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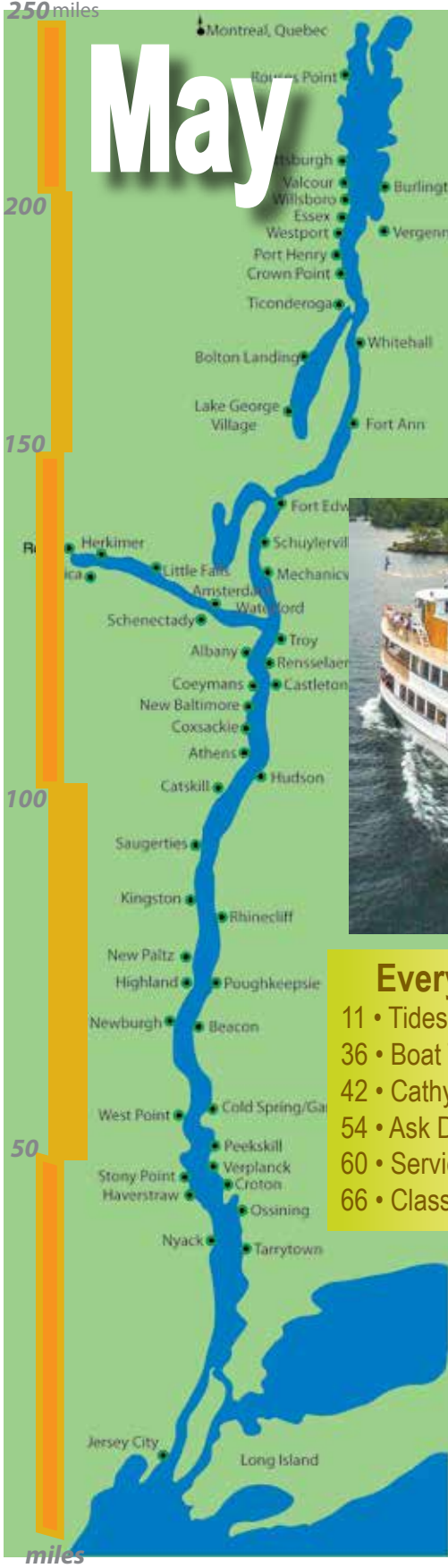
200

150

100

50

miles



2018



39



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Explore the Mighty Hudson River & Historic Erie Canal

If you are looking for a great weekend getaway or a mid-summer vacation, join friends and fellow boaters on a journey along the mighty Hudson River and historic Erie Canal.

Whether you are looking for nature, history and relaxation or adventure and excitement, plot your next course for *Donovan's Shady Harbor Marina* and *Mohawk Harbor Marina*.

Depending on your nautical speed, *Donovan's Shady Harbor Marina* is a perfect one-day trip from New York City for most power boaters (a bit longer for the sailors among you). Unwind by the pool or take a kayak ride along the protected shoreline and spend a night tied up to state-of-the-art docks; located along a pristine section of the Hudson River, just 13 miles south of Albany. Enjoy your favorite beverage and a bite to eat at the outdoor bar or on the deck at the *Boathouse Grille* restaurant on-site.



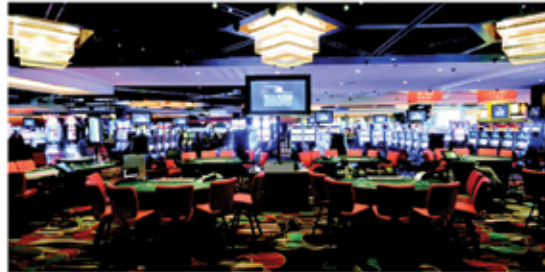
Adventure lovers can take a day trip by car to the nearby Catskill Mountains to get the adrenaline flowing with a visit to the water park or a zip line course.

Nature-lovers may enjoy osprey and bald eagle sightings from the wrap around deck at the restaurant. Or take an early morning hike along well-marked trails in the nature preserve just up the road.

When you're done exploring the upper Hudson Valley, cast your lines and travel north past the industrial port where the Tappan Zee Bridge was constructed in sections and shipped down the Hudson River by tug boats and barges. Continue North and enjoy a view of the Albany skyline with the State Capital and The Egg – the iconic performing arts venue to your port, and the city of Troy to your starboard side.

Journey through the Federal Lock in Troy; then turn to port before the Champlain Canal at Waterford, and enter the 200 year old Erie Canal. Piloting the Erie Canal, designated a National Historic Landmark and engineering marvel spanning 450 miles of navigation channels, is an opportunity every boater should experience.

Enter the Waterford Flight, comprised of a series of five locks over a 1-½ mile span and a lift of 169 feet to reach the Mohawk River. Travel through one more lock and meander along the river as the flats rise to 100' cliffs and back down again before you reach *Mohawk Harbor Marina* in Schenectady.



