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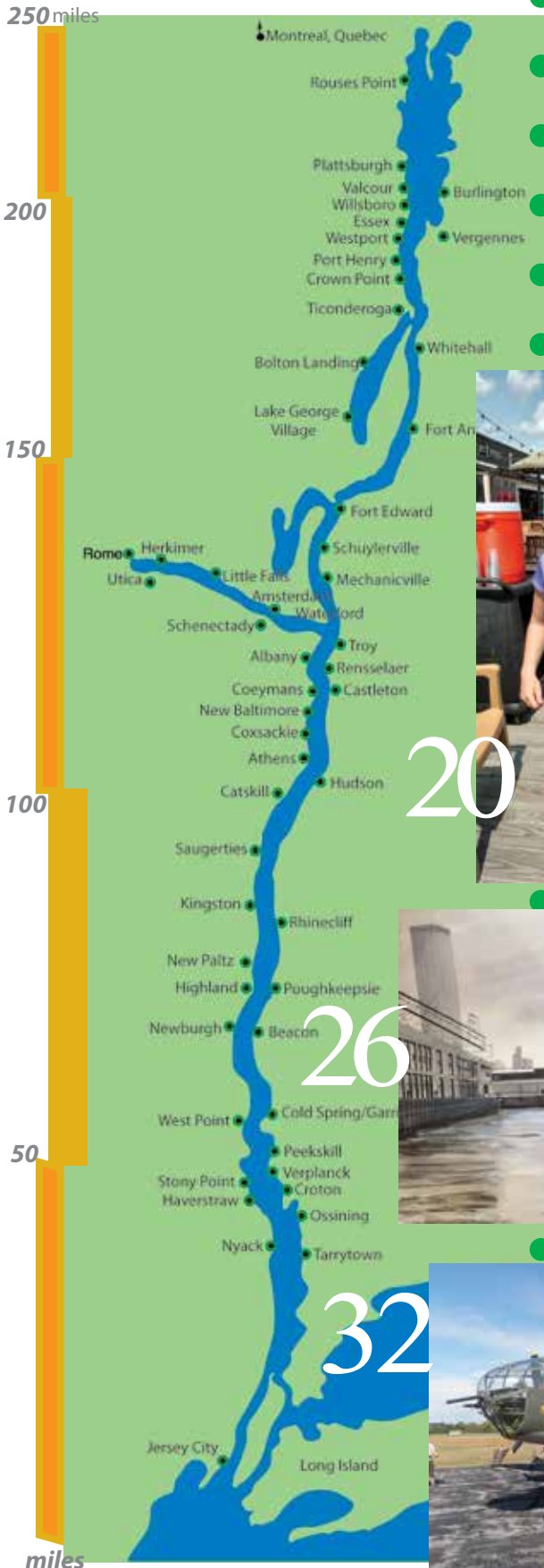


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BOATING

On The
Hudson
& Beyond

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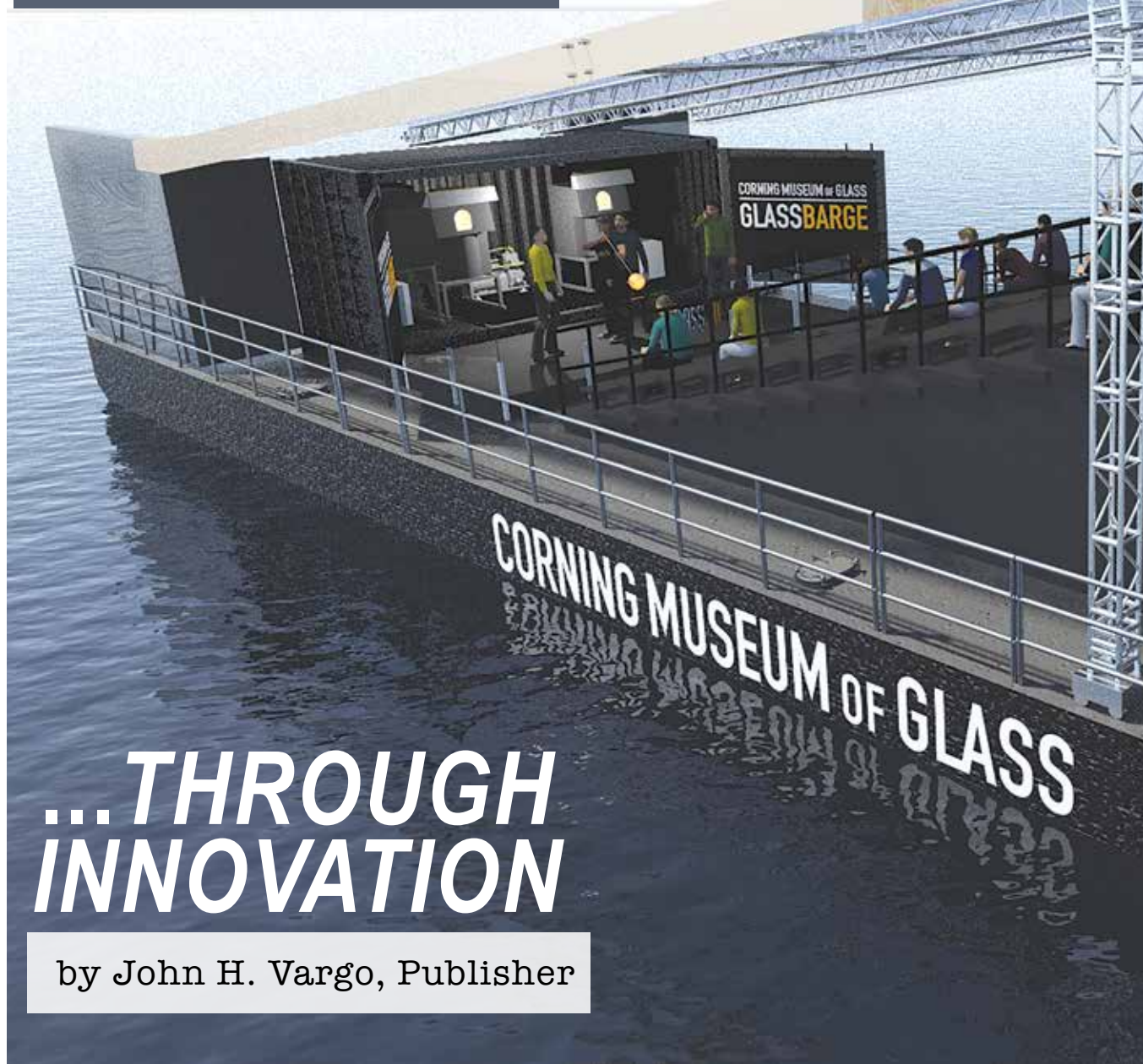
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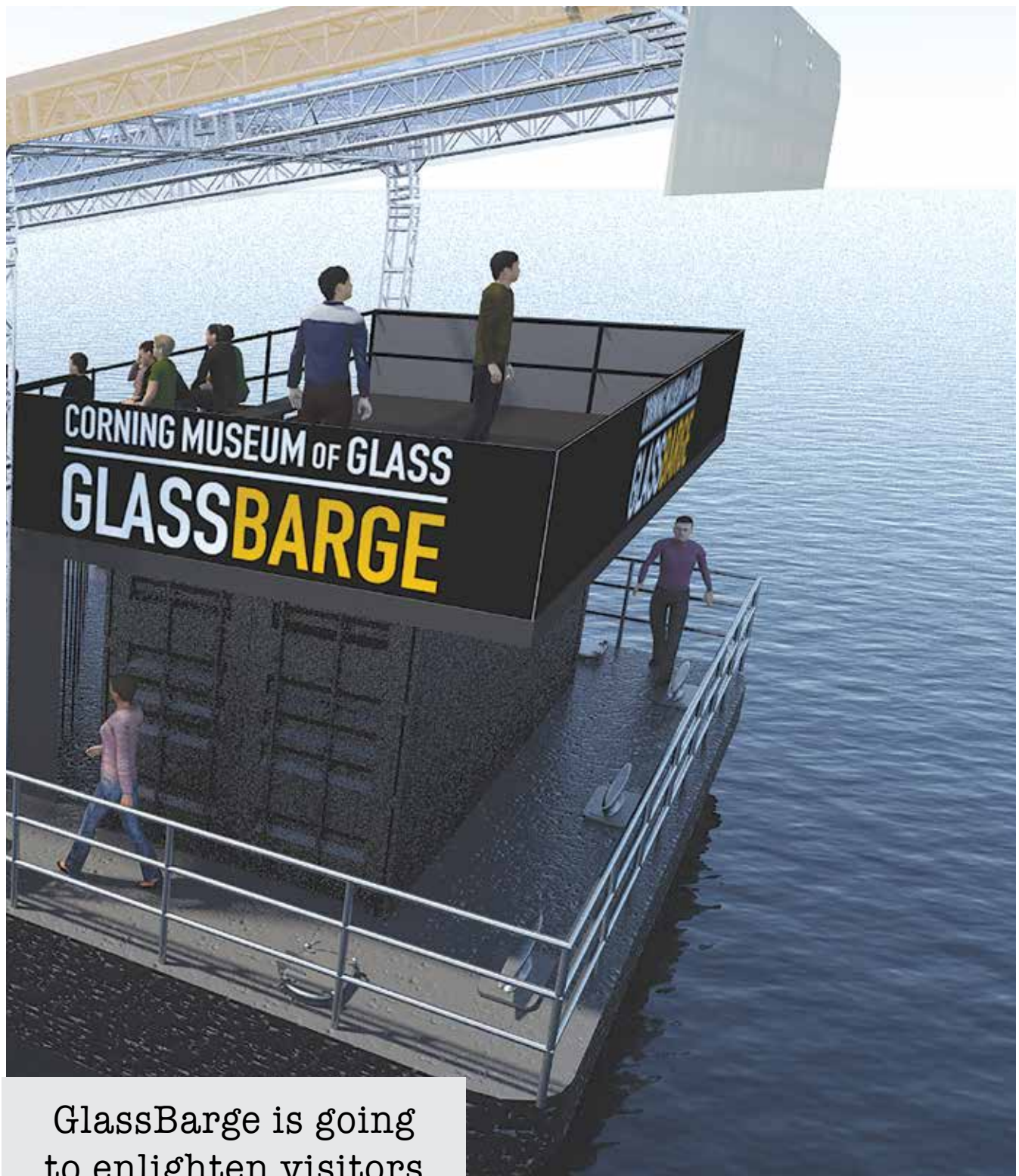
by John H. Vargo, Publisher

Beginning in May the Corning GlassBarge will be anchored near the site of the original Corning factory, called the Flint Glass Company on Brooklyn's Waterfront explaining the original adventure of the Corning Glass Company's move from

Brooklyn, NY to what would become Corning's home for the next 150 years in Corning, NY.

The event that made this singular move happen was the opening of the Erie Canal in 1825. By 1868, when this move was made, the Erie Canal had become a true sensation supported by all who understood what it meant.





GlassBarge is going to enlighten visitors throughout the Hudson River and the Erie Canal in 2018.

It should be noted that the all new Corning GlassBarge will have spuds at each corner so that ease of "anchoring" will be facilitated. Also this new ninety foot long Corning GlassBarge will be equipped with bleachers so that each show given will be comfortable for the audience.



2018 Statewide Tour

- 4 Months - May to September
- May - NY Harbor
- June - Hudson River
- July, August - Erie Canal
- September - Finger Lakes and Corning, NY Celebration

It is hard to imagine industry in Brooklyn, NY and the problems that existed in the mid 1850s not only manufacturing glass but also receiving the basic ingredients that were needed to develop the glass manufacturing process. Roads were muddy or dusty depending on weather, or, in some cases corduroy, (made by placing logs one after another side by side.) This made for the worst of conditions in both receiving goods to manufacture and shipping finished glass to distant locations.

The opening of the Erie Canal changed all that. Water and the use of it for shipping as well as transportation of people was the equivalent of the life changing Internet experiences of today. The smooth surface of water, its ability to lift great weight, and the

GlassBarge will be anchored near the original site of the Brooklyn Flint Glass Company, now Corning Incorporated.



Corning Museum of Glass, Corning, NY



comfortable environment to travel on, as compared to the dirty, dusty, muddy, noisy offering of roads of that time, made the Erie Canal the “wonder of the day”!

It would not be until after World War Two and the development of the High Speed highway system, that the Erie Canal would become surpassed in an efficient method of moving supplies, people and goods more directly than the Erie Canal.

The Corning GlassBarge is much more than an entity on its own. It sets an example for others to emulate, educate and enjoy the Erie Canal in all its interesting aspects.

The Corning Museum of Glass will spend four months along New York State waterways with GlassBarge, stopping in ports on the Hudson River in May and June, the Erie Canal in July and August, and the Finger Lakes in September

In 2017, GlassBarge was tested on the Erie Canal in Fairport, Seneca Falls, and Syracuse Inner Harbor. Now it is ready with a complete presentation for every stop it makes on the Hudson River and the Erie Canal in 2018.

There is an advance team that develops the relationship at each stop along the way. This assures all that are involved that each stop will be a success.

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From the Publisher:

The Lois McClure and its Helper Tug

The Spring/Summer tour of the Coming GlassBarge is a combined effort of the Coming Glass Museum and the Lake Champlain Maritime Museum.

As such the boats on the tour are the 90' Coming GlassBarge, the tug to pull it, the W. O. Decker, the Lois McClure, a 85' historic vessel that travels with a helper tug.

The "McClure" has no engine and needs the helper tug to move in and out of tight places, as well as a fully staffed Coming Glass highly skilled technicians that will demonstrate the creation of Coming Glass objects right in front of the crowds of spectators.

The tour begins in May in Brooklyn and then, on schedule will stop at various locations from New York Harbor all the way up to Albany, and then in July, August and September travel the Erie Canal.

Because of the size of the vessels it may be difficult for all the vessels to stop at locations where the shore-based communities wish them.

