1990 were often not constructed in controlled temperature buildings leading to the widespread problem of fiberglass pox, where seawater seeped through small holes and caused delaminating. The name comes from the multitude of surface pits in the outer gelcoat layer which resembles small pox. Sometimes the problem was caused by atmospheric moisture being trapped in the layup during construction in humid weather.” Source- Wikipedia

In doing a repair we don't have the beauty of the mold and care is taken in every step to recreate the original shape and finish. Body lines and curves in the boat are all done by hand and take a keen eye. What makes our job interesting is that every repair is unique; holes, scratches, delaminating fiberglass, impact fractures, cracks, air voids, boat pox, holes drilled in the wrong place and production defects done by the manufacturer, improper plug type repairs, failed or poorly done previous repairs, tree limbs crashing on the deck crushing gunwales and windshields, fractured transoms, rotted floors and stringers, weak winter storage roofs and temporary storage buildings crashing on boats due to heavy snow loads, one boat that came to our shop slid on its hull down I87 after it fell off its trailer. It came to a stop lying on its

side in the far left lane. The hull skidded so far that it wore through the gelcoat and fiberglass on the port stern corner to the point of being able to see inside the boat. Yes, it was repaired successfully after weeks of reconstruction.

Much thought goes into implementing a plan before our repairs are started and being familiar with the construction of a boat insures that the repair is proper and effectively done.

Take care of your vessel and it should give you years of happy boating!

### Dr Gel

*“Should my four year old boat have blisters on it already? The hull is just covered with them; hundreds of them. The entire boat would need to be stripped. I cleaned the boat at the end of each season with On-Off. I contacted the dealer I purchased the boat from telling him about the problem and he said I should have put bottom paint on it. The hull has a Lifetime Warranty but the Gelcoat only a year!” P.G.*

I am not surprised that you have blisters on the hull of your four year old boat. I have seen them on new boats. I just repaired a one year old hull with numerous blisters and applied epoxy barrier coat on it. Luckily for the owner the manufacturer paid for the blister repair. The manufacturer will pay for all future blister problems as long as the hull has epoxy barrier on it.

Although rare, your boat manufacture may have this type of warranty.

Epoxy Barrier coat is cheap insurance when you consider the expense of doing necessary osmotic blister repairs. The best time to apply barrier is when the boat is new before blisters develop. Any age boat, especially those left in the water should be protected!

Cleaning with On-Off or any acid wash will strip the algae and micro organisms and will also strip the gelcoat protecting wax and sealer glaze. The porous gelcoat is now more susceptible to water permeation and thus creates the perfect environment for osmotic blisters to develop.

It is ok to use acid cleaners but it is essential to reseal the gelcoat with sealer glaze and wax.

---

Have any questions? Email me at [boatrepair@aol.com](mailto:boatrepair@aol.com)

We would like to wish everyone a Happy, Healthy  
and Prosperous New Year!

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**Merry Christmas  
Happy Holidays to All!**  
**Thank you for taking the time  
to read “Ask Dr Gel”**  
**I hope my articles have been  
helpful and will continue to be!**  
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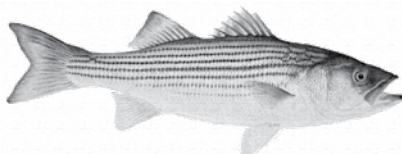
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1	SA	2:58 am H	9:20 am L	3:13 pm H	9:53 pm L
2	SU	3:59 am H	10:20 am L	4:16 pm H	10:45 pm L
3	MO	4:56 am H	11:15 am L	5:15 pm H	11:33 pm L
4	TU	5:48 am H	12:06 pm L	6:07 pm H	
5	WE	12:20 am L	6:34 am H	12:56 pm L	6:54 pm H
6	TH	1:06 am L	7:17 am H	1:43 pm L	7:39 pm H
7	FR	1:50 am L	7:58 am H	2:28 pm L	8:22 pm H
8	SA	2:33 am L	8:38 am H	3:11 pm L	9:06 pm H
9	SU	3:14 am L	9:19 am H	3:52 pm L	9:52 pm H
10	MO	3:53 am L	10:01 am H	4:33 pm L	10:41 pm H
11	TU	4:31 am L	10:46 am H	5:13 pm L	11:30 pm H
12	WE	5:10 am L	11:32 am H	5:57 pm L	
13	TH	12:17 am H	5:53 am L	12:17 pm H	6:45 pm L
14	FR	1:02 am H	6:52 am L	1:02 pm H	7:38 pm L
15	SA	1:46 am H	8:02 am L	1:47 pm H	8:32 pm L
16	SU	2:31 am H	9:05 am L	2:37 pm H	9:22 pm L
17	MO	3:18 am H	10:00 am L	3:32 pm H	10:09 pm L
18	TU	4:08 am H	10:51 am L	4:29 pm H	10:54 pm L
19	WE	4:57 am H	11:40 am L	5:24 pm H	11:40 pm L
20	TH	5:44 am H	12:30 pm L	6:14 pm H	
21	FR	12:28 am L	6:29 am H	1:20 pm L	7:02 pm H
22	SA	1:18 am L	7:14 am H	2:10 pm L	7:50 pm H
23	SU	2:08 am L	8:01 am H	2:59 pm L	8:41 pm H
24	MO	2:58 am L	8:52 am H	3:48 pm L	9:37 pm H
25	TU	3:49 am L	9:48 am H	4:38 pm L	10:37 pm H
26	WE	4:42 am L	10:49 am H	5:31 pm L	11:39 pm H
27	TH	5:40 am L	11:51 am H	6:27 pm L	
28	FR	12:38 am H	6:44 am L	12:50 pm H	7:28 pm L
29	SA	1:36 am H	7:53 am L	1:49 pm H	8:29 pm L
30	SU	2:35 am H	9:00 am L	2:50 pm H	9:26 pm L
31	MO	3:34 am H	10:00 am L	3:52 pm H	10:19 pm L