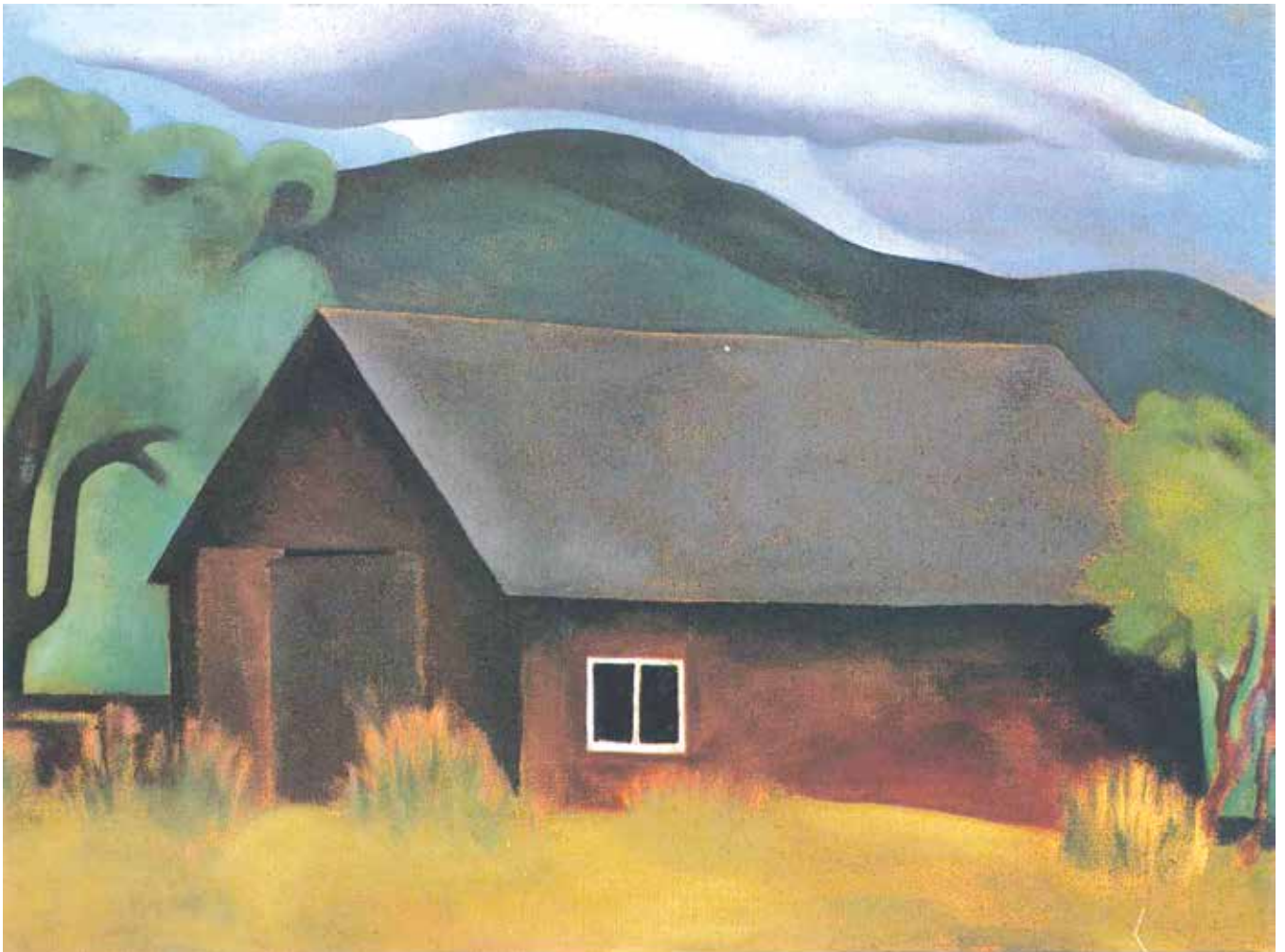
Slip into the newly constructed man-made *Mohawk Harbor* with controlling depths of 12 feet, and state-of-the-art docks for the night. Enjoy waterside dining at one of the many on-site restaurants, an exciting night of gaming at the newly opened *Rivers Casino and Resort*, or plan your visit around the summer events and entertainment on-site.

Explore the historic city of Schenectady by trolley, water taxi, bike share or kayak and discover the city that was known to “light and haul the world” for its two 19th century industrial powerhouses, General Electric and the American Locomotive Company, which is the site of the new *Mohawk Harbor*.

Take a day trip by car to Saratoga for world-class shopping, dining and the Saratoga Race Course, or venture north to Lake George and the Adirondack Mountains.

And when it's time to return to reality, cast off, and reverse your journey with a stop at *Donovan's Shady Harbor Marina* to relax for one more night, refuel and re-provision on your way back home.

Love on the Lake



by Merna Popper

It was 1924, the heart of the Roaring Twenties with social changes showing short skirts, women smoking, rampant sexual adventures, and huge shifts away from Victorian life in America, that young artist Georgia O'Keefe in her twenties fell in love with, and married Photographer Edward Steichen (in his fifties). It all happened on scenic Lake George, New York where they married, lived and loved a life of art, sex and style that is still legendary in this fast moving time of instant tweets and short memories.