Where the Coming GlassBarge does stop it is important that the schools in the area are aware of the demonstrations and bring their children to see the event. The tour is free to all and should be taken advantage of by everyone wherever possible.

Tour locations can most certainly be found in each monthly issue of Boating On The Hudson & Beyond Magazine as well as at www.cmog.org/glassbarge. It will be a privilege of this magazine to provide information on each stop preceding the visit of the Coming GlassBarge to each location. Both our Facebook and main page will have this information on the first page.

John H. Vargo, Publisher



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"Tivoli" Party Cruise a Big Success

Hello to Both of You,
Looking back over 2017, I must share that
my bachelor party trip aboard the *Tivoli*
was really a
highlight. Our
experience
was beyond
expectation.
We were
treated
with such
attention/
understanding
of our wants
as a group of
guys. Jumping
off the ship
and watching my friends cannonball into the
Hudson was amazing.
Thank you for helping us get on and enjoy
this amazing river by sail.
Best ---- Zach



boatingonthehudson.com

ABOUT THE COVER:

Mrs. Tina Baxter of Clifton Park, NY
was one of the winners of the New York
State Canal System photo contest in
2017. The unique balance of water,
canal and sky gives a pastoral touch
to what would be a normal photo.
What makes this so terrific is the fact
that Tina use a Yuneec Drone to take
the photo from approximately 250
overhead. It was taken along Flight
Lock Road, Lock Four.

Tina Baxter is married with one son.
She has been a free lance artist
for many years.

February - March 2018

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**To be held at the
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**8th Annual Leo Lasher United Way
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Boaters' New Year's Resolution: Don't Get Towed!

While Sea Tow membership gives you the peace of mind on the water of knowing towing is included and available 24/7 should you need it, we realize you would prefer to avoid it if possible! For boaters whose New Year's resolution is to keep their boat off the other end of our tow lines, here are tips from Sea Tow Captains on how to prevent the five most common issues that result in boaters calling Sea Tow for help.

1. Engine or equipment breakdown. "Most of the reasons we tow people are due to mechanical failure," says Capt. Mike DeGenaro of Sea Tow Charlotte Harbor (Florida). The cure? "What it all comes down to is proper maintenance, and that means having the boat looked over by a professional mechanic on a regular basis." He added, "Be sure to change your water impeller as well."

2. Fuel-related issues. "We always suggest full spring maintenance on the fuel system. This means changing out all fuel filters and inspecting fuel lines and fuel bulbs," says Capt. Chris Ward of Sea Tow South Mississippi. He also recommends putting 100-percent ethanol-free gasoline in your gas-powered boat's tank. "If boaters do insist on using ethanol fuel, we suggest a fuel additive such as Star Tron, and using all ethanol-resistant fuel components."

3. Ran out of gas. "Don't trust your boat's fuel gauge. They're all different. Know your average fuel burn usage per hour and track your hours of use in-between fill-ups. Additionally, take the weather into account," says Capt. Walter Garschagen of Sea Tow Central Hudson River, who has made fuel drops to scores of boaters who thought they had more fuel in the tank than actually was there. "Go by the Rule of Thirds – Use one third of the tank going out, one third to get back, and keep one-third in reserve."

4. Dead battery. "Battery issues are our second largest call in the springtime, even on newer boats," said Capt. Chris. "I suggest having a marine trickle charger plugged in during winter months and get a



new battery every three to five years. Most of the newer four-stroke engines require so much more amperage for cranking and the computer. We also suggest making sure all connections on batteries are clean and tight, and we recommend removing the wing nuts that come on some marine batteries and replacing them with lock nuts to ensure a solid connection that will not vibrate loose."

5. Ran aground. "Boaters unfamiliar with the area will call us at Sea Tow and ask for help with local navigation," said Capt. Walter. "That's great; we are happy to help. But our advice is, don't take shortcuts or unmarked passages unless you have local knowledge. If you stay in a marked channel, you generally don't have to worry about shoaling or shifting sandbars."

Capt. Chris adds, "Familiarize yourself with local charts and make sure they are up to date. If you are running at night, have a handheld light, a proper lookout, and maintain your vessel at a safe and manageable speed. If in doubt, stop, get your bearing and then resume your trip." With these tips in mind, you can enjoy the other benefits of Sea Tow membership – including deals and discounts – while keeping your New Year's resolution to avoid being towed.





Youth *Movement*

How Young Professionals Are Impacting the Southern Saratoga County Business Community

A new generation of business people is rising in the Capital Region, and our local chamber of commerce is inspired to have some active and aspiring individuals. Some of them have already risen to positions of leadership, with the others making their presence felt in a big way. We caught up to a few of our young leaders for this article.

Jenifer Marten, 2017 Chairwoman of the Chamber of Southern Saratoga County (CSSC) and Vice President, Commercial Relationship Manager of Ballston Spa National Bank, says of her experience, "I was extremely honored to be chosen as the Chairwoman. Having been a member of the Chamber for so long, I was also



OWN A PIECE OF THE ERIE CANAL? Yes, It's hard to believe that Anna has been a chamber member business for over 5 years! In this 2013 photo taken at Ballston Spa's Brookside Museum, the author holds a piece of wood taken from the mast of the USS Constitution that Ms. Williams will turn into high quality pens. She has specialized in commemorative collections – her customers can own pieces of the Erie Canal, Brookside Museum, the Constitution, homes of George Washington and Thomas Jefferson, and more.



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



fortunate to have a strong board of directors and a highly motivated staff to support my role in the organization. Marten is the youngest woman to ascend to the CSSC's top post, yet still has over 20 years' experience in banking. "This has given me a unique advantage as I am able to draw from my experience as well as the ability to adapt to the rapidly changing world of banking."

When the retired volunteers of the Waterford Canal and Towpath Society needed some help to update and maintain their educational canal barge replica, the Chamber of Southern Saratoga County and these students from Ballston Spa High School stepped in to assist, performing needed maintenance and adding a remote control rudder for safer operation and ensuring that a whole generation of new students learns something about the canals that helped shape our state's history!



At the other end of the spectrum is Anna Williams, who at age 11 became the youngest member in CSSC history in 2012. She STILL is the chamber's youngest member more than five years later. "The hardest thing I had to overcome was being taken seriously," says Williams. "Because I couldn't drive, my Dad had to take me to mixers. Other members would introduce themselves and ask if it was "bring your daughter" day!

Lauren Valentine became the CSSC's youngest board member in 2017 while still in her twenties. She has found the perspectives and opinions of fellow (older) board members enlightening. "It's been a great experience to learn more about the different businesses that belong to the chamber and to be a part of the decision-making process for an organization that affects so many people," says Valentine.

The CSSC's youngest partnership is comprised of the martial arts duo Yumi Kageyama and Eugene Refino, owners of Risen Taekwondo in Malta. They are extremely excited to have gotten off to a fast start with their business. "The Capital Region is an amazing place to be young entrepreneurs!" says Kageyama. The resources and the support we have received from our families, the CSSC and the Stack Center at Siena College has been instrumental to our success. For us, Taekwondo is more than just a sport – it can change lives."

Ex-Chairwoman Marten is proud of the work the CSSC has done on behalf of members of all ages, backgrounds and business sizes. "The Chamber helps all of our members by providing connections to members, such as Leadership Circle events and monthly business mixers," says Marten. "I enjoyed my time as the Chairwoman of the Women in Business

Committee, which is one of the most active and dynamic groups within the chamber."

Sandler's Valentine concurs. "The CSSC has been a huge advocate for Sandler Training. I've been able to connect with businesses in the Capital Region because we had chamber membership in common. I don't believe those people would have been as open to my call if I wasn't a fellow chamber member."

Getting out of one's shell and learning to meet and interact with others is part of the growth process. For Valentine, "I can honestly say that networking changed my life for the better. There are so many misconceptions about what effective networking really is."

Anna Williams found ways to overcome the oft-intimidating world of being a business owner. "Over the last six years, I found myself in some interesting negotiations. I was so scared, but I didn't show it. I held my ground and went into the discussion knowing what I would and wouldn't agree to." Membership in the CSSC "family" helped ease her jitters: "The chamber has been a safe place where I could just "be me" and didn't have to always have the answers or be embarrassed when I didn't.

For Kageyama and Refino, belief in their craft as a conveyor of life skills is what motivates them to succeed: "Taekwondo not only teaches someone how to kick and punch to defend themselves, but also to develop well-rounded, respectful and hardworking children, teens and adults who will in turn change the world around them," she says.

These businesspeople and entrepreneurs are the up-and-coming backbone of the CSSC. It will be exciting to follow these careers as they mature into leadership roles within all of Tech Valley. "Walt Disney was fired from his job because he supposedly lacked imagination," says Williams. "I think the most important thing is to never let someone crush your dreams."

Young Professionals impact Capital business community and pack a real punch (L-R): Yumi Kageyama, partner, Risen Taekwondo; Anna Williams, owner, Penslnk; Jenifer Marten, VP, Commercial Relationship Manager, Ballston Spa National Bank; Lauren Valentine, Certified Instructor, Sandler Training; Eugene Refino, partner, Risen Taekwondo. Photo courtesy Mark Morand, MPIPhoto.com



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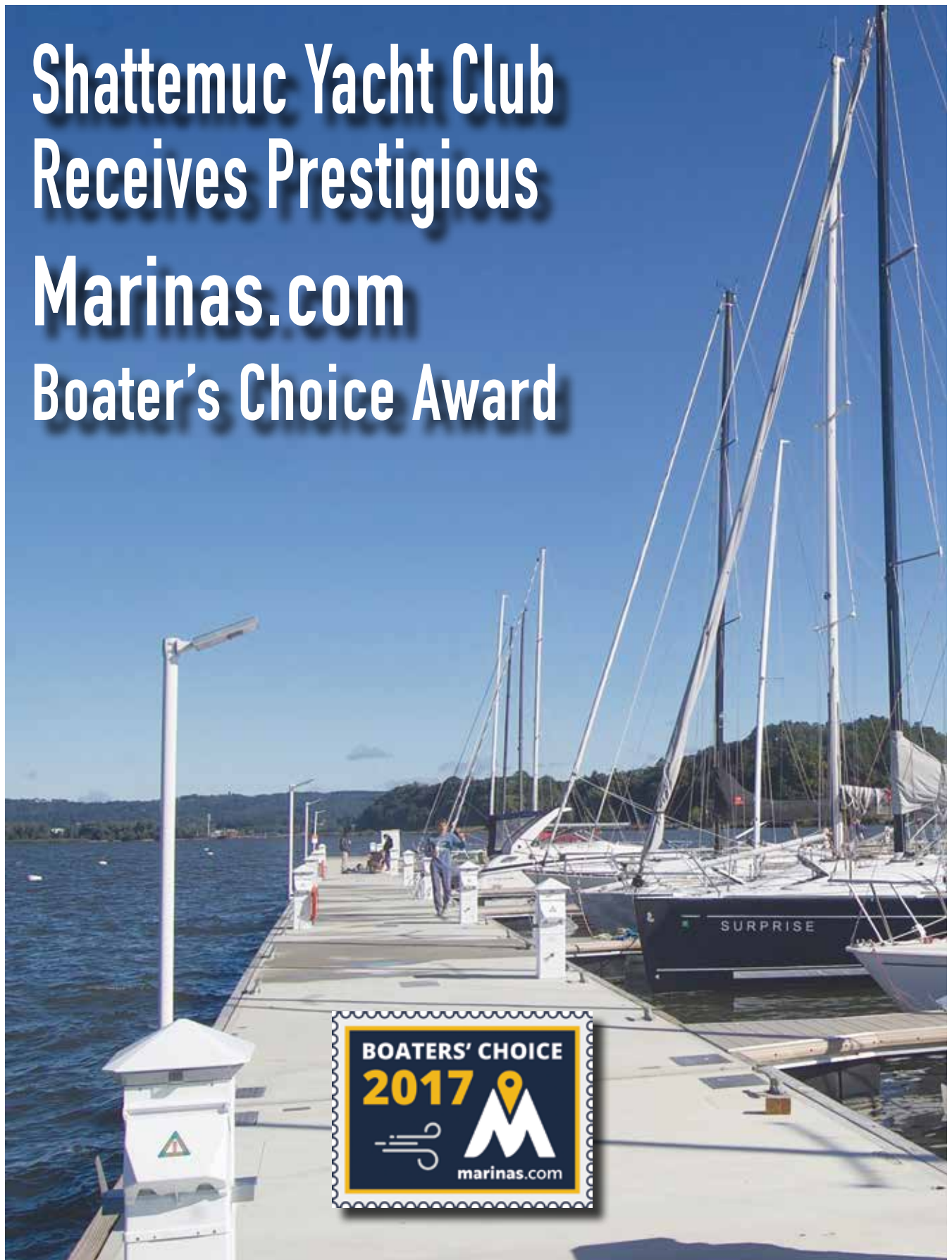


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Shattemuc Yacht Club Receives Prestigious Marinas.com Boater's Choice Award





Shattemuc Yacht Club was named one of the Marinas.com Boaters' Choice recipients for 2017! Shattemuc was selected among the top 2% of over 15,000 US marinas.

The award comes less than one year after Shattemuc completed an extensive expansion and upgrade of its marina, and less than four years since the Department of Fish & Wildlife awarded Shattemuc a boating infrastructure grant of over \$590,000 to encourage boating on the Hudson River.

"We are not only one of the oldest yacht clubs on the Hudson, dating back to 1884, but now we are considered one of the best in the U.S." said David Westcott, SYC Commodore. "We are very proud of this award and look forward to welcoming many more boaters to our club in the future."

A few of the boater reviews from Marinas.com summed up their experience at Shattemuc:

"This is a fantastic club with great members. Very welcoming and excellent facilities. Wonderful restaurants within walking distance or by cab." 5-stars

"This place is really nice. Probably the best club on the lower Hudson. Great docks with good protection. Stable 30amp and 50amp electric service. free water hookup. rock solid wifi (with enough bandwidth to easily stream movies). Really nice people. And unbelievably beautiful sunsets." 5-stars

For a limited time, Shattemuc has reduced its slip rates approximately 25% to \$49/foot for members.