## TIDES December

## Spuyten Duyvil

1	SA	3:50 am H	10:08 am L	4:05 pm H	10:41 pm L
2	SU	4:51 am H	11:08 am L	5:08 pm H	11:33 pm L
3	MO	5:48 am H	12:03 pm L	6:07 pm H	
4	TU	12:21 am L	6:40 am H	12:54 pm L	6:59 pm H
5	WE	1:08 am L	7:26 am H	1:44 pm L	7:46 pm H
6	TH	1:54 am L	8:09 am H	2:31 pm L	8:31 pm H
7	FR	2:38 am L	8:50 am H	3:16 pm L	9:14 pm H
8	SA	3:21 am L	9:30 am H	3:59 pm L	9:58 pm H
9	SU	4:02 am L	10:11 am H	4:40 pm L	10:44 pm H
10	MO	4:41 am L	10:53 am H	5:21 pm L	11:33 pm H
11	TU	5:19 am L	11:38 am H	6:01 pm L	
12	WE	12:22 am H	5:58 am L	12:24 pm H	6:45 pm L
13	TH	1:09 am H	6:41 am L	1:09 pm H	7:33 pm L
14	FR	1:54 am H	7:40 am L	1:54 pm H	8:26 pm L
15	SA	2:38 am H	8:50 am L	2:39 pm H	9:20 pm L
16	SU	3:23 am H	9:53 am L	3:29 pm H	10:10 pm L
17	MO	4:10 am H	10:48 am L	4:24 pm H	10:57 pm L
18	TU	5:00 am H	11:39 am L	5:21 pm H	11:42 pm L
19	WE	5:49 am H	12:28 pm L	6:16 pm H	
20	TH	12:28 am L	6:36 am H	1:18 pm L	7:06 pm H
21	FR	1:16 am L	7:21 am H	2:08 pm L	7:54 pm H
22	SA	2:06 am L	8:06 am H	2:58 pm L	8:42 pm H
23	SU	2:56 am L	8:53 am H	3:47 pm L	9:33 pm H
24	MO	3:46 am L	9:44 am H	4:36 pm L	10:29 pm H
25	TU	4:37 am L	10:40 am H	5:26 pm L	11:29 pm H
26	WE	5:30 am L	11:41 am H	6:19 pm L	
27	TH	12:31 am H	6:28 am L	12:43 pm H	7:15 pm L
28	FR	1:30 am H	7:32 am L	1:42 pm H	8:16 pm L
29	SA	2:28 am H	8:41 am L	2:41 pm H	9:17 pm L
30	SU	3:27 am H	9:48 am L	3:42 pm H	10:14 pm L
31	MO	4:26 am H	10:48 am L	4:44 pm H	11:07 pm L

Your local  
on-water  
assistance  
experts.