Now, almost a century later, their Bohemian lifestyle, unusual sex life, and passionate love, is still remembered, talked about and is recorded in their daily love letters (sometimes 40 a-day). Articles and books written about the famous couple continue to fascinate curious people in and out of the art world.

The electric romance of artist Georgia O'Keefe and Photographer Edward Steichen still has vitality, still sizzles in the wake of their 'hot' love stories, and still thought to be exotic by boaters and vacationers who come to explore life and love secrets on peaceful Lake George.

The great love legend survived from romantic Adirondack lake George to New Mexico where O'Keefe settled after Steichen snapped his last photograph on the lake and died.

The hot romance, love affair, marriage, letters, Steichen (the Rogue) and his Manage-a-Trois with O'Keefe and Dorothy Norman, the other young woman, is like "opening the door of your parent's bedroom" O'Keefe described being at their home on the lake.

Their love letters are reported to have bordered on pornography and O'Keefe's flower paintings were, by the artist's own in those nearly pornographic letters, her own image of the folds in her private body parts.

Remarkably, all the great Steiglitz wanted to do was to photograph those private parts--and the artist's beautiful hands he adored and admired.

Theirs was a complicated relationship and psychiatrically speaking, even in the time of Freud, Steiglitz was paternal in the boudoir, using pet names for O'Keefe's private parts,

My Shanty, Lake George is a 1922 painting by Georgia O'Keefe. From 1918 to 1934, Georgia O'Keefe spent part of the year at Alfred Stieglitz's family estate in Lake George. The depicted shanty was O'Keefe's studio, which was painted in subdued tones in response to criticism from Stieglitz' circle—Arthur Dove, John Marin, Charles Demuth, Marsden Hartley, and Paul Strand. O'Keefe said of the painting: "The clean, clear colors were in my head, but one day as I looked at the brown burned wood of the Shanty I thought, "I can paint one of those dismal-colored paintings like the men. I think just for fun I will try—all low-toned and dreary with the tree beside the door." My Shanty was the first painting by O'Keefe purchased by the Duncan Phillips.



How Deep is Your Love?

"Art also acted as a powerful aphrodisiac"

and outside the bedroom, she was the dominant nurturer.

Although O'Keefe had studied at The Art Student's League in Manhattan, Stieglitz launched her art career with an exhibition of her art, including Lake George paintings she made during the summers when they fled the city and took up residence on the lake.

O'Keefe took up residence in a separate lake cottage where she was able to find solitude and work. Stieglitz watched over her adoringly

And together they built their lasting Adirondack life, love and legend. The simple gentle life on Lake George still reverberates with the historic passion and artistry these great lovers left as their legacy to the lake and to Love.

PS A couple I met who vacation every summer on Lake George, said they take their small rowboat out on the lake at sunset in search of the O'Keefe-Stieglitz "love vibe" they still sense beneath the lake's tranquil surface "even after all these years".

The Hyde Collection, in association with the Georgia O’Keeffe Museum, organized a first-of-its-kind exhibition that examines the extraordinary body of work created by O’Keeffe of and at Lake George.

Between 1918 and 1934, Georgia O’Keeffe (1887-1986) lived for part of each year at Alfred Stieglitz’s (1864-1946) family estate on Lake George, the popular resort destination in the Adirondacks of New York. The 36-acre property was situated just north of Lake George Village along the western shoreline. It served as a rural retreat for the artist, providing the basic materials for her art and a distinct spirit of place that was essential to O’Keeffe’s modern approach to the natural world. During this highly productive decade, O’Keeffe created more than 200 paintings on canvas and paper in addition to sketches and pastels, making her Lake George years among the most prolific and transformative of her seven-decade career. This period also coincided with her first critical success and emergence as a professional artist; yet, Lake George is often portrayed as an annoyance from which she tried to escape.

“In later years, O’Keeffe herself and various writers described the Lake George years as a period of frustration,” according to Dr. Cody Hartley, director of curatorial affairs at the O’Keeffe Museum. “There is this sense that she felt constantly harassed by the overbearing Stieglitz family and found the landscape cloying, as if it was too overgrown to offer creative inspiration.” The exhibition and accompanying catalogue provides an important corrective. “In looking closely at her art and correspondence from the Lake George years, it becomes clear just how richly inspiring she found the region. Her deep awareness of the natural world, be it a landscape or a botanical subject, is as much indebted to her time at Lake George as anywhere.”