"With our expanded marina, we want to offer a special rate to boaters, who want to become members" said Robert Benjamin, SYCs Rear Commodore. "It's a great deal, but we can only offer it as long as we have slips."

Shattemuc Yacht Club spent over \$1.5 million dollars on expanding and upgrading its marina. It chose the construction of a wave-attenuator dock system that both protects the boats in the marina and the environment. The dock system is based on a series of massive floating concrete docks which break up waves, providing a calm marina for all

boaters, while allowing for the free passage of fish and other marine life, and clear sightlines to the Palisades across the river.

Village of Ossining Mayor Victoria Gearity commented, "We are very excited about the opportunity to welcome more boaters to Ossining's glorious waterfront. Kudos to the leaders at Shattemuc for their dedication and vision to lead this effort".



For more information, please contact - Coulter Young at
coultery@icloud.com
or David Westcott at (914) 672-0892.

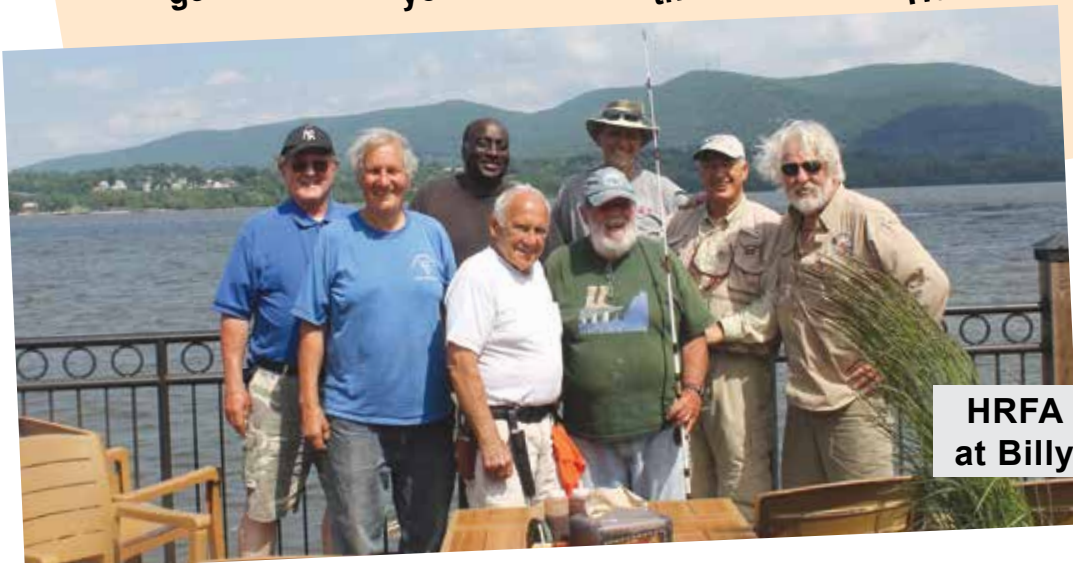
by Samantha Ryan

The Catfish Derby and how it Changed my Life

Hi my name is Samantha Ryan every year John Vargo and his group have a few catfish derbies. I have been going to them for a few years now and they have changed my life. In the first year that I went to one of them I was in 4th grade and I won first place for catching a 14 inch catfish. That day was one of the best days of my life. It showed my that even a girl at the age of 8 could beat everyone on the Hudson River. That a girl can beat boys almost double her age at a sport that men usually conquer. But here everyone is able to compete no one is rejected. It doesn't matter the skill level of the amount of experience you have. For the contests they have bait for you and most of the time they will have poles set up for you to use. In the middle of the contest they bring out food like sliders and hot dogs for you to eat. All the people that run the derby are all loving and wonderful people. They love to see young people interested in the competition and come back year after year. There is usually an entry fee of 5 or 7 dollars to compete. All the money they make go to the cleaning and help the Hudson River. And it is just fun in general. You meet many new people and learn many skills that you use in everyday life. I hope to see you at the next catfish derby on the Hudson River.



Sam and
Fresh water
Drum



HRFA Team
at Billy Joe's

GRANDPA CARL'S KID'S COLUMN

From the publisher: Carl Bruger has been a member of the Hudson River Fishermans Association for many years. He is totally devoted to fishing and especially teaching children the wonderful sport. Carl is usually at one of the many HRFA events held throughout the year on the Hudson River and else where.

John H. Vargo, Publisher

The first article hopefully of many more to come in a series for children and their families to enjoy.

by Carl Bruger

If they have demonstrated casting competence with such a rod feel free to move them up to spinning rods and reels as the next level of difficulty.

Really gifted and enthusiastic youngsters can eventually be taught to handle fly rods and reels including the casting techniques if they have a couple of years of solid casting wisdom under their belts and an enthusiastic elder guide to coach them in this awesome angling aspect.

With a new year and plenty of winter ahead to prepare for the spring and summer fishing seasons all of my readers have time to really get prepared to go fishing with the right fishing gear. Moms and Dads, Grandparents and other folks guiding the beginning youngsters will be have useful information in each article that will optimize the odds of a successful angling adventure.

This first sharing will cover what to take with you when you take a kid fishing. The article will be in two parts and so the April issue will complete the details of all the various needs in gear and equipment if you want to really do it right. Please understand that if you don't have every item you are not going to "fail" in Fishing 1A. You should never expect an angling adventure with a young child to go perfectly smoothly. The key is to roll with the challenges of tangles, skinned knees, wet clothes and mosquito bites to get to the unmitigated joys of that first fish caught or the really big fish landed that everyone remembers for a lifetime!

Let's start with the child's first fishing rod. It is best to introduce kids to casting with a push button spin cast reel on a rather short rod matched to their size, age and coordination.

The line you use on a push button reel is usually monofilament ranging from 4 to 12 pound test in fresh water and 10 to 30 pound test in salt water. The brine reels here on boat rods are conventional casting reels. (Picture the classic Penn reels we all know.) Hopefully they include a level wind feature to avoid line spool overlap because beginners don't think about line distribution.



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My own two grandsons, Miles and Harry, ages 8 and 6 as of this writing, are relatively capable spin casters based on a couple weeks of vacation time with grandpa each year, but they are excited about learning so much more and I will be thrilled to share the progress they make in future articles.

Adults have the option of carrying the gear for the kids in their own tackle box or get the child their very own small box that can teach them organization.



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Lure selection, hook, bobber, sinker type etc. The business end of fishing, the hook, is quite a variable. The size of your quarry obviously helps determine its size. The tiniest hooks are for trout with a 22 midge hook microscopic and a size 10 to 4 popular for fresh water fish of all types. Trophy big fish can demand hooks as big as 3/0 to 4/0 in fresh water while ocean angling can require hooks for cod or other big mouthed species that can double that size, (8/0)! Depending on if you are eating or releasing the catch you might want to consider circle hooks or barbless hooks which both minimize the mortality rate of hooked fish. The best "hooking hook" for the money is an octopus model.



Owner SSW
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Sinkers are vital for holding bottom, distance casting, and line stability. They can range from split shot to pyramid, bell, coin, bank, cone and bullet shapes. Their weight can fluctuate from fractional ounces to pounds over deep sea drops.



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In that tackle box should go a basic selection of lures. There should be at least a representative of each of these categories: Plastic worm, plastic grub, frog, popper, swimming minnow, spinner, spoon, jig, spinner bait, buzz bait and crank bait.

There are three “tools” that are a must in every tackle box when a first fish is caught that are all likely to be used: pliers, tape measure and nail clippers.

Next issue I will go into the extra “stuff” that really makes a fishing trip with a child successful. If you hang on to all these monthly articles, by the end of the year you should really be writing some super success stories in your fishing diaries and giving kids a lifetime of cherished memories.



Popper



Jig



Swimming Minnow



Grub



Spoons



Buzz Bait



Frog



Crank Bait



Nail Clippers

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

Some of the best memories are created on the water and if you've been thinking about buying a boat or trading up to a newer model, THIS is the show. The Great Upstate Boat Show is the biggest boating sales event between New York City and Montreal. 2017 marked another record year in both attendance and sales, as thousands of folks from all over New York and New England flocked to the event just north of the Lake George Region. Everyone loves a deal, and this show's organizers have

created a wonderful event with a primary focus on saving attendees money on a wide variety of new and preowned boats, as well as a plethora of boating lifestyle accessories.

The most reputable dealers and lifestyle boating vendors throughout the Capital and Adirondack regions of New York will be showcasing the latest technologies for the ultimate on-water experience. Boats being displayed include: Bowriders,

Deck Boats, Jet Boats, Ski Boats, Aluminum & Fiberglass Fishing Boats, Classic Wood Boats, Pontoons, Cuddy Cabins, and Cruisers. Personal Watercrafts, Docking Systems, and Engine Outboards will also be on display.

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

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Merna Popper

THE HUDSON RIVER PAINTERS THEN.... AND RIGHT NOW

Merna introduced me to the work of Michael Mendel. He is a gifted painter with a love of the Hudson.

It's a privilege to present his work to readers of Boating on the Hudson and Beyond.

John H Vargo, Publisher.

by **Merna Popper**

Love of the Hudson River began hundreds of years ago when the first explorers sailed those uncharted waters. Today, Museums are filled with the best and most moving views of the 19th Century Hudson River School of Artists. The good news is: great love and appreciation for The Hudson River is alive and well and flourishing right here/right now in 2018, with painters lining the shores to report sights most people never get to see and would find hard to imagine.

Thomas Cole and Frederick Church are guardians of The Hudson River School of Painters. With their stately homes on the shores of the river, a reminder of the original beauty and history their art recorded. Today, a new generation of painters continues the fascination with The Hudson, and they are still capturing the

views, the dancing sunlight, and the magic of The River.

Thomas Cole's great house perched on a rise above the water, overlooks The Hudson in the tiny hamlet of Catskill, New York, a reminder of the inspiration of those original Hudson River painters, and for two centuries of artists that followed. Cole was the founder of The Hudson River School of Painters.

Frederick Church, the mighty student of Cole, built his Olana homestead,--grand and imposing across the river just outside Hudson, New York, a town today, filled with art, antiques, and river views from vantage points along the shop-lined streets. Church's enormous river and mountain views hang in museums across America.



“HOMERIC”. 1972, 11” x 16”. Watercolor. . Docked on the west side of lower Manhattan.

Artist Michael Mendel, a European born American artist, is a reporter of the 20th century Hudson. The Exhibition of Mendel’s Hudson River watercolor paintings on the pages of this issue of Boating on The Hudson and Beyond, delivers today’s movement and images of boats and water traffic and tranquility, all of which The artist still finds and records on The River. Different from the Original School of Artists, Mendel’s views, his different lights, different passion, a different artist’s eye, tells his story of The Hudson River today.

In 1825, Thomas Cole went to the Catskill Mountains to paint their rugged cliffs and streams. It was the birth of the Hudson River School of painting, which flourished until the turn of the 20th century and which has now come back into vogue.

Nineteen years later, Cole’s most famous student, Frederick Edwin Church, came to study with him in Catskill. Church was 16 years old; he would later build his own home across the Hudson River, south of the city of Hudson. After him came Asher B. Durand, George Inness, John Kensett, Samuel F. B. Morse, Jasper Cropsey, Albert Bierstadt and scores of other artists.

It was the magnificent scenery of the river and the mountains to the west that lured the artists north from New York City, first as summer painters and then as permanent residents.

The artists left a permanent legacy, one that can be seen not

only in their art but also in their homes, some of which have been preserved as museums open to the public. And now, at Bard College in Annandale-on-Hudson and at Vassar College in Poughkeepsie, an exhibition called “Charmed Places: Hudson River Artists and Their Houses, Studios and Vistas” shows in paintings, drawings and photographs the places in which many of those artists lived and worked.

At Bard, the exhibition includes paintings by some of the artists of their homes, studios and gardens as well as architectural drawings and old photographs. At Vassar, 20 new color photographs of some of the artists’ homes as they exist today, taken by Len Jenshel, a New York City photographer, are on display.

The joint show, which will end on Aug. 12, was put together by Dr. Sandra S. Phillips, a former curator of the Vassar College Art Gallery and now curator of the San Francisco Museum of Modern Art. It is the first exhibition to document and explore the environment of the Hudson River artists, according to Linda Weintraub, the director of the Edith C. Blum Art Institute at Bard. It also traces the relationship between the artists and such Hudson Valley architects as Andrew Jackson Downing, Alexander Jackson Davis and Calvert Vaux.

Only a few paintings by the artists are included in the Bard exhibition, among them a view by Church from his home; a Cole vista of Mount Merino across the river from his home; an Inness painting of the Hudson at Milton, and a Cropsey view of the Hudson.

The famous paintings of the Hudson River School are on display at museums all over New York State -including the Metropolitan Museum of Art, the New York Public Library and the New-York Historical Society in Manhattan; the Brooklyn Museum; the Munson-Williams-Proctor Institute in Utica, and many others.

But the joint exhibition at Vassar and Bard and a visit to some of the artists' homes, not far north of New York City, make a pleasant outing. The Bard museum is open from noon to 5 P.M. Wednesday through Sunday. Admission is free; the number for information is (914) 758-6822, extension 178. To get there, take the Taconic State Parkway north, Route 199 through the village of Red Hook, and Route 9G north a short distance.

The Vassar gallery is open Wednesday through Sunday, 11:30 A.M. to 8 P.M. Admission is free. Information: (914) 471-6844. To get there, take the Taconic State Parkway north and Route 55 west, turning left on Raymond Avenue to a blinking light at the college entrance.