**\$179**  
a year

800-4-SEATOW  
**seatow.com**

**49¢**  
a day!

## Tarrytown

1	SA	4:47 am H	11:17 am L	5:02 pm H	11:50 pm L
2	SU	5:48 am H	12:17 pm L	6:05 pm H	
3	MO	12:42 am L	6:45 am H	1:12 pm L	7:04 pm H
4	TU	1:30 am L	7:37 am H	2:03 pm L	7:56 pm H
5	WE	2:17 am L	8:23 am H	2:53 pm L	8:43 pm H
6	TH	3:03 am L	9:06 am H	3:40 pm L	9:28 pm H
7	FR	3:47 am L	9:47 am H	4:25 pm L	10:11 pm H
8	SA	4:30 am L	10:27 am H	5:08 pm L	10:55 pm H
9	SU	5:11 am L	11:08 am H	5:49 pm L	11:41 pm H
10	MO	5:50 am L	11:50 am H	6:30 pm L	
11	TU	12:30 am H	6:28 am L	12:35 pm H	7:10 pm L
12	WE	1:19 am H	7:07 am L	1:21 pm H	7:54 pm L
13	TH	2:06 am H	7:50 am L	2:06 pm H	8:42 pm L
14	FR	2:51 am H	8:49 am L	2:51 pm H	9:35 pm L
15	SA	3:35 am H	9:59 am L	3:36 pm H	10:29 pm L
16	SU	4:20 am H	11:02 am L	4:26 pm H	11:19 pm L
17	MO	5:07 am H	11:57 am L	5:21 pm H	
18	TU	12:06 am L	5:57 am H	12:48 pm L	6:18 pm H
19	WE	12:51 am L	6:46 am H	1:37 pm L	7:13 pm H
20	TH	1:37 am L	7:33 am H	2:27 pm L	8:03 pm H
21	FR	2:25 am L	8:18 am H	3:17 pm L	8:51 pm H
22	SA	3:15 am L	9:03 am H	4:07 pm L	9:39 pm H
23	SU	4:05 am L	9:50 am H	4:56 pm L	10:30 pm H
24	MO	4:55 am L	10:41 am H	5:45 pm L	11:26 pm H
25	TU	5:46 am L	11:37 am H	6:35 pm L	
26	WE	12:26 am H	6:39 am L	12:38 pm H	7:28 pm L
27	TH	1:28 am H	7:37 am L	1:40 pm H	8:24 pm L
28	FR	2:27 am H	8:41 am L	2:39 pm H	9:25 pm L
29	SA	3:25 am H	9:50 am L	3:38 pm H	10:26 pm L
30	SU	4:24 am H	10:57 am L	4:39 pm H	11:23 pm L
31	MO	5:23 am H	11:57 am L	5:41 pm H	

## TIDES December

## Haverstraw

1	SA	5:23 am H	12:02 pm L	5:42 pm H	
2	SU	12:42 am L	6:27 am H	1:05 pm L	6:46 pm H
3	MO	1:34 am L	7:26 am H	2:02 pm L	7:44 pm H
4	TU	2:22 am L	8:18 am H	2:55 pm L	8:35 pm H
5	WE	3:07 am L	9:05 am H	3:46 pm L	9:22 pm H
6	TH	3:51 am L	9:48 am H	4:34 pm L	10:06 pm H
7	FR	4:33 am L	10:28 am H	5:19 pm L	10:49 pm H
8	SA	5:13 am L	11:07 am H	6:01 pm L	11:32 pm H
9	SU	5:51 am L	11:45 am H	6:42 pm L	
10	MO	12:15 am H	6:28 am L	12:24 pm H	7:21 pm L
11	TU	1:00 am H	7:05 am L	1:05 pm H	8:02 pm L
12	WE	1:49 am H	7:46 am L	1:50 pm H	8:45 pm L
13	TH	2:39 am H	8:33 am L	2:39 pm H	9:31 pm L
14	FR	3:28 am H	9:30 am L	3:28 pm H	10:21 pm L
15	SA	4:16 am H	10:36 am L	4:18 pm H	11:12 pm L
16	SU	5:05 am H	11:43 am L	5:12 pm H	
17	MO	12:04 am L	5:56 am H	12:45 pm L	6:09 pm H
18	TU	12:52 am L	6:48 am H	1:40 pm L	7:06 pm H
19	WE	1:38 am L	7:35 am H	2:32 pm L	7:57 pm H
20	TH	2:22 am L	8:19 am H	3:23 pm L	8:45 pm H
21	FR	3:08 am L	9:02 am H	4:13 pm L	9:31 pm H
22	SA	3:57 am L	9:47 am H	5:02 pm L	10:18 pm H
23	SU	4:47 am L	10:33 am H	5:51 pm L	11:08 pm H
24	MO	5:38 am L	11:22 am H	6:38 pm L	
25	TU	12:00 am H	6:29 am L	12:14 pm H	7:28 pm L
26	WE	12:56 am H	7:23 am L	1:12 pm H	8:20 pm L
27	TH	1:57 am H	8:22 am L	2:13 pm H	9:17 pm L
28	FR	2:59 am H	9:27 am L	3:16 pm H	10:15 pm L
29	SA	4:00 am H	10:35 am L	4:17 pm H	11:14 pm L
30	SU	5:01 am H	11:43 am L	5:20 pm H	
31	MO	12:12 am H	6:04 am L	12:47 pm H	6:24 pm L