In 1923, for example, O’Keeffe enthusiastically wrote to her friend Sherwood Anderson, “I wish you could see the place here – there is something so perfect about the mountains and the lake and the trees –

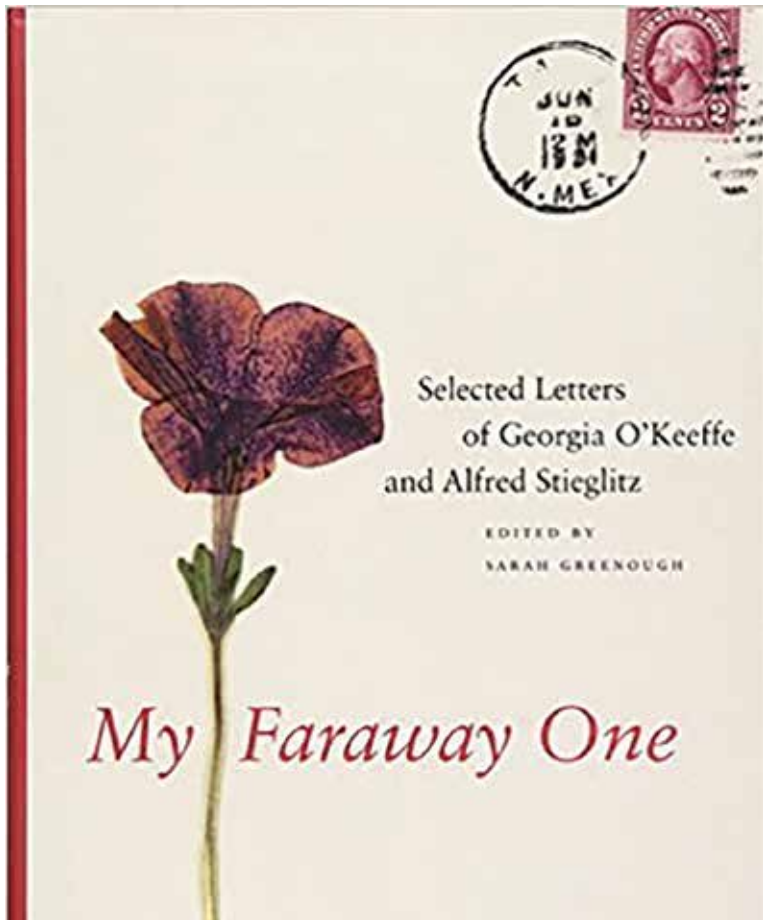
lovely – and when the household is in good running order – and I feel free to work it is very nice.”

The exhibition explores the full range of O’Keeffe’s work inspired by Lake George, from magnified botanical compositions of the flowers and vegetables that she grew in her garden, to a group of remarkable still lifes of the apples and pears that she picked on the property. O’Keeffe became fascinated with the variety of trees—cedars, maples, poplars, and birches—that grew in abundance at Lake George, and they were the subject of at least 25 compositions. Telescopic views of a single leaf or pairs of overlapping leaves were another recurring motif during O’Keeffe’s Lake George years, resulting in some 29 canvases. Architectural subjects, including paintings of the weathered barns and buildings on the Stieglitz property that blend the descriptive and the abstract, emerged as a theme, as did a number of panoramic landscape paintings and bold, color-filled abstractions that often visually related to the subjects she was working on at the time. Landscape views of the lake and surrounding hills, throughout the seasons and in a variety of conditions were also a recurring subject. All of these themes will be explored through a selection of approximately 55 works gathered from public and private collections.

O’Keeffe painted throughout the summer and fall at Lake George and transported canvases back to her New York studio for completion and exhibition in the spring. Based in Glens Falls, New York, just a short distance from Lake George and the location of the Stieglitz property, the Hyde Collection brings a rich understanding of the region and its historical context. As Erin B. Coe, chief curator of the Hyde Collection, observes, “Modern Nature offers an unprecedented opportunity to intimately connect the works to the environment that conditions that inspiration.”

Modern Nature: Georgia O’Keeffe and Lake George was organized by the Hyde Collection, in association with the Georgia O’Keeffe Museum.





"I love Georgia O'Keeffe and it is great to hear her history in her own words. It is a great way to not only know more about their extraordinary lives and works but of the whole era, which from so many years later looks so more authentic and worthy than these times where people look for financial success as the ONLY reason to live and work." The cover is beautifully done and it feels like it weighs as much as an encyclopedia! My daughter asked for this book and she simply LOVES this book. She has not put it down since I gave it to her on Christmas. The other day she just informed me that evidently this book is the first of a series and that the story continues or will continue. Looks like I better do my research and find the book that comes after this one"



In and About the Adirondacks

We are fortunate to have an abundance of boat rental services in the Adirondack mountains lakes such as Lake George an Schroon Lake that allows people, new to boating, to have an experience without actually owning the boat!

These boat rental agencies are usually part of a much larger business that includes boat sales, service, an supporting ships store. It also includes marine engines, both inboard an outboard. For those of you that love fishing many rental agencies supply small Aluminum boats as well as the bait an tackle to go with this wonderful sport.

Further many of these dealers provide sailboats for rent as well. These boat dealers/rental agencies have been in business for

many years and have the experience to inform an provide an overview of the boat you are renting, (usually a safety video is included).

Most of the boat rentals are in the 18 to 26 foot size, and are just about the safest boats any new, non boater, can rent. The dealers boats are mostly new or a year or two old.