In addition, four of the "charmed places" - the homes of Church, Morse, Cropsey and Cole - are now small museums, open to the public. Some of the other homes of Hudson River painters have become private residences; several were destroyed by fire, and others have been extensively remodeled. Church's Olana

The most spectacular home of them all is a 37-room Persian-looking castle that sits on a hill overlooking the Rip Van Winkle Bridge, a few miles south of the city of Hudson. It was built between 1870 and 1874 for Church (1826-1900) and his wife and was called Olana, a word coined by Mrs. Church to mean "our place on high."

The best way to approach Olana is to get off the Gov. Thomas E. Dewey Thruway at Exit 21 in Catskill and take Route 23 east across the Hudson River. As you cross the Rip Van Winkle Bridge, cast your eyes up: directly in front of you is the splendid structure, its pyramidal towers jutting into the sky above the trees, looking like the setting for a tale from the Arabian Nights.

Vaux was the architect, although Church himself designed many of the interiors. The building has a studio wing, but Church did little painting there; he worked in a studio on the grounds, and at his Park Avenue town house in New York. He lived at Olana with his wife and four children, assisted by 15 servants, until his death.

A few of Church's paintings are on view in the house, which is furnished in a melange of styles - American-made furniture, Persian rugs, Mexican pottery, Waterford crystal, Canton chinaware, and paintings by a variety of American and European artists.

Now a state historic site, Olana is open Wednesday through Saturday from 10 A.M. to 4 P.M., and on Sunday from 1 to 4 P.M. Reservations are suggested. Information and reservations: (518) 828-0135. Admission is \$1. Locust Grove

Samuel F. B. Morse, a painter who is better known as an inventor (1791-1872), moved into the Hudson Valley in 1847, three years after he invented the telegraph. With the help of

Andrew Jackson Downing, he remodeled his home into a Tuscan villa, with a four-story tower facing the river.

Today, it is a museum called Locust Grove, an oasis of serenity at the beginning of a strip of shopping centers two miles south of Poughkeepsie on Route 9.

Although the house contains a replica of the telegraph and an English landscape attributed to Morse, it reflects more the collecting mania of the Young family, which owned it after Morse's death. Its 24 rooms are crowded with antique furniture, old paintings and some Morse memorabilia.

Just outside the front door is a plaque put up in 1968 by the New York chapter of the Morse Telegraph Club. It reads: "Samuel F. B. Morse, Father of the Telegraph, Built This House Locust Grove. It was his summer home 1852-1871." The initials F. B., by the way, stand for Finley Breese.

Guided tours are held from 10 A.M. to 4 P.M. Wednesday through Sunday. Admission: \$3. Information: (914) 454-4500. Cropsey House

Jasper F. Cropsey (1823-1900) bought 45 acres in Warwick in 1866 and three years later designed and built a studio-house called Aladdin, but he was forced to sell it in 1880. A few years later, he bought a board-and-batten structure in Hastings-on-Hudson and built a studio there close in design to the one at Aladdin.

Sitting on a hill in a four-and-a-half-acre plot surrounded by other residences, the yellow two-story Cropsey house is Gothic in style, with gingerbread ornaments. It contains about 100 oil paintings, watercolors and drawings by Cropsey. "Quaint" is the word for the house, said Florence Levins, the curator.

Cropsey lived and worked there from 1885 until his death in 1900. An architect as well as a painter, he designed two churches on Staten Island and several stations of the now-demolished Sixth Avenue Elevated line in New York City.

Today, the house, at 49 Washington Avenue in Hastings, just off Route 9, is maintained by the Newington/ Cropsey Foundation. It is open by appointment only; admission is free. Telephone: (914) 478-1372. Cole Studio

Thomas Cole (1801-1848), a self-taught artist who was born in England, arrived in the United States in 1818. In 1836, he married Maria Barlow and settled in her family home, Cedar Grove, outside Catskill. In 1846, only two years before his death, he designed and built an Italianate studio on the property. That has been destroyed, but an old stable that he also used as a studio still stands.

The Cole house, at 218 Spring Street in Catskill, is a pleasant-looking three-story brick structure that stands today between a synagogue and another residence. It is pleasant looking, with nothing to distinguish it from the suburban homes that surround it.

A chain across the driveway shows it is closed for repairs, but it can be seen by appointment. It will reopen to the public on July 6, repainted in its original colors. Information: (518) 943-6533; admission is free. To get there, cross the Rip Van Winkle Bridge going west and turn immediately onto Route 385 south; the house is a few hundred feet on the left. Dining

Eating out on a day trip to the Hudson Valley is pleasant in another respect - inexpensive to moderate prices in the restaurants, most of which are on or just off Route 9, which is the valley's major north-south road.



"IN THE SHADOW OF THE TOWERS"

1972, 19" x14" watercolor.

One of the most important paintings ever created by MICHAEL MENDEL.

Conceived in 1972 forty-three years ago, this image was conceived as a black and white photo for a page in a children's book tentatively titled, "Jamie Visits the Harbor." Sad to say, the idea of a photographic book aimed at youngsters rather than the traditional illustrations, was rejected by publisher after publisher and thus...the concept was scrapped.

Forty three years later, Mendel came upon a proof sheet of photos taken in 1972 and saw this tiny 2x2" photo. It showed one of the Twin Towers prominently looming in the distance and a lone tug gently plying the still waters of the Hudson River. Mendel thought it would make a stirring painting and sure enough, he has been proven right!

Mostly monochromatic, this is a scene that instantly catches one's eye and holds one's attention.

Fish and chips for \$4.95 and \$6.95 as well as imported Scottish ale are available at Red Hook's newest restaurant, Wee MacGregor's, on Route 9 (914-758-0039). For French food, try Chez Marcel on Route 9 north of Rhinebeck (914-876-8189), where a recent dinner for four came to \$69 (including tax and tip, but without wine).

In Rhinebeck, the Beekman Arms, which boasts that it is the oldest inn in America (914-876-7077), is open for breakfast, lunch and dinner. A special attraction there is Sunday brunch, with a dazzling display of food for \$12.95.

In Red Hook, don't be put off by the storefront appearance of Green and Bresler's, a trendy new small restaurant just off Route 9, west of the only traffic light in town. Not only are the meals good, and moderate in price (\$12 to \$17 for main courses), but there is also a take-out counter with boxed picnic lunches from \$6 to \$12 that include pate, galantine, salads and desserts.

And if you go picnicking, the best place to enjoy it is a few miles north of Red Hook via Route 9G. The grounds of the Clermont State Historic Site in Germantown, the ancestral home of the Livingston family, afford splendid views of the Hudson River and the Catskill Mountains - as good a vista as the Hudson River artists ever saw.

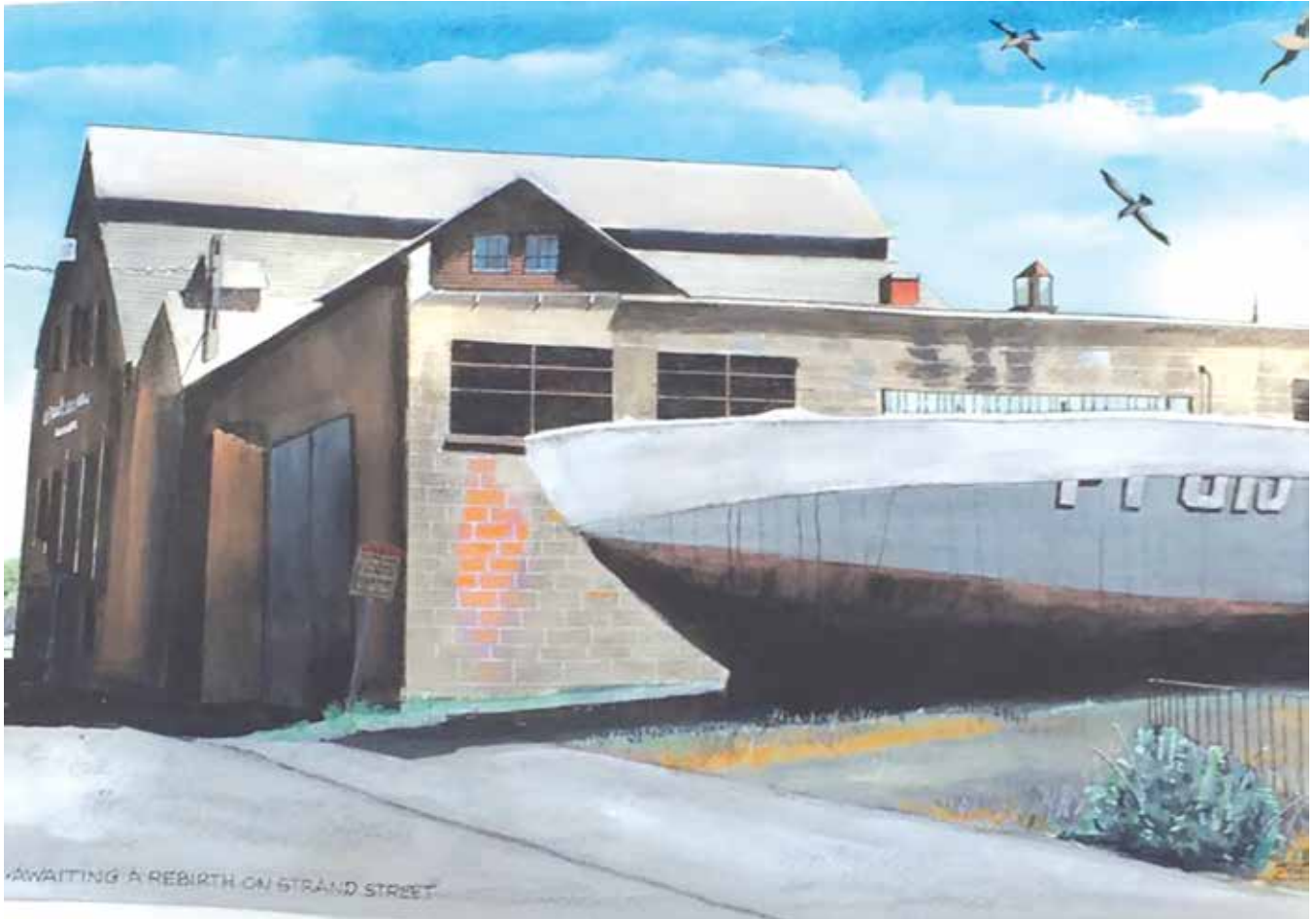


above: **"WHERE ONCE ALGONQUINS ROAMED"**
2012. Watercolor. 20" x 15".
With the Palisades in the background, a young couple
paddle home to their town of Hastings on Hudson.

right: **"PIER 59. AWAITING TITANIC"**
9"x13". Watercolor.

Thousands of motorists drive by it daily. Hundreds of cyclists, joggers and strollers pass by too, yet 99% of them have absolutely no idea what importance this spot holds in New York City history. On April 16th 1912 the grand new ocean liner TITANIC was scheduled to dock at Pier 59, the planned destination of her maiden voyage. As the world quickly learned....SHE NEVER ARRIVED!
Pier #59, (run by White Star Line,) its unique iron arched entranceway in readiness, never got to greet her.
Today, the spot is but a barren strip of metal and concrete but there are moves afoot to develop it as a park,





above: **"PT 615. AWAITING REBIRTH ON STRAND STREET"** (Kingston, NY) 2017, Watercolor. 15 x 10". At the edge of the Hudson River, World War II PT boats await complete restoration.

STRAIGHT TALK FROM THE ARTIST HIMSELF

I don't actively try to connect with nature when I paint, nor do I invite viewers to have out-of-body experiences when they look at a specific painting. There are no hidden meanings or messages in my work. What you see is what I saw! I'm a simple guy with a few tubes of paint, a couple of brushes and decent quality, long-lasting watercolor paper. However, 100% of the time, the subject matter of every painting I create is of something that I've witnessed, experienced and really enjoyed looking at. Before starting a new painting I always ask myself, "Will someone else actually enjoy this scene as much as I do?" And then I'll ponder, "Will it stand the test of time?" If I respond YES to these simple questions, I will proceed! How do I price my paintings? A number of issues come to play. First is the power of the painting itself. Does it make a strong statement. Is it well conceived and executed. Size and framing costs come into play also and finally, an inner feeling based on time and energy spent, in not only the final execution, but all the preliminary unseen labor and thought that preceded the "brush to paper" phase.

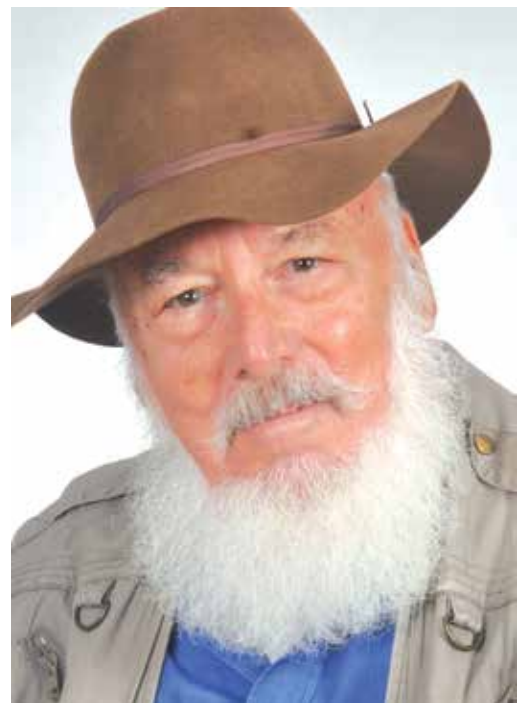


Photo by Barbara DellaFamina.



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Seems like we Americans may have been the only aerial combatants to embellish our airplanes with names and images.