## Peekskill

1	SA	12:00 am L	5:26 am H	12:23 pm L	5:41 pm H
2	SU	12:56 am L	6:27 am H	1:23 pm L	6:44 pm H
3	MO	1:48 am L	7:24 am H	2:18 pm L	7:43 pm H
4	TU	2:36 am L	8:16 am H	3:09 pm L	8:35 pm H
5	WE	3:23 am L	9:02 am H	3:59 pm L	9:22 pm H
6	TH	4:09 am L	9:45 am H	4:46 pm L	10:07 pm H
7	FR ●	4:53 am L	10:26 am H	5:31 pm L	10:50 pm H
8	SA	5:36 am L	11:06 am H	6:14 pm L	11:34 pm H
9	SU	6:17 am L	11:47 am H	6:55 pm L	
10	MO	12:20 am H	6:56 am L	12:29 pm H	7:36 pm L
11	TU	1:09 am H	7:34 am L	1:14 pm H	8:16 pm L
12	WE	1:58 am H	8:13 am L	2:00 pm H	9:00 pm L
13	TH	2:45 am H	8:56 am L	2:45 pm H	9:48 pm L
14	FR	3:30 am H	9:55 am L	3:30 pm H	10:41 pm L
15	SA ○	4:14 am H	11:05 am L	4:15 pm H	11:35 pm L
16	SU	4:59 am H	12:08 pm L	5:05 pm H	
17	MO	12:25 am L	5:46 am H	1:03 pm L	6:00 pm H
18	TU	1:12 am L	6:36 am H	1:54 pm L	6:57 pm H
19	WE	1:57 am L	7:25 am H	2:43 pm L	7:52 pm H
20	TH	2:43 am L	8:12 am H	3:33 pm L	8:42 pm H
21	FR	3:31 am L	8:57 am H	4:23 pm L	9:30 pm H
22	SA ○	4:21 am L	9:42 am H	5:13 pm L	10:18 pm H
23	SU	5:11 am L	10:29 am H	6:02 pm L	11:09 pm H
24	MO	6:01 am L	11:20 am H	6:51 pm L	
25	TU	12:05 am H	6:52 am L	12:16 pm H	7:41 pm L
26	WE	1:05 am H	7:45 am L	1:17 pm H	8:34 pm L
27	TH	2:07 am H	8:43 am L	2:19 pm H	9:30 pm L
28	FR	3:06 am H	9:47 am L	3:18 pm H	10:31 pm L
29	SA ○	4:04 am H	10:56 am L	4:17 pm H	11:32 pm L
30	SU	5:03 am H	12:03 pm L	5:18 pm H	
31	MO	12:29 am L	6:02 am H	1:03 pm L	6:20 pm H

## TIDES December

## Newburgh

1	SA	1:00 am L	6:44 am H	1:23 pm L	6:59 pm H
2	SU	1:56 am L	7:45 am H	2:23 pm L	8:02 pm H
3	MO	2:48 am L	8:42 am H	3:18 pm L	9:01 pm H
4	TU	3:36 am L	9:34 am H	4:09 pm L	9:53 pm H
5	WE	4:23 am L	10:20 am H	4:59 pm L	10:40 pm H
6	TH	5:09 am L	11:03 am H	5:46 pm L	11:25 pm H
7	FR ●	5:53 am L	11:44 am H	6:31 pm L	
8	SA	12:08 am H	6:36 am L	12:24 pm H	7:14 pm L
9	SU	12:52 am H	7:17 am L	1:05 pm H	7:55 pm L
10	MO	1:38 am H	7:56 am L	1:47 pm H	8:36 pm L
11	TU	2:27 am H	8:34 am L	2:32 pm H	9:16 pm L
12	WE	3:16 am H	9:13 am L	3:18 pm H	10:00 pm L
13	TH	4:03 am H	9:56 am L	4:03 pm H	10:48 pm L
14	FR	4:48 am H	10:55 am L	4:48 pm H	11:41 pm L
15	SA ○	5:32 am H	12:05 pm L	5:33 pm H	
16	SU	12:35 am L	6:17 am H	1:08 pm L	6:23 pm H
17	MO	1:25 am L	7:04 am H	2:03 pm L	7:18 pm H
18	TU	2:12 am L	7:54 am H	2:54 pm L	8:15 pm H
19	WE	2:57 am L	8:43 am H	3:43 pm L	9:10 pm H
20	TH	3:43 am L	9:30 am H	4:33 pm L	10:00 pm H
21	FR	4:31 am L	10:15 am H	5:23 pm L	10:48 pm H
22	SA ○	5:21 am L	11:00 am H	6:13 pm L	11:36 pm H
23	SU	6:11 am L	11:47 am H	7:02 pm L	
24	MO	12:27 am H	7:01 am L	12:38 pm H	7:51 pm L
25	TU	1:23 am H	7:52 am L	1:34 pm H	8:41 pm L
26	WE	2:23 am H	8:45 am L	2:35 pm H	9:34 pm L
27	TH	3:25 am H	9:43 am L	3:37 pm H	10:30 pm L
28	FR	4:24 am H	10:47 am L	4:36 pm H	11:31 pm L
29	SA ○	5:22 am H	11:56 am L	5:35 pm H	
30	SU	12:32 am L	6:21 am H	1:03 pm L	6:36 pm H
31	MO	1:29 am L	7:20 am H	2:03 pm L	7:38 pm H