A word to the wise, weekends on any of the Adirondack Lakes is usually Jammed up rental desks, filled parking lots an an people impatient to get going.

The way to get into renting a boat is to go up during the week, making an appointment first, an looking at the various boats available for rent. Much of this can be done on line.

by John H Vargo,
Publisher

Most of the boat rentals are in the 18 to 26 foot size, and are just about the safest boats any new, non boater, can rent.

Schroon Lake Marina is located at 31 Marina Road in Schroon Lake, New York, right in the heart of Adirondack Park. We are a little south of Schroon Falls and just north of the Pharaoh Lake Wilderness Area on Route 9. Lake George is southeast of us, and Vanderwhacker Mountain Wild Forest is to our northwest. The marina is accessible from Adirondack Northway (Interstate 87). Call 518 532 7884
Email: info@schroonlakemarina.com



Rent a Boat!

BoatUS Spring Commissioning Checklist

With boatyards, backyards, marinas, and clubs now coming to life, spring commissioning time has arrived. Boat Owners Association of The United States (BoatUS) has a Spring Commissioning Checklist to help boaters start the season right:

Before You Launch:

1. Hose clamps should be inspected and replaced as necessary. Double clamp below-waterline connections, including all hose and fuel lines with marine-rated stainless hose clamps and keeping seacocks closed when you are away are wise moves.
 2. Inspect cooling hoses for stiffness, rot, leaks and cracking. Make sure they fit snugly.
 3. Replace deteriorated sacrificial anodes.
 4. Inspect prop(s) for dings, pitting and distortion. Make sure cotter pins are secure. Grip the prop and try moving the shaft – if it's loose, the outless bearing (on inboard drive systems) may need to be replaced.
 5. Check the rudderstock to ensure it hasn't been bent.
 6. Inspect the hull for blisters, distortions and stress cracks.
 7. Make sure your engine intake sea strainer is not cracked or bent from ice, free of corrosion, and is clean and properly secured.
 8. With inboards, check the engine shaft and rudder stuffing boxes for looseness. A stuffing box should only leak when the prop shaft is turning and needs to be inspected routinely.
 9. Inspect and lubricate seacocks.
 10. Use a garden hose to check for deck leaks at ports and hatches. Renew caulk or gaskets as necessary.
 11. Inspect bilge pump and float switch to make sure they're working properly.
 12. Check stove and remote tanks for loose fittings and leaking hoses.
 13. Inspect dock and anchor lines for chafing.
 14. If equipped, ensure that the stern drain plug is installed.
 15. After the boat is launched, be sure to check all thru-hulls for leaks.
- ### Engine Outdrives and Outboards:

1. Inspect rubber outdrive bellows for cracked, dried and/or deteriorated spots (look especially in the folds) and replace if suspect.
 2. Check power steering and power trim oil levels.
 3. Replace anodes that are more than half worn away.
 4. Inspect outer jacket of control cables. Cracks or swelling indicate corrosion and mean that the cable must be replaced.
- ### Engines and Fuel Systems:

1. Inspect fuel lines, including fill and vent hoses, for softness, brittleness or cracking. Check all joints for leaks, and make sure all lines are well supported with noncombustible clips or straps with smooth edges.
 2. Inspect fuel tanks, fuel pumps and filters for leaks. Ensure portable tanks and lines are completely drained of stale fuel before filling with new fuel. Clamps should be snug and free of rust. Clean or replace fuel filters.
 3. Every few years, remove and inspect exhaust manifolds for corrosion.
 4. Charge battery. Clean and tighten electrical connections, especially both ends of battery cables. Wire-brush battery terminals and fill cells with distilled water (if applicable).
 5. Inspect bilge blower hose for leaks.
- ### Sailboat Rigging:

1. Inspect swage fittings for cracks and heavy rust (some discoloration is acceptable). Inspect wire halyards and running backstays for "fishhooks" and rust.
 2. Remove tape on turnbuckles and lubricate threads, preferably with Teflon. Replace old tape with fresh tape.
 3. If you suspect the core around a chainplate is damp, remove the chainplate to inspect and make repairs.
- ### Trailers:

1. Inspect tire treads and sidewalls for cracks or lack of tread and replace as necessary. Check air pressure – don't forget the spare.
 2. Inspect wheel bearings and repack as necessary.
 3. Test all lights and winch to make sure they're working properly. Inspect hitch chains.
 4. Inspect trailer frame for rust. Sand and paint to prevent further deterioration.
 5. Inspect brakes and brake fluid reservoir.
- ### Safety:

1. Check expiration dates on flares. Inspect fire extinguishers. Replace if over 12 years old. Over 40 million Kidde extinguishers with plastic handles were recalled on Nov. 2, 2017.
2. Make sure you have properly sized and wearable life jackets in good condition for each passenger, including kids. Check inflatable life jacket cylinders.
3. Test smoke, carbon monoxide, fume and bilge alarms.
4. Check running lights and spare bulb inventory.
5. Update paper charts, chart plotter software.
6. Replenish first aid kit items that may have been used last season.
7. Be sure to get a free vessel safety

check from the US Coast Guard Auxiliary or US Power Squadrons. Find out more at SafetySeal.net.