TONDELAYO!!!

by Ralph J. Ferrusi

"Tondelayo"??? Am I going to write this whole article in Espanol??? Nope: "Tondelayo" is the name of the Collings Foundation World War II North American B-25 Mitchell. Let's talk about World War II airplane names for a bit. I don't recall ever seeing, or hearing of a Spitfire or Hurricane with a name on its fuselage. Same with ME-109's and FW-190's: every once in a while I've seen a picture of one with some kind of dragon or something else scary and/or "fierce" on the tail, but "names" up front are to me, rare if not totally absent. Japanese planes also. Seems like we Americans may have been the only aerial combatants to embellish our airplanes with names (and, drawings): from my experience it was unusual for an aircraft NOT to be named. Good for the U.S.A.!!!

The names were wildly imaginative, and, outrageously original. I have a whole bunch of Mustang books, and one has drawings of Mustangs and info about their pilots and squadrons, so let's use these as examples. We'll start off with Major George "Ratsy" Preddy's P-51's—a P-51B and two P-51D's—all named "CRIPES A' MIGHTY": he had a liking for "English colloquial phrases". My recollection is the "B" had a much-less-colorful name at first... Preddy was the top-scoring Mustang pilot of World War II, with 25.83 confirmed "kills". He was THE stereotypical WWII fighter pilot—a hard-drinking swashbuckling gambler, with a dapper mustache—and flew with the 352nd Fighter Group out of Bodney, England: the "Blue Nosed Bastards of Bodney". He was killed by "friendly fire"—an American kid manning quad-50-caliber antiaircraft guns—while low-level chasing an FW-190 on Christmas Day 1944, near Leige, Belgium. "The fortunes of war": What a rotten, rotten shame.

Another well-known Mustang ace was Captain Don Gentile, and his P-51B "Shangri-La". He never did fly "D's". Let's take a quick tour through some other unique Mustang names: "Big Beautiful Doll", "Moonbeam McSWINE", "ALABAMA RAMMER JAMMER", "JERSEY JERK", "Nooky Booky IV", "Ferocious Franky": Point made???

Back to "Tondelayo": The real B-25 that is now the Collings "Tondelayo" was built at the Kansas City, Kansas North American Aviation factory as serial number 44-28932 and

was accepted into the Army Air Corps on August 3, 1944, and served in the AAF Training Command for the rest of the war, and continued in a training capacity until 1959. 44-28932 was purchased by Earl Dodge, of Anchorage, Alaska and flew as a forest-fire fighter in the Pacific Northwest for the next 25 years (Check out the movie Always).

44-28932 was acquired by Collings in 1984: the first World War II bomber in the Collings' collection. After two years restoration, it became the "Hoosier Honey", a 12th Air Force aircraft that served in Italy and North Africa in 1944. In 2001 it became the "Tondelayo", that flew in the 5th Air Force, 345th Bomb Group, 500th Bomb Squadron "Air Apaches" in the Pacific against targets in New Guinea, attacking shipping and beating off (name-less???) Japanese fighters. The name "Tondelayo" was inspired by Hedy Lamarr's character in the 1942 movie "White Cargo"!



Fast Forward to Wednesday, October 4, 2017: in the last several years, right about this time, a Collings Foundation light bulb goes off in my head. Dutchess County Airport did not appear in an on-line check of the Collings Wings of Freedom Tour dates for 2017. But, a small ad in the previous Sunday's Poughkeepsie Journal said they were a'coming October 4th-6th. I called the airport and was informed the planes would be arriving "between Noon and 2:00 PM". I hustled over to the "unofficial" parking area on Route 376 at the east end of the main east/"NINE 0 NINE" flight ("Boating on the Hudson and Beyond 2016 Holiday Issue"). So we waited, and waited, straining our eyes for tell-tale specks in the broad blue sky. A few other people eventually showed up, and we all waited, and waited. Close to two o'clock, an "official" Dutchess County vehicle pulled in, and I thought we were going to be told we couldn't park where we were, but the driver asked if we were "waiting for some airplanes", and said he just heard on a scanner that they were "in the landing pattern"!

We all jumped out of our cars, and sneaking up behind us was the B-24 "Witchcraft", soon followed by the "NINE 0 NINE", and, the "Tondelayo". We watched all three roar right over our heads and land, but, where was the Mustang???

Tail Gunner's view.



We waited, and waited. Finally, I gave up, and, while stuck behind a school bus a short way's down 376, a plane that gave a pretty good imitation of a Mustang flew over the road with its landing gear down. I did a quick U-turn and got back to the airport as soon as I could (I was stuck at the infamous 376/New Hackensack Road traffic light forever), and when I got back to the end of the runway was informed "the second you left the Mustang did a fly-by, and then landed". Shit. Double Shit... One of the whole points of all the waiting was to see, and hear, a Mustang in the sky, one more time. Some days you eat the bear, some days the bear eats you.

So, like a moth to a flame, I went back to the airport Friday, hopefully to see the planes (including the Mustang) take off. When I was inside the gate Jamie announced they needed two more people to sign up for the B-25 to fly. Out of nowhere, two guys signed up. I said, "Room for one more???" She nodded. Believe me, 400 Bucks has never been, and never will be, "pocket change" to me, but I, Mr. Non-Impulsive, handed her my DISCOVER card.

It took forever to get the signal to board the B-25, and only then did I find out three people would be in front: ringside seats on the flight deck and in the plexiglass bombardier's compartment in the nose—The Best Seat in

the House—and I and two others would be "in the rear". It got worse: once "in back", there would be no way to get past the bomb bay into the front. In the "NINE 0 NINE" we could roam the entire airplane. Not so with the B-25. Honestly, if I had known this beforehand, I would not have handed over the DISCOVER card.

Aboard, they gave us ear protection. My first thought was "I don't need no stinkin' ear protection: I want to experience the whole nine yards!" The Wright Cyclone R-2600-92's finally fired up, barking and mis-firing for quite a while: loud, but not unbearable. When the pilot revved 'em up at the end of the runway, the sound blast was the absolute LOUDEST thing I had ever experienced: unbearably, painfully LOUD. I slammed on the ear protection, and wore it the entire flight.

Take off was anti-climactic for me—I had The Worst Seat in the House, facing rearward, my back to the bomb bay wall—the two other "rear" guys were seated at the two plexiglass waist gunner's windows. I couldn't see nuthin'... When we reached cruising altitude, as promised we were given the signal we could take off our seat belts and crawl, one at a time, back to the tail gunner's position. I'd be the last, but I moved up to the left waist gunner's window and, Wow!!!, there was the Hudson down there, stretching north, and we were right over Bowdoin Park!

**So, like a
moth to a
flame...**



Bear Mountain Bridge.

I finally crawled to the tail, and behind us was the Hudson north of the Bear Mountain Bridge, then the Bridge and the "Bear Mountain Road" looping around Anthony's Nose. Wowser! Soon there was Ansville Creek, Peekskill Bay, Con Ed, Buchanan, and The Point! John later e-mailed me he heard us coming, and ran out and took a picture. We eventually turned back north when I could see the Tappan Zee Bridge in the distance. I didn't want to hog the tail, so I crawled back to my lousy seat.

I went back to the tail one more time and saw hiking-trail-infested Mount Taurus and Breakneck Ridge off our right wing: we were about even with the top of Taurus. After we landed, people asked me how the B-25 flight compared to the B-17 flight. There was no comparison: they were entirely two different animals. Basically, the B-17 was like a commercial airliner compared to the obscenely LOUD, raucous, lurching and swaying, cramped B-25.

All in all, I'm glad I did it: it was a Holy Sh*t!!! experience. But, before you hand over your credit card, get it in writing you're going to be In The Front...



Croton River and the MTA's Harmon Train Yard.

BOAT TALK WITH



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If we are keeping your boat for you, all you need to do is call our office, be sure your bill is paid up and we will move ahead under your instructions to do what you request. Striped Bass season begins in Mid March and all you have to hear is the "stripers are biting" and you will be in a panic to get your boat ready.

However, if you are preparing your boat yourself for the water this spring now is the time to check these items.

The canvas: Any broken zippers, holes in the glass, torn seats, anything that needs to be repaired now, before you put the boat back in the water. The canvas repair facilities are waiting for your work. Wait until the last minute, not a good idea, now is the time to get it fixed.

The batteries or battery. Sometimes you never checked the battery before you put the boat away for the winter. It has now sat for all least two months, dead as a door nail. Can it be saved? Maybe but the longer you wait to find out the worse it is going to be. Can you go out to the boat, put the battery charger on it and let it build up for an hour or so? If so you might save a costly replacement. Check it now!

Is your registration up to date on the boat? On the trailer? Do you have all the indate flares, life jackets, cushions, ropes, anchor's, boat hook, scrub brush back in the boat, whats missing?

If your boat is new, check your owners manual to see that you have not missed anything that the manufacture recommends, many times new modern boats have features that did not exist a few years ago

How about the engine oil, does it need to be replaced, the cables and other connectors greased. if your leaving the boat in the Hudson River do you have new zincs for the rudder, propeller, and shaft?

Checking the boat in Feb/March is so much easier than waiting until April. For your piece of mind, do it.

Please don't hesitate to call us if we can be of service to you but please, please do it early on.

Alex Salomatoff

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Page 54

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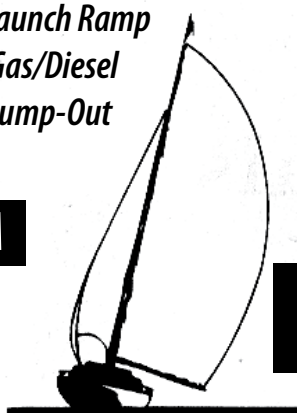
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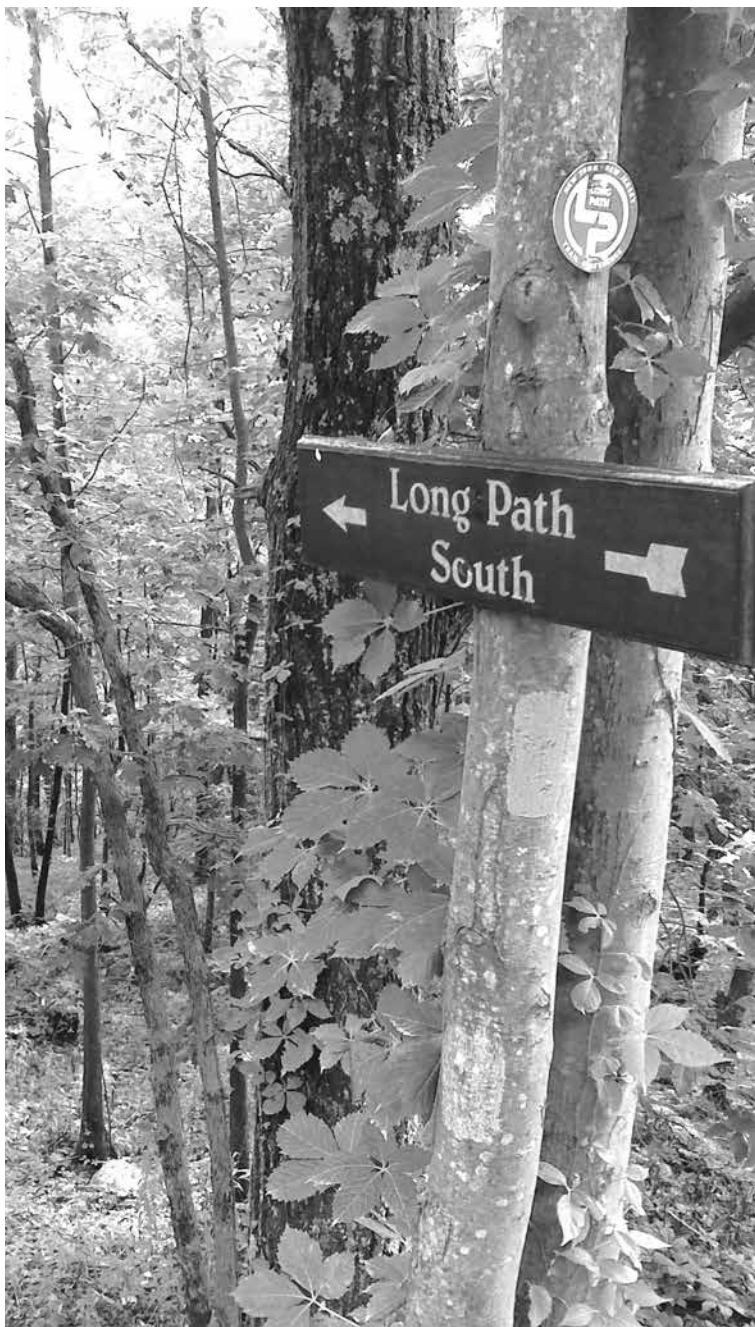
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New Paltz, New York sits at the base of the Shawangunks and boasts lovely views of the Ridge's striking cliffs. For decades, access to the beautiful wilderness on the horizon has not been easy for the community below, since hikers and cyclists setting out to explore the "Gunks" have been forced to hug a narrow and dangerous highway shoulder.

In 2015, building on our decades of work in the region, OSI announced a transformative new community project. Our "River-to-Ridge Trail" is a highly-anticipated scenic and recreational off-road loop which will meander through farm fields and over gently rolling hills, providing direct access from downtown New Paltz to 90 miles of recreational carriage roads and trails at the Mohonk Preserve and the Minnewaska State Park Preserve.