Disentanglements



Re-Fueling



Jump Starts



Towing

## Poughkeepsie

1	SA	1:43 am L	7:32 am H	2:06 pm L	7:47 pm H
2	SU	2:39 am L	8:33 am H	3:06 pm L	8:50 pm H
3	MO	3:31 am L	9:30 am H	4:01 pm L	9:49 pm H
4	TU	4:19 am L	10:22 am H	4:52 pm L	10:41 pm H
5	WE	5:06 am L	11:08 am H	5:42 pm L	11:28 pm H
6	TH	5:52 am L	11:51 am H	6:29 pm L	
7	FR ●	12:13 am H	6:36 am L	12:32 pm H	7:14 pm L
8	SA	12:56 am H	7:19 am L	1:12 pm H	7:57 pm L
9	SU	1:40 am H	8:00 am L	1:53 pm H	8:38 pm L
10	MO	2:26 am H	8:39 am L	2:35 pm H	9:19 pm L
11	TU	3:15 am H	9:17 am L	3:20 pm H	9:59 pm L
12	WE	4:04 am H	9:56 am L	4:06 pm H	10:43 pm L
13	TH	4:51 am H	10:39 am L	4:51 pm H	11:31 pm L
14	FR	5:36 am H	11:38 am L	5:36 pm H	
15	SA ○	12:24 am L	6:20 am H	12:48 pm L	6:21 pm H
16	SU	1:18 am L	7:05 am H	1:51 pm L	7:11 pm H
17	MO	2:08 am L	7:52 am H	2:46 pm L	8:06 pm H
18	TU	2:55 am L	8:42 am H	3:37 pm L	9:03 pm H
19	WE	3:40 am L	9:31 am H	4:26 pm L	9:58 pm H
20	TH	4:26 am L	10:18 am H	5:16 pm L	10:48 pm H
21	FR	5:14 am L	11:03 am H	6:06 pm L	11:36 pm H
22	SA ○	6:04 am L	11:48 am H	6:56 pm L	
23	SU	12:24 am H	6:54 am L	12:35 pm H	7:45 pm L
24	MO	1:15 am H	7:44 am L	1:26 pm H	8:34 pm L
25	TU	2:11 am H	8:35 am L	2:22 pm H	9:24 pm L
26	WE	3:11 am H	9:28 am L	3:23 pm H	10:17 pm L
27	TH	4:13 am H	10:26 am L	4:25 pm H	11:13 pm L
28	FR	5:12 am H	11:30 am L	5:24 pm H	
29	SA ○	12:14 am L	6:10 am H	12:39 pm L	6:23 pm H
30	SU	1:15 am L	7:09 am H	1:46 pm L	7:24 pm H
31	MO	2:12 am L	8:08 am H	2:46 pm L	8:26 pm H