For the Dock:

1. Check both ends of the shore power cable connections for burns, which indicate the cable and/or boat's shore power inlet or the dock's receptacle must be replaced.
2. Test ground-fault protection on your boat and private dock, and know how to prevent Electric Shock Drowning.

The Paperwork:

1. Make sure your boat registration is up to date. Don't forget your trailer tags.
 2. Review your boat insurance policy and update coverage if needed. Provide a copy to your marina or club.
 3. If applicable, ensure your BoatUS Towing Membership is in good standing. Log in to BoatUS.com/Account to check your membership status or join at BoatUS.com.
- A downloadable PDF version of this Spring Commissioning Checklist is available at: www.BoatUS.com/spring-boat-commissioning-checklist.



Come to the Canal Festival and Join In a Centennial Celebration!



A “Wiggly” Gift Awaits Kids In The Fishing Contest!

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

Thanks to the Wiggly Worm Bait Supply (886 Route 80, Ballston Lake, NY 12019, (618) 399-4524, www.wigglywormbaitsupply.com), every child who participates in the Fishing Contest (sponsored by the volunteers of the Hudson River Fishermen’s Association) at the 2018 Waterford Canal Festival Centennial Celebration will receive a \$10 gift certificate for anything sold in their store. This is another great reason to spend Saturday, May 19 at Waterford Harbor (from 10-6) and take part in the fun! Remember if you’re in the area...when you think fishing, think Wiggly Worm - a family run business since 1932.

Standing in front of the massive structure of Erie Canal Lock 2, it’s hard to believe that this venerable engineering marvel is now one century old. Even after 100 years the locks and other operating structures of the Erie Canal are amazing to contemplate, and fun (though often challenging!) to traverse by boat. Simply put, there is nothing quite like it in the entire world.

The Chamber of Southern Saratoga County (CSSC) is proud to be presenting the Centennial Celebration of the Waterford Canal Festival on Saturday, May 19, from 10AM to 4PM, on behalf of co-presenter the Village of Waterford, continuing the centuries-long revolution of marine transportation on New York State’s inland waterways.

This year’s Festival is a can’t-miss event, with nautical exhibits along its entire 2000 foot promenade, at least 10 restaurants serving great food, interesting vendors, arts, crafts and farm markets, cars, trucks, boats and even swimming pools for sale, and a free shuttle through Lock E-2 to the “top” of the Festival (yes, uphill, that’s what locks are for!) sponsored by Hullspeed.us/Greenfield Manufacturing and piloted by local captains. Essentially we are the only canalside festival with a “ski lift!”

Captain Mike Kiley of Extreme Hydro Flight, LLC will be demonstrating their jet propulsion waterflight skills, a kid’s fishing contest will be sponsored by Boating on the Hudson and the Hudson River Fishermen’s Association, a race car will be displayed by JGS Recycling/Capital Dumpsters and a kids’ Bounce House will be sponsored by Price Chopper/Market 32.

Tie-up space will be at a premium along the Waterford wall during the Festival, in part due to the presence of many Great Loop travelers from all over America just getting their start for the season. There are excellent marinas and boat clubs nearby so please check them out. A really great choice is right up the Hudson a mile or so – Lock One Marina And Shipyard (www.lockonemarinaandshipyard.com) (518) 238-1321 where owners Larry and Steve Ascenzi will be happy to cater to your transient boater needs.

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



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

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

Don't just shop, BUY!

SPUD BARGES AND LAUNCH OPERATORS

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

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

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

Call or email John H. Vargo, Publisher
845 401 2699
email vargojhvargo@aol.com

Coeymans Landing Marina has been sold. The former owners are set to start retirement!

It is with mixed emotions that we write to inform all of our customers and friends that we have sold Coeymans Landing Marina and are retiring.

We are delighted to inform you that The Carver Laraway Group has purchased the marina. You can expect major changes at the marina and Hedy and I know we have placed the marina in good hands.

There are so many people to thank but I know where to start, Eric Allen joined the marina staff nearly 20 year ago and has played a major part in the success of the business. I can't begin to tell you of the influence he has had over the operation.

We would like to thank our long-time partners: Coeymans Landing Marine Services, owned and operated by Jim Costello and Carl Senter. Thank you my friends we have been thru a lot together.

Thank you to Marc and Lori Yanni and the Yanni's Too staff for operating the best restaurant in the area - maybe the state!

A huge thank you to all of our customers. Without you we would not have been able to succeed all of these years. Thanks to all who have just jumped in to lend a helping hand in hard times. You all know who you are.

We would like to thank the community of Coeymans and Ravena. You welcomed us into your community and supported us for over 25 years.

And last, but certainly not least, thanks to our long list of family and friends, I can't list your names for fear of forgetting even one. You have always been there for us and there is just no way we can repay you. Thank you from the bottom of our hearts.