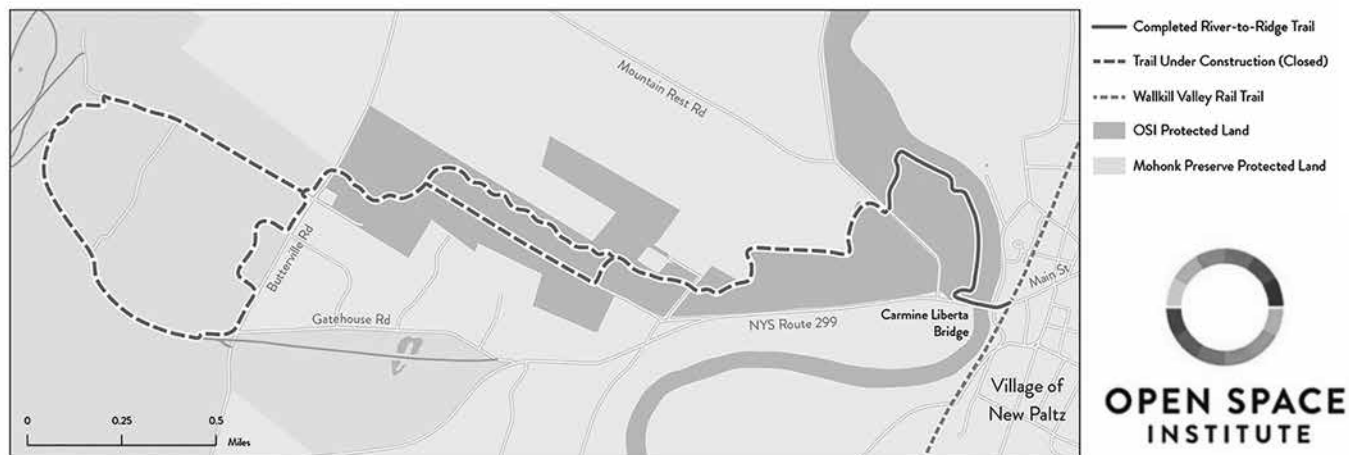
Currently under construction, the project will feature trailhead parking, kiosks and a picnic area.

In 2015, we completed the New Paltz-Foothills conservation corridor with the acquisition of the 135-acre "Watchtower" property for \$2.1 million. In this scenic farmland landscape we have protected over 1,200 acres in the area surrounding the River-to-Ridge Trail route.

In developing the route, we gave careful consideration to avoiding sensitive wetland areas, accommodating neighboring farming operations, identifying designated parking options and choosing proper trail materials and design.

The River-to-Ridge Trail marks another milestone in the long legacy of the Shawangunk Ridge carriage roads and trails that have provided pathways to nature for over a century. It is our hope that like the carriage roads, the Trail will continue to serve the community for generations to come.

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River to Ridge Trail





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CYCLE THE ERIE CANAL 2018: Register Now

20th Anniversary Tour Celebrates Erie Canal Bicentennial

The registration fee for the full tour is \$795 for adults and \$435 for youths ages 6-17 and non-cycling participants.

Registration is now open for Parks & Trails New York's 20th anniversary Cycle the Erie Canal tour, an unforgettable opportunity to bike across New York State and take in the rich history of the legendary canal that transformed America. The eight-day, 400-mile recreational bicycle tour from Buffalo to Albany is scheduled for July 8-15, 2018.

Cycle the Erie Canal participants will experience one of the best trails in America as they cycle through historic canal villages and discover the small-town charm of Upstate New York. Along the way, canal historians and local experts will introduce riders to the people, places, and things that make the Erie Canal so important to the history of New York and the nation.

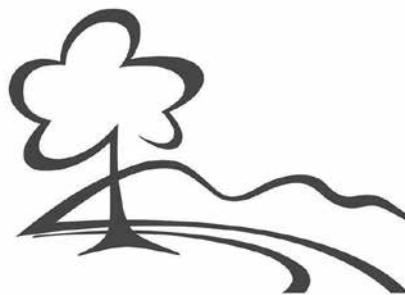
Cyclists will get to experience some of New York's most iconic attractions, such as the Women's Rights National Historic Park in Seneca Falls, and camp at Fort Stanwix in Rome, a full-scale fort recreation from the French and Indian War.

With more than three-quarters of the route off-road on the mostly-flat and traffic-free Erie Canalway Trail, the tour offers unparalleled cycling for all ages and abilities.

In 2017, the tour drew 750 cyclists, from 37 states and Canada, Denmark, Sweden, Switzerland, and the United Kingdom.

Covering between 40 and 60 miles per day, cyclists travel along the Erie Canalway Trail, which is now 80 percent complete and will, by 2020, be completed as part of the statewide 750-mile Empire State Trail. A recent study shows that the Erie Canalway Trail annually receives close to 1.6 million visits and generates an economic impact of \$253 million.

Registration for Cycle the Erie Canal includes camping accommodations each evening with restrooms and showers; eight hearty breakfasts and six delicious dinners; two refreshment stops daily stocked with fruit, snacks and beverages; SAG support and baggage transport; daily cue sheets and marked routes; entertainment and historical presentations every evening; and guided tours of the Canal, historic sites, museums, and other attractions. Shuttles will be available at the beginning and the



PARKS & TRAILS
NEW YORK

end of the ride to transport riders and their bicycles for an additional fee. Two- and four-day options are available.

Erie Canal Trailblazers, who commit to fundraise to help Parks & Trails New York's trail development efforts along the Erie Canalway Trail, pay only \$100 and receive special recognition on the tour.

Parks & Trails New York is the leading statewide advocate working to create a network of parks, trails, and greenways so that New Yorkers can enjoy the outdoors close to home. Cycle the Erie Canal supports Parks & Trails New York's work on the Erie Canalway Trail and in

communities across New York State.

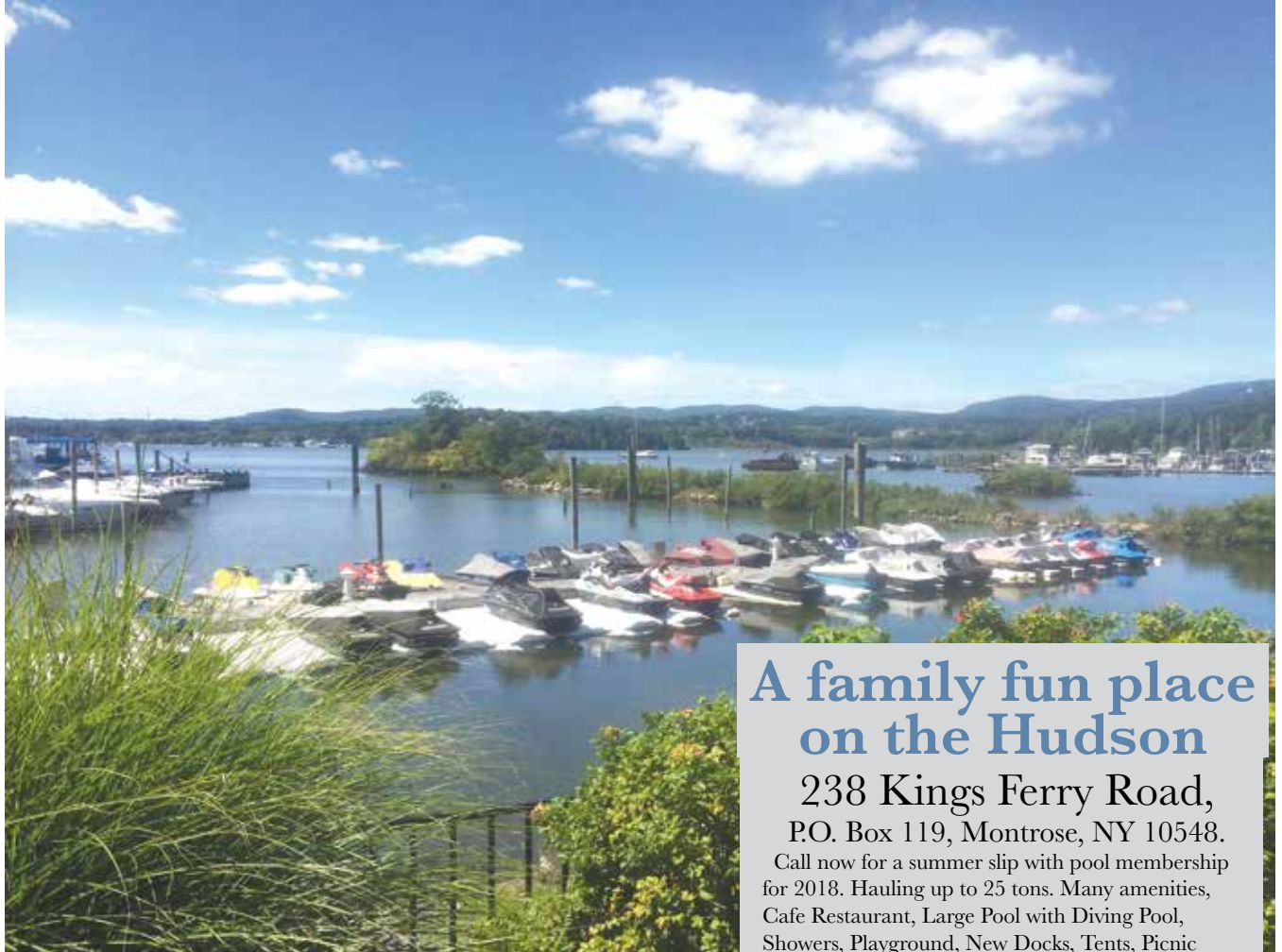
The New York State Canal Corporation, the agency charged with operating, maintaining and promoting New York's Canal System and the Canalway Trail, is the Premier State Sponsor of the Cycle the Erie Canal. The Erie Canalway National Heritage Corridor is the event's Heritage Sponsor. Nalgene will provide premium BPA-free water bottles for all participants.

For more information on Cycle the Erie Canal, visit www.ptny.org/canaltour, email eriecanaltour@ptny.org or call 518-434-1583.

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DOES YOUR HOMEOWNERS POLICY RESPOND TO POTENTIAL WINTER CLAIMS?

I don't know about you, but enough already with the cold temperatures! By the time you read this issue, your thoughts may be turning to the upcoming boating season as March is around the corner. But first we must deal with the harshest months of the year. Our main concern regarding our homes is the potential for fire loss. However there are many other components to a homeowners policy that may cover situations you are unaware of. Let's look at some potential winter claims that could occur and see if your policy will respond with a claim payment. For this article I am referring to the most typical New York homeowners insurance policy form also known as "Special Form". Your policy form may either be more enhanced or more basic, but these causes of loss will give you a general idea of what to expect should you experience any of these situations.

FROZEN PIPES - Hopefully you have done all you can to avoid this by leaving water trickling through faucets where pipes are connecting through an exterior wall. In your kitchen it is also a good idea to leave the cabinet doors open under your sink to allow warmer air in the room circulate around the pipes and warm the area, if there is an exterior wall there. (Be sure to remove cleaning products children and pets could get into.) If you do have a frozen pipe that bursts and causes water damage, your homeowners policy should pay for the resulting damage the water causes, but not the repair of the pipe itself. If there is too much water for you to safely clean up yourself, and/or can't get it to stop, call a restoration company to do this professionally. The homeowners policy conditions require you protect property from further damage, so most likely the insurance company will pick up this charge, if your claim is covered. Take photos before you do anything if possible, and if you do call a restoration service or plumbing contractor, save receipts for any necessary immediate repairs. Water entering your home at ground level is generally not covered such as what originates outside relating pipes under the street not on your property.

FIRE - If you have a supplementary heating source such as a wood or pellet stove or are using your fireplace, be sure a contractor has cleaned or checked it recently. Be sure it is safely vented. Do not dispose of embers that have any heat and certainly not anywhere near your home, garage or any other structures or vehicles. Make sure your flue is open when using a fireplace and closed when not in use to avoid loss of heat through the chimney. Don't leave unattended or on while you are sleeping. Even the newer "safe" electric heaters could experience an electrical malfunction or tip over, causing a fire. Be in the room when using these supplemental heating sources. Regarding your stove, this is not a safe supplemental heating source. Even if electric, using the burners or oven to warm your kitchen is not safe.

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ICE DAM - When it gets warmer and you have an accumulation of ice and or snow on your roof and your gutters, the water that results from the melting can back up through the gutters and or shingles causing damage to the interior ceilings, walls and maybe even your personal property inside. These claims can be extensive, so any preventative measures you or a contractor can perform to clear the roof and gutters can minimize this type of damage. I had this situation at my own home and the water traveled throughout the entire living room ceiling, causing water to leak through several areas.

LOSS OF POWER - Frozen pipes can result from



this, so if possible, purchase generators to avoid such a drop in temperature in your home. Most policies will not include coverage for the loss of the contents of your refrigerator and/or freezer (depending on what the cause of power loss is), but you may be able to buy this coverage with an endorsement. However, there will be a deductible which sometimes can be less than the deductible that applies to all other property losses to structure and personal property.

WIND - Your policy includes windstorm coverage, subject to your deductible. So roof shingles, siding, patio



furniture and other outdoor items will have coverage if damaged by wind or that a tree causes that falls due to wind. If the wind is classified as a hurricane by the National Weather Service then your policy might have different deductible for this. Typically when a policy has a separate hurricane/ wind deductible it is 2% of the coverage limit for the structure of your home, which can be thousands of dollars! Check your policy to see if you have this, and if so try to get a quote from another company that does not impose this separate deductible. Also note that although the policy pays for the damage the tree causes, there is usually a limit of \$500.00 or \$1,000.00 to have the tree removed. Some more “deluxe” policy forms, such as Chubb has, will pay “whatever is reasonable”, which could be considerably more than \$1,000.00 depending on the size of the tree. Replacement cost coverage usually applies for the repair of the structure, without depreciation for age, but “other structures” on the premises such as sheds, garages, fences, etc. have coverage on an



actual cash value basis, with depreciation for age taken into consideration. Some more deluxe policies cover the “other structures” the same as your home, on a replacement cost basis.

PUFF BACK - Your furnace may malfunction causing soot to be released into the air. This uncontrolled explosion can damage painted walls, carpets, rugs, furniture and get into your closets ruining clothing and other personal property. These claims can be thousands of dollars also. Have a contractor regularly check your system, particularly if it is old to hopefully avoid this situation. Your policy should respond to this type of claim, subject to your deductible.

SLIP AND FALL - Your policy includes bodily injury liability insurance. What is your limit? Not only are you responsible for your piece of property you own, but most likely your village, town or city requires you keep the sidewalks clear of snow and ice. Apply salt to minimize ice, which can form long after a snowstorm through melting during the day and refreezing at night.