## TIDES December

## Kingston

1	SA	2:31 am L	8:18 am H	2:54 pm L	8:33 pm H
2	SU	3:27 am L	9:19 am H	3:54 pm L	9:36 pm H
3	MO	4:19 am L	10:16 am H	4:49 pm L	10:35 pm H
4	TU	5:07 am L	11:08 am H	5:40 pm L	11:27 pm H
5	WE	5:54 am L	11:54 am H	6:30 pm L	
6	TH	12:14 am H	6:40 am L	12:37 pm H	7:17 pm L
7	FR ●	12:59 am H	7:24 am L	1:18 pm H	8:02 pm L
8	SA	1:42 am H	8:07 am L	1:58 pm H	8:45 pm L
9	SU	2:26 am H	8:48 am L	2:39 pm H	9:26 pm L
10	MO	3:12 am H	9:27 am L	3:21 pm H	10:07 pm L
11	TU	4:01 am H	10:05 am L	4:06 pm H	10:47 pm L
12	WE	4:50 am H	10:44 am L	4:52 pm H	11:31 pm L
13	TH	5:37 am H	11:27 am L	5:37 pm H	
14	FR	12:19 am L	6:22 am H	12:26 pm L	6:22 pm H
15	SA ○	1:12 am L	7:06 am H	1:36 pm L	7:07 pm H
16	SU	2:06 am L	7:51 am H	2:39 pm L	7:57 pm H
17	MO	2:56 am L	8:38 am H	3:34 pm L	8:52 pm H
18	TU	3:43 am L	9:28 am H	4:25 pm L	9:49 pm H
19	WE	4:28 am L	10:17 am H	5:14 pm L	10:44 pm H
20	TH	5:14 am L	11:04 am H	6:04 pm L	11:34 pm H
21	FR	6:02 am L	11:49 am H	6:54 pm L	
22	SA ○	12:22 am H	6:52 am L	12:34 pm H	7:44 pm L
23	SU	1:10 am H	7:42 am L	1:21 pm H	8:33 pm L
24	MO	2:01 am H	8:32 am L	2:12 pm H	9:22 pm L
25	TU	2:57 am H	9:23 am L	3:08 pm H	10:12 pm L
26	WE	3:57 am H	10:16 am L	4:09 pm H	11:05 pm L
27	TH	4:59 am H	11:14 am L	5:11 pm H	
28	FR	12:01 am L	5:58 am H	12:18 pm L	6:10 pm H
29	SA ○	1:02 am L	6:56 am H	1:27 pm L	7:09 pm H
30	SU	2:03 am L	7:55 am H	2:34 pm L	8:10 pm H
31	MO	3:00 am L	8:54 am H	3:34 pm L	9:12 pm H

Hudson				
1	SA	5:55 am L	11:21 am H	6:12 pm L 11:40 pm H
2	SU	6:49 am L	12:18 pm H	7:13 pm L
3	MO	12:39 am H	7:42 am L	1:12 pm H 8:11 pm L
4	TU	1:33 am H	8:32 am L	2:02 pm H 9:05 pm L
5	WE	2:24 am H	9:20 am L	2:49 pm H 9:57 pm L
6	TH	3:12 am H	10:06 am L	3:33 pm H 10:45 pm L
7	FR ●	3:58 am H	10:49 am L	4:15 pm H 11:31 pm L
8	SA	4:44 am H	11:30 am L	4:56 pm H
9	SU	12:16 am L	5:30 am H	12:10 pm L 5:37 pm H
10	MO	12:59 am L	6:17 am H	12:48 pm L 6:18 pm H
11	TU	1:40 am L	7:06 am H	1:26 pm L 6:59 pm H
12	WE	2:22 am L	7:54 am H	2:05 pm L 7:41 pm H
13	TH	3:03 am L	8:43 am H	2:49 pm L 8:26 pm H
14	FR	3:45 am L	9:31 am H	3:42 pm L 9:17 pm H
15	SA ○	4:30 am L	10:19 am H	4:44 pm L 10:16 pm H
16	SU	5:17 am L	11:08 am H	5:49 pm L 11:16 pm H
17	MO	6:07 am L	11:57 am H	6:52 pm L
18	TU	12:14 am H	6:59 am L	12:43 pm H 7:52 pm L
19	WE	1:08 am H	7:51 am L	1:27 pm H 8:49 pm L
20	TH	1:58 am H	8:43 am L	2:07 pm H 9:43 pm L
21	FR	2:45 am H	9:34 am L	2:46 pm H 10:34 pm L
22	SA ○	3:31 am H	10:24 am L	3:27 pm H 11:24 pm L
23	SU	4:18 am H	1:15 am L	4:11 pm H
24	MO	12:14 am L	5:09 am H	12:06 pm L 5:02 pm H
25	TU	1:04 am L	6:04 am H	12:59 pm L 6:01 pm H
26	WE	1:55 am L	7:03 am H	1:54 pm L 7:08 pm H
27	TH	2:46 am L	8:03 am H	2:51 pm L 8:15 pm H
28	FR	3:39 am L	9:02 am H	3:51 pm L 9:19 pm H
29	SA ●	4:32 am L	10:00 am H	4:51 pm L 10:20 pm H
30	SU	5:26 am L	10:57 am H	5:52 pm L 11:20 pm H
31	MO	6:19 am L	11:54 am H	6:52 pm L