Great news! Eric is staying on as yard Foreman and Kim will be there to greet you in the ship's store and take care of boat sales and brokerage needs.

It is with much appreciation we wish you all;

"Fair wind and following seas."

Hedy and Carl Allen

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Locally Owned & Operated by Jim Costello & Carl Senter

P-51



photo © Wayne E. Mason

“Sweet and Lovely” by Ralph J. Ferrusi



I e-mailed my “P-51-nut” friend Wayne out in Indiana (or someplace) my Tondelayo!!! article in the February/March Boating on the Hudson and Beyond, and he responded that he was a “Nose Art” nut, and attached the photo of the P-51 “Sweet and Lovely”, with its human “Sweet and Lovely”, accompanying this article.

Wayne noted the photo was taken September 28, 2007 at the Gathering of Mustangs & Legends held in Columbus, Ohio at Rickenbacker Air Force Base, and there were, astonishingly, 77 Mustangs in attendance, “plus many other war birds”.

I’m familiar with a lot of Mustangs, having seen them at air shows, sat in them, seen pictures of them, or read about them. “Moonbeam McSWINE”, “ALABAMA RAMMER JAMMER”, “JERSEY JERK”, “Ferocious Frankie”, “Fragile but Agile”, “Toulouse Nuts”, Captain Don Gentile’s “Shangri-La”, Major “Ratsy” Preddie’s “CRIPES A MIGHTY”, Captain “Kit” Carson’s “Nooky Booky IV” come to mind, but I’d never heard of the “Sweet and Lovely”.

First things first, I Googled “MustangsMustangs”, and, lo and behold, quickly discovered the “Sweet and Lovely”, with a brief description of its history, and about 50 photos. Next

I Googled “P-51 Sweet and Lovely” and came up with mega-tons of info about the current “Sweet and Lovely” and the “real” “Sweet and Lovely” of the 487th Fighter Squadron, 352nd Fighter Group, the “Blue Nosed Bastards From Bodney”, “Ratsy” Preddie’s outfit (I had suspected the “Sweet and Lovely” was from the 352nd from what I could see of its blue nose).

Next, just out of curiosity, I Googled “How many P-51 Mustangs are still flying”. Hang onto your hats, there are droves of P-51A’s, B’s, C’s, and H’s, but mostly P-51D’s and K’s, “Airworthy, On Display, or Under Restoration” in (besides the USA) Australia, Canada, China, the Czech Republic, Dominican Republic, France, Germany, Indonesia, Israel, Italy, Mexico, the Netherlands, New Zealand, the Philippines, South Korea, Sweden, Switzerland, South Africa, Turkey, the United Kingdom, and Venezuela!!!! It would take years to go through all this info to come up with numbers summarizing it, so let’s just summarize the “Sweet and Lovely’s” current and real histories:

N451D, P-51D-25-NA 44-73279 was built at North American Aviation, Inglewood, California in 1944, and was acquired as a “collection of parts” by Bob Baker in 2000. Baker devoted 7000-8000 hours over a four-year period to restoring this P-51 to the “Sweet and Lovely”: he wanted a paint scheme that hadn’t been done before, and wanted it to be of a plane whose pilot was still alive at the time, so he could introduce it to him, and, maybe take him for a ride!

He ultimately contacted Lieutenant Cuthbert A. “Bill” Patillo (who shot down an ME-262) of the 487th Fighter Squadron, 352nd Fighter Group: the “Blue Nosed Bastards of Bodney”. Patillo’s P-51K Mustang was the “Sweet and Lovely”...

In the 2007 Gathering of Mustangs and Legends Bill was reunited with Baker’s P-51 restored in the “Sweet and Lovely” colors, and signed his name on the rudder. Bill later flew with the USAF Thunderbirds. Baker ultimately acquired another P-51 and restored it in the “Little Rebel” colors of Bill’s twin brother Buck, who flew in the 486th Fighter Squadron, 352nd Fighter Group!!!

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



The Beauty of an Ageless, Timeless Business!

by John H. Vargo, Publisher

**For 65 years
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hamburger, fish
dinner or a
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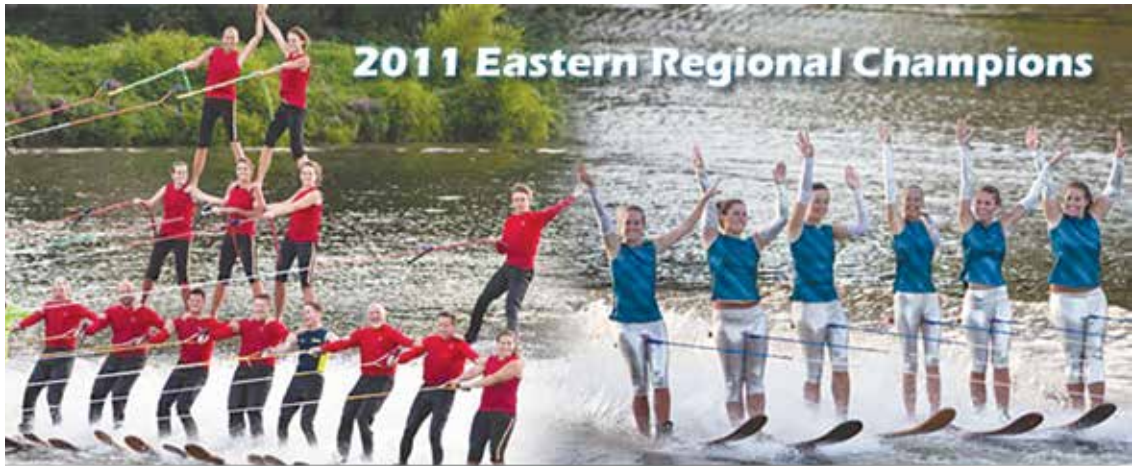
Fantastic crowd at "Jumpin Jacks"