Hopefully the end will be near of this winter and we will be preparing, (at least mentally) for spring and the start of the 2018 boating season. In this extreme cold even winter sporting activities are hampered. I have discovered only one benefit to the below zero temperatures during the day. You can keep frozen food in your car for hours with no defrosting. If anyone else can come up with any other benefits, let me know! At Karas Insurance Agencies Inc. we have licensed insurance brokers with many years experience to answer your questions and provide no obligation quotes and coverage comparisons. We are a third generation independent insurance agency in business since 1973, representing many companies. Stuck inside? Dig out your policies and give us a call! In just a few minutes we can ask you the rating information questions we need to prepare a quote the same day for your for personal or commercial insurance. Or you can email me at cathykaras@karasinsurance.com.

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

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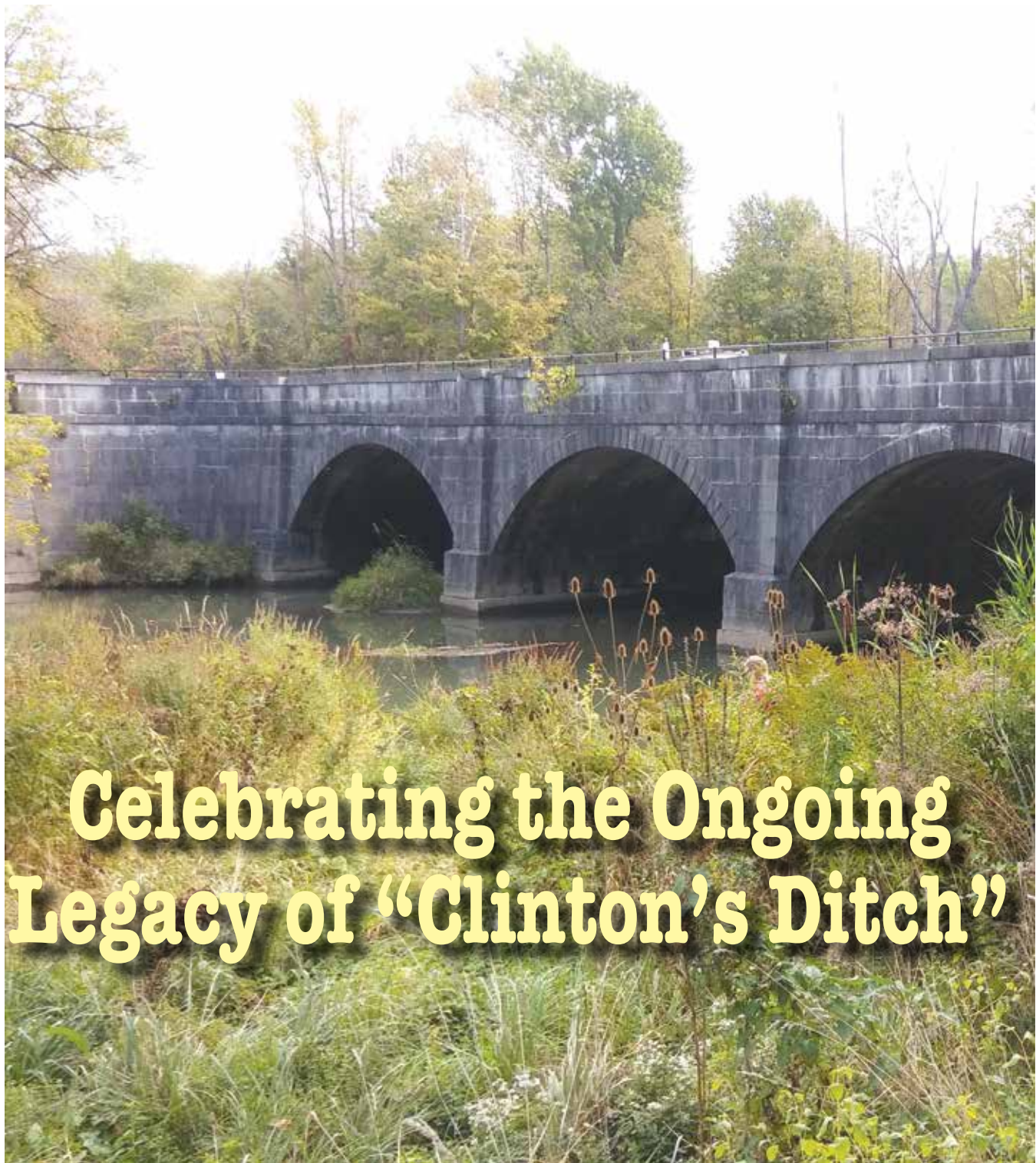
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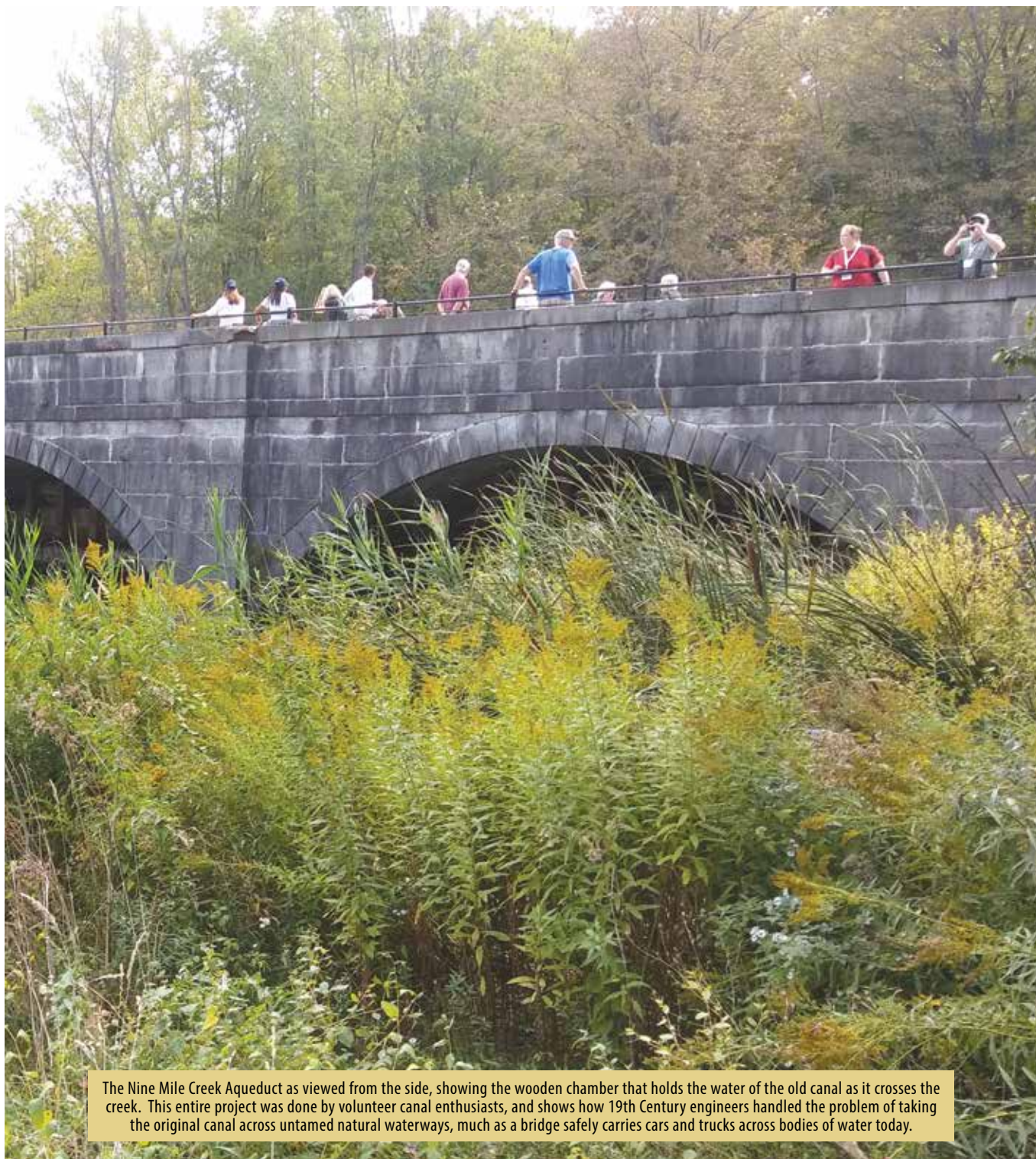


Celebrating the Ongoing Legacy of “Clinton’s Ditch”

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

Imagine the foresight, planning and actual construction of a water-filled ditch from Albany to Buffalo in the years after the American Revolution, 40 feet wide, 4 foot deep, when such an idea was incomprehensible to most citizens of New York State. This is the canal, envisioned by New York Governor DeWitt Clinton, that was still under construction 200 years ago this year. The waterway was hand dug by many immigrants from foreign lands, some of whom died in construction accidents and are even buried within its banks. They worked under terrible conditions by today’s standards, yet when the Erie Canal, Champlain Canal and other man-made waterways





The Nine Mile Creek Aqueduct as viewed from the side, showing the wooden chamber that holds the water of the old canal as it crosses the creek. This entire project was done by volunteer canal enthusiasts, and shows how 19th Century engineers handled the problem of taking the original canal across untamed natural waterways, much as a bridge safely carries cars and trucks across bodies of water today.

throughout the state were complete, transportation of people, products and raw materials was far speedier and more efficient than ever before, truly making New York the Empire State for the past two centuries.

In late September 2017, the World Canals Conference came to Syracuse, NY with nearly five days of seminars, information sessions, exciting field trips and some big news regarding the future of our venerable canal system. It was a fitting location for this worldwide celebration of

inland waterway travel, coinciding with the 200th anniversary (1817-2017) of the start of construction of the original Erie Canal. Held at the historic Hotel Syracuse (now called the Marriott Syracuse Downtown), the conference organizers arranged for an ambitious tour schedule that really amounted to an in-depth mini-course on the history of the Erie Canal, its various iterations (1820s, 1840s, 1880s, and 1910s) and the many innovations utilized by 19th and early 20th Century designers to create what is still one of the world's most marvelous waterborne inland



This historic lock in Port Byron is accessible right off the New York State Thruway, a first-of-its-kind exhibit in the state. Motorists can stop, enjoy the visitors center and canal exhibits, and then conveniently re-enter I-90, all without passing through any toll booths.

Visitors of all ages enjoy canalside festivals. Here is the view alongside the Waterford harborfront during an event.



transportation systems. Hudson Valley residents and boaters are close to an amazingly complex and interesting system which is often overlooked on canal journeys – if you take the time to plan and explore it!

Central New York is home to a large section of unused, “enlarged” Erie Canal that was bypassed when the Barge Canal was built, and so there are many structures still standing that have been preserved either as artifacts or in some cases restored to demonstrate their functionality. The Erie Canal Museum in Syracuse, for example, was once located on the Canal but now is several miles south of the current waterway. A preserved drydock and other buildings in Canastota or the amazingly well-maintained (and working!!!) aqueduct in Camillus are must-sees, well worth a taxi ride from the closest Erie Canal Lock or park. Statewide, there are preserved structures close to the New York State Thruway (such as the rest area in Montgomery County or Historic Lock 52 in Port Byron) and along the Canal (Historic Lock 19 in Vischer Ferry, Historic Locks 21/22 at the Schenectady Yacht Club, or the flights of old locks in Waterford and Lockport, the preserved factory in Seneca Falls destined to become the National Women’s Hall of Fame or aqueducts such as the



A typical scene on the Erie Canal? Hardly, as these boats are tied up atop the only working aqueduct left in the entire canal system, part of an historical exhibit at the Nine Mile Creek Aqueduct in Camillus, NY.



The paddle wheeler “Caldwell Belle” is indicative of the type of interesting tour boats available to canal visitors. Normally based in Schuylerville near Lock C-5, the “Belle” and her companion, the “Mohawk Maiden”, will be mainstays at Waterford events in May, July and September. Visit www.mohawkmaidencruises.com for more information.



Captured in this photo are many of the things you will see at the Waterford Canal Festival on May 19: canal barge replicas, mules, local information, food, kayaks, history, heritage and of course, the water. The Chamber of Southern Saratoga County will be hosting the Canal Festival in partnership with the Village of Waterford. Both Chamber and Village are proud supporters of the Town of Waterford's Steamboat Meet (July) and Tugboat Roundup (September).



Ed Riley, the developer who saved the historic Hotel Syracuse, shares his insight during a presentation at the World Canals Conference in late September. Note the ornate, beautiful decorations in the elegant ballroom, located on the 10th floor of the new Marriott Syracuse Downtown.



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ones in western NY or at Rexford near Lock 7).

The Canal changed a lot over the years, being widened in the 1840s, having locks enlarged in the 1880s, and finally being completely replaced by the "modern" Barge Canal (now the New York State Canal System) in 1918. Scheduled in 2018 are commemorative events, ceremonies and initiatives which will provide educational, historical and fun experiences for boaters and landlubbers alike. These activities will

feature tourism, industry and other pursuits (see the Corning Glass Barge story in this issue for example) by utilizing chambers of commerce, state, regional and county tourism agencies as well as local groups to promote the Canal System locally, nationally and even to international visitors.



This empty lot in Syracuse's inner harbor exemplifies the results of lost industry in upstate New York. Onondaga Lake once was home to massive industrial complexes which are now gone. Once extremely polluted, the Lake has been restored ecologically and the adjacent land is now available for imaginative new projects

There are so many attractions – bike paths, museums, restaurants, even hotels, and of course the Locks themselves, a marvel of engineering even today. And there are lots of ways, even landlocked ones, to enjoy the journey. A good example of this is the "Cycle the Erie Canal Bike Tour", (www.ptny.org/cycle-the-erie-canal). In 2017 more than 650

The Great Upstate Boat Show March 2-4, 2018

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cyclists began the 400 mile journey on July 9 to pedal along the historic Erie Canalway Trail to Albany for the 19th annual event. The trail will be 100 percent complete in 2020.