Albany				
1	SA	5:55 am L	11:21 am H	6:12 pm L 11:40 pm H
2	SU	6:49 am L	12:18 pm H	7:13 pm L
3	MO	12:39 am H	7:42 am L	1:12 pm H 8:11 pm L
4	TU	1:33 am H	8:32 am L	2:02 pm H 9:05 pm L
5	WE	2:24 am H	9:20 am L	2:49 pm H 9:57 pm L
6	TH	3:12 am H	10:06 am L	3:33 pm H 10:45 pm L
7	FR ●	3:58 am H	10:49 am L	4:15 pm H 11:31 pm L
8	SA	4:44 am H	11:30 am L	4:56 pm H
9	SU	12:16 am L	5:30 am H	12:10 pm L 5:37 pm H
10	MO	12:59 am L	6:17 am H	12:48 pm L 6:18 pm H
11	TU	1:40 am L	7:06 am H	1:26 pm L 6:59 pm H
12	WE	2:22 am L	7:54 am H	2:05 pm L 7:41 pm H
13	TH	3:03 am L	8:43 am H	2:49 pm L 8:26 pm H
14	FR	3:45 am L	9:31 am H	3:42 pm L 9:17 pm H
15	SA ○	4:30 am L	10:19 am H	4:44 pm L 10:16 pm H
16	SU	5:17 am L	11:08 am H	5:49 pm L 11:16 pm H
17	MO	6:07 am L	11:57 am H	6:52 pm L
18	TU	12:14 am H	6:59 am L	12:43 pm H 7:52 pm L
19	WE	1:08 am H	7:51 am L	1:27 pm H 8:49 pm L
20	TH	1:58 am H	8:43 am L	2:07 pm H 9:43 pm L
21	FR	2:45 am H	9:34 am L	2:46 pm H 10:34 pm L
22	SA ○	3:31 am H	10:24 am L	3:27 pm H 11:24 pm L
23	SU	4:18 am H	11:15 am L	4:11 pm H
24	MO	12:14 am L	5:09 am H	12:06 pm L 5:02 pm H
25	TU	1:04 am L	6:04 am H	12:59 pm L 6:01 pm H
26	WE	1:55 am L	7:03 am H	1:54 pm L 7:08 pm H
27	TH	2:46 am L	8:03 am H	2:51 pm L 8:15 pm H
28	FR	3:39 am L	9:02 am H	3:51 pm L 9:19 pm H
29	SA ●	4:32 am L	10:00 am H	4:51 pm L 10:20 pm H
30	SU	5:26 am L	10:57 am H	5:52 pm L 11:20 pm H
31	MO	6:19 am L	11:54 am H	6:52 pm L

## TIDES December

## TIDES December

Castleton				
1	SA	5:26 am L	11:04 am H	5:43 pm L 11:23 pm H
2	SU	6:20 am L	12:01 pm H	6:44 pm L
3	MO	12:22 am H	7:13 am L	12:55 pm H 7:42 pm L
4	TU	1:16 am H	8:03 am L	1:45 pm H 8:36 pm L
5	WE	2:17 am H	8:51 am L	2:32 pm H 9:28 pm L
6	TH	2:55 am H	9:37 am L	3:16 pm H 10:16 pm L
7	FR ●	3:41 am H	10:20 am L	3:58 pm H 11:02 pm L
8	SA	4:27 am H	11:01 am L	4:39 pm H 11:47 pm L
9	SU	5:13 am H	11:41 am L	5:20 pm H
10	MO	12:30 am L	6:00 am H	12:19 pm L 6:01 pm H
11	TU	1:11 am L	6:49 am H	12:57 pm L 6:42 pm H
12	WE	1:53 am L	7:37 am H	1:36 pm L 7:24 pm H
13	TH	2:34 am L	8:26 am H	2:20 pm L 8:09 pm H
14	FR	3:16 am L	9:14 am H	3:13 pm L 9:00 pm H
15	SA ○	4:01 am L	10:02 am H	4:15 pm L 9:59 pm H
16	SU	4:48 am L	10:51 am H	5:20 pm L 10:59 pm H
17	MO	5:38 am L	11:40 am H	6:23 pm L 11:57 pm H
18	TU	6:30 am L	12:26 pm H	7:23 pm L
19	WE	12:51 am H	7:22 am L	1:10 pm H 8:20 pm L
20	TH	1:41 am H	8:14 am L	1:50 pm H 9:14 pm L
21	FR	2:28 am H	9:05 am L	2:29 pm H 10:05 pm L
22	SA ○	3:14 am H	9:55 am L	3:10 pm H 10:55 pm L
23	SU	4:01 am H	10:46 am L	3:54 pm H 11:45 pm L
24	MO	4:52 am H	11:37 am L	4:45 pm H
25	TU	12:35 am L	5:47 am H	12:30 pm L 5:44 pm H
26	WE	1:26 am L	6:46 am H	1:25 pm L 6:51 pm H
27	TH	2:17 am L	7:46 am H	2:22 pm L 7:58 pm H
28	FR	3:10 am L	8:45 am H	3:22 pm L 9:02 pm H
29	SA ○	4:03 am L	9:43 am H	4:22 pm L 10:03 pm H
30	SU	4:57 am L	10:40 am H	5:23 pm L 11:03 pm H
31	MO	5:50 am L	11:37 am H	6:23 pm L

Troy				
1	SA	6:05 am L	11:29 am H	6:22 pm L 11:48 pm H
2	SU	6:59 am L	12:26 pm H	7:23 pm L
3	MO	12:47 am H	7:52 am L	1:20 pm H 8:21 pm L
4	TU	1:41 am H	8:42 am L	2:10 pm H 9:15 pm L
5	WE	2:32 am H	9:30 am L	2:57 pm H 10:07 pm L
6	TH	3:20 am H	10:16 am L	3:41 pm H 10:55 pm L
7	FR ●	4:06 am H	10:59 am L	4:23 pm H 11:41 pm L
8	SA	4:52 am H	11:40 am L	5:04 pm H
9	SU	12:26 am L	5:38 am H	12:20 pm L 5:45 pm H
10	MO	1:09 am L	6:25 am H	12:58 pm L 6:26 pm H
11	TU	1:50 am L	7:14 am H	1:36 pm L 7:07 pm H
12	WE	2:32 am L	8:02 am H	2:15 pm L 7:49 pm H
13	TH	3:13 am L	8:51 am H	2:59 pm L 8:34 pm H
14	FR	3:55 am L	9:39 am H	3:52 pm L 9:25 pm H
15	SA ○	4:40 am L	10:27 am H	4:54 pm L 10:24 pm H
16	SU	5:27 am L	11:16 am H	5:59 pm L 11:24 pm H
17	MO	6:17 am L	12:05 pm H	7:02 pm L
18	TU	12:22 am H	7:09 am L	12:51 pm H 8:02 pm L
19	WE	1:16 am H	8:01 am L	1:35 pm H 8:59 pm L
20	TH	2:06 am H	8:53 am L	2:15 pm H 9:53 pm L
21	FR	2:53 am H	9:44 am L	2:54 pm H 10:44 pm L
22	SA ○	3:39 am H	10:34 am L	3:35 pm H 11:34 pm L
23	SU	4:26 am H	11:25 am L	4:19 pm H
24	MO	12:24 am L	5:17 am H	12:16 pm L 5:10 pm H
25	TU	1:14 am L	6:12 am H	1:09 pm L 6:09 pm H
26	WE	2:05 am L	7:11 am H	2:04 pm L 7:16 pm H
27	TH	2:56 am L	8:11 am H	3:01 pm L 8:23 pm H
28	FR	3:49 am L	9:10 am H	4:01 pm L 9:27 pm H
29	SA ○	4:42 am L	10:08 am H	5:01 pm L 10:28 pm H
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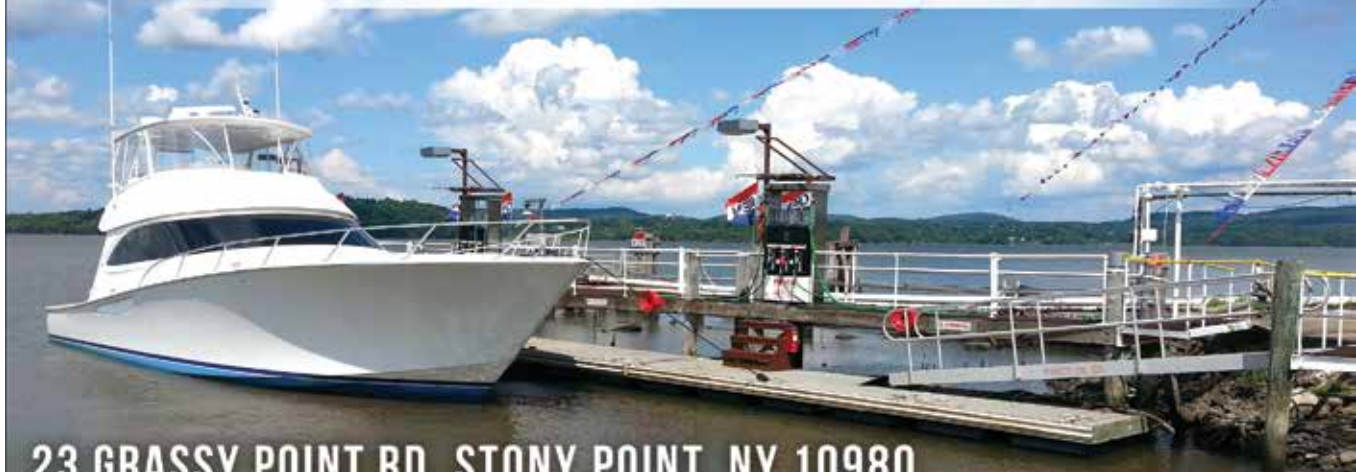
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The main image shows the exterior of the Hudson Water Club. It's a modern building with large windows and a balcony. There are several orange umbrellas over outdoor seating areas. People are sitting at tables. The sky is blue with some clouds.

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