Some other examples of canal events in 2018:

Waterford Canal Festival, at the Waterford Harbor Visitors Center, May 19, celebrating the opening of the canal season and the 100th year of the modern Barge Canal in style, with waterfront exhibits, great food, entertainment, a kids' fishing contest, working canal and tugboats, marine recreational activities, and more! For more information visit www.southernsarotoga.org.

Fairport Canal Days (www.fairportcanaldays.com) is celebrating 42 years as one of the premier juried art festivals in the Northeast, June 1-3. With artisans, food, canalside attractions and more in the heart of one of the most beautiful waterfront communities on the canal.

Waterford Steamboat Meet (www.town.waterford.ny.us) brings wood fired boilers and a fleet of steam powered vessels to the Waterford Harbor Visitors Center. Typically the first weekend in July.

Seneca Falls Canal Fest July 7-9, (www.senecafalls.com), featuring fireworks, rides, an aquacade, duck race, music, and more, this is a great community event held in the spot where the womens' rights movement was born and led to social reform in America, right alongside the water's edge!

Waterford Tugboat Roundup (www.tugboatroundup.com), at the Waterford Harbor Visitors Center, September 7-9, brings the largest collection of working commercial vessels to the canalside terminal near Lock 2, along with one of the best canalside festivals and an awesome display of fireworks known regionally as one of the best north of New York City.

Our canal system suffers from a perceived lack of relevance in today's world. It's easy to overlook the fact that not only are hundreds of millions of dollars in economic benefit generated annually from tourism along the canals, but when the non-tourism activities (commercial transportation, irrigation, water management, electric power generation, and even the commerce generated in former canal towns now served by the NY State Thruway) are considered the number rises into the billions.

Use the off season to your advantage and plan your next canal voyage! For more information please visit www.nycanals.com, www.southernsarotoga.org or stop by the Southern Sarotoga Information Center on the I-87 Northway between Exits 9 and 10 in Clifton Park.



Ohio Erie Canal in Independence, OH (Circa 1902)



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The old and the new – a Canadian pleasure boat begins its voyage through the Canal System above Lock E-2, passing the NYS Canal Corporation tug “Governor Cleveland”. Originally a steam-powered ice-breaking tug, the “Cleveland” with her diesel engine is a mainstay among the working fleet used to maintain our inland waterway.

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

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

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

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

There are two entry locations:

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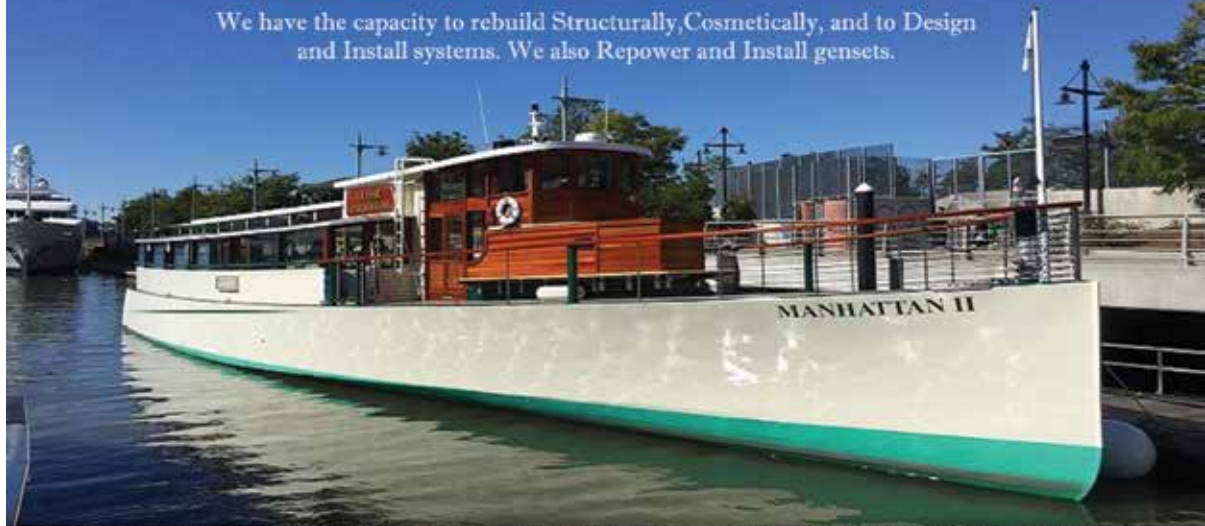
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by Dave Weakley



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

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Thank you all for reading Ask Dr Gel! We look forward to another year being helpful to our fellow boaters! Email us any questions you may have!

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As we plow through these winter cold, snow and icy days try to warm yourselves with thoughts of those hot lazy days of summer floating on your boat!

Will you be ready for 2018?

There are some benefits to the "off season"! It's the perfect time to have those repairs done that you've been wanting to do and be set for a new season. Repair facilities appreciate the early birds - shops are much happier to do the repairs without the pressure of spring rush!



Gunwale crushed by building collapse.

It's the perfect time to address; gelcoat color fade- gelcoat cracks-chips-scratches- spider cracks - airvoids - fiberglass fractures - osmotic blisters - transom repairs - stringer/engine mount repairs - dock rash-loose hardware.

Don't store it and forget it! If your boat is shrink wrapped and stored out in the elements check on it periodically. Make sure the shrink wrap is in tack and not torn. If there are tears and holes repair them. Keep snow and ice load off of it. I highly recommend a cover that goes to the bottom of the boat. Long term exposure to the sunlight can cause fading



even in the winter as well as have a effect on tires of the boat trailer it's on. Covering the boat entirely keeps the boat protected from wind damage, flying debris, hail/ice etc.

Is the boat stored in a "wanna be" make shift garage, barn, under old tress with big limbs, or under anywhere where snow and ice load can accumulate? Is the building sturdy? Roof/limb collapse can cause catastrophic boat damage. We have have repaired a lot of crushed gunwales, windshields, etc.

Winter's freeze takes a toll on a Mastercraft leading to a resurrection

During a harsh and cold winter a few years ago a 1997 Mastercraft Prostar 205 LTI boat was stored outside. In the early spring the owner discovered the wake board tower on it was damaged. The tower was designed to slide down into a pipe. The pipe filled with water and froze causing the tower to crack. The old tower needed to be removed and a new one replaced. Due to the age of the boat the original tower was no longer available and the old tower mounts would not line up with the new ones. The old holes had to be properly repaired and new holes drilled.

As I examined the boat further I discovered that parts of the boat

were painted. The boat was purchased from the Mid-west and was used as a tow boat for a water ski show team.

The previous owner had the deck and upper hull painted red to match the other tow boats on the team. Underneath all the red paint was the original color of the gelcoat; Oyster white, black, teal and grey.

In order to do the repair all the paint on the deck needed to be removed. The rub rail and insert had to be removed along with all the hardware including bow railings, stern grab handles and canvas snaps. I used Peel Away® Marine Safety Strip Paint Remover to strip the

paint. Peel Away is designed to remove anti fouling, epoxy barrier coat & other marine paints & varnishes without damage to the fiberglass.

After all the paint was removed the old tower holes were repaired with Mas epoxy resin and fiberglass materials for strong reinforcement. The numerous gashes and scratches that were revealed were ground out, filled with fiberglass fillers and sanded. The deck was sanded and prepped for new Oyster white gelcoat. After applying the gelcoat it was sanded, compounded sealer glazed and waxed.

As the restoration progressed the owner decided to restore below the rub rail as well. First



The look of the Mastercraft has been totally changed and looks like it just left the showroom.



all the old decals, stickers and striping had to be removed on the port, starboard and stern sides.

Peel Away was again used to strip off the red paint. Under the paint were many deep gashes and scratches especially on the starboard side. Areas along the forward keel had quite a lot of damage as well. All were repaired and the hull sanded. The owner decided he wanted to do two color gelcoats on the hull rather than the original four colors. Black and Oyster white were chosen. I followed the original design line of the former multiple colors under the rub rail and applied black gel. Below that I applied Oyster white gel. Both gels were sanded and compounded. New graphics were applied next and a new 1" silver stripe tape was added where the black and white gels met. The transition line came out so perfect we could have left off the stripe but the silver was a nice accent on the white and black. It also set off the new chrome "Mastercraft" decals. The hull was sealer glazed and then waxed.

"Food for thought"

This is a good time of year to review your boat insurance policy. Can you get a better rate? Worth doing some research! Our current insurance company matched a cheaper rate we found, a nice little saving! Many companies offer a "bundle" discount if they insure your auto, home and boat.

What kind of coverage do you have? A customer of ours paid on what he thought was 25K coverage for years, since his boat was new. When a snow loaded roof collapsed and damaged his boat he was told the boat was covered for Blue Book value of 8K. The repairs to the boat amounted to 13K. He was very upset and shocked as he assumed he was covered for 25K for years.

Best to repair those cracks asap!

Friends of mine bought a 42' pre-owned boat three years ago in Annapolis, MD and motored it up the coast to Albany, NY. Shortly after it arrived they asked me to look at a series of gelcoat cracks above and below a broken section of rub rail on the starboard

side just forward of mid ship. The previous owner damaged the boat when he got caught in a cross current and the boat drifted into a dock piling with enough force to crack the side of the boat and destroy part of the rub rail. The impact started a series of gelcoat cracks running parallel above the rub rail that grew like cracks in a windshield.

Three years ago the cracks were approximately 5' long and by this spring they grew to almost 12' in length.

I began to repair the boat by color restoring the undamaged gelcoat surrounding the cracks so the new gelcoat would blend with the old. Next I started grinding the cracked gelcoat surface using vacuum assisted equipment to eliminate dust and debris. The damage was severe and deep into the fiberglass laminate. The repair required laying up new fiberglass cloth with resin. With a plan in place I ground out the fiberglass deep enough to accommodate the new fiberglass cloth lay up material and enough room for the new gelcoat.

Multiple layers of fiberglass cloth and resin were applied to the 12' long ground out area. When the resin cured I sanded the amine blush off with a pneumatic board file using 40 grit paper on the entire area. Flexible fiber fillers were then applied and I sanded the surface again. The deck and hull had to be sanded strategically so it was straight, free of moguls and the body lines shaped back to original design and to accommodate a perfect fit for a new rub rail section.

The boat was then covered with plastic. The surface was prepped for new gelcoat and it was applied. The new gelcoat surface was coated with PVA (Polyvinyl alcohol, a water-soluble synthetic polymer essential for a good gelcoat cure) and left to dry overnight. After sanding and compounding the new gelcoat I installed a new section of rub rail and the work was complete.

It was clearly evident that once the fiberglass on this boat was breached the damage became worse over time. I suggest getting repairs done as soon as possible before the stress marks grow into a major reconstruction project.

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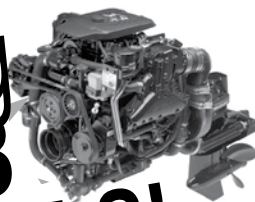
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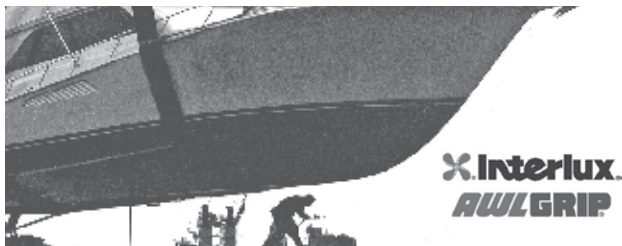


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Photo Credit: Debbie Sweet

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Contributing Editors and Writers

Pete Bardunias

Ralph Ferrusi

Lex Filipowski

Cathy Karas

John H. Pagliuca

Al Rudolf

Art Stahl

Jeff Sublett

Dave and Dee Weakley

Art Department

Design & Layout - Ed Radford

Advertisements - Rich Maffei

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Marylou Tortorello, Inc. Bookkeeping & Accounting Service
2 Depot Plaza, Bedford Hills, NY 10507

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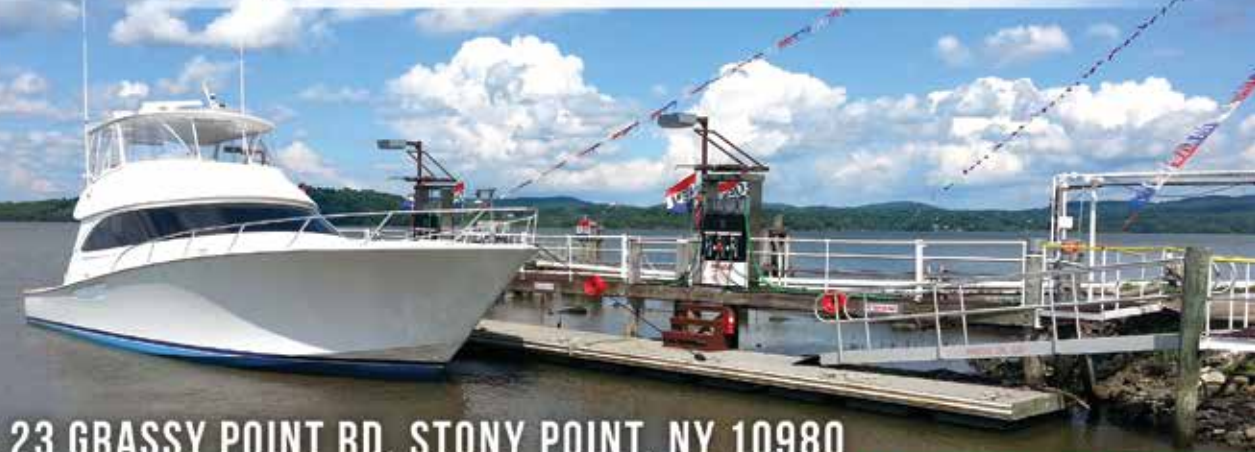
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