Generations of people have grown up, built their own businesses, or worked for GE and other companies in the area. You can always count on "Jumpin Jacks" to be there.

Along with Jumpin Jacks is the US Water Ski School, which operates on the Mohawk River not 100 feet from the back door of "Jumpin Jacks". The two entities, in combination make fond memories that many folks keep safely tucked away in their heads.

One of those individuals is Dave Hyde of Hyde's Marine, located in Blue Barns, NY. Dave has been in business selling boats and motors to local customers all his life.

The Schenectady Yacht Club and Jumpin Jacks are synonymous with Dave's entire life. He can recall having a 3hp outboard on a twelve-foot boat at the Schenectady Yacht Club where his parents were members, and going down the river to visit "Jumpin Jacks" for a hot dog!



One of the many crews over the years.

Hard to believe but many, many folks remember days like this at "Jumpin Jacks"

This business has been a strong supporter of the U.S. Water Ski Show Team for years. Nothing much has changed; the water ski school still operates there.

The first fundraiser of the season is the 12th annual flower sale that raises money for the US Water Ski School to be able to operate.

Thanks for the memories!

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=== Minne Ha Ha ===

During the 1950s and 60s the Mohican and the Ticonderoga only seemed to have long trips. It then became obvious that there was a need for a boat that would run short, 1 hour long trips, that would be more accommodating for increasingly busy families with lots of children. The decision to build the Minne was made.

Originally the Minne was planned to be a side-wheel steamship, instead of the stern-wheel steamship she is today. But she would have appeared too wide when compared with its short length. So the decision was made to make her a stern-wheel steamship, like all the steamships of the south.

The ship was designed by H.M. Tiedemann Company in NYC. Construction began at our shipyard in Baldwin (few miles south of Ticonderoga) on October 2, 1968. The hull was completed on December 6th of that year. She was then towed down to the steel pier in Lake George by the Mohican where she was completed during the duration of that winter at a cost of \$270,000. The Frederick H. Semple Manufacturing Company in St. Louis, Missouri designed and built her steam engines (which produce a tad under 200 horsepower from 6,000 pounds of steam per hour).

The Captain on the Minne has no direct control over the speed that the Minne is traveling at or if she is to go in forward or reverse. The captain relays these commands down to the engineer in the engine room through a series of bell rings.

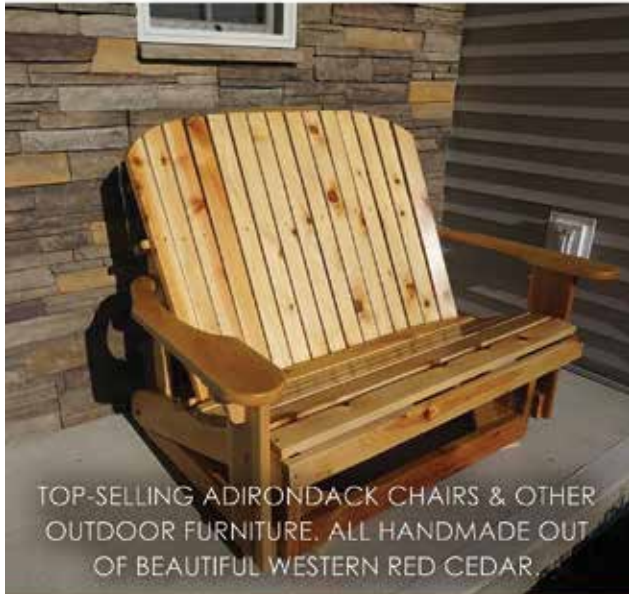
At the time she measured 103 feet long and 30 feet wide. She weighed a mere 200 tons and drafted only 3.5 feet of water. Of course her bow design didn't allow for much speed and she could only hit a max of 7mph.

She was christened on July 30, 1969 and given the name "Minne Ha Ha" which means "Laughing Waters" in the local Native American language. 2 days later the Minne began her daily schedule of 1-hour long trips.

The Boat ran so successfully throughout her first 30 years of service that the design was made that she was to be lengthened and modified to not only be able to accommodate more passengers, but to also be more accommodating to the passengers riding her. In the winter of 1998-1999 she was brought up on our drydock and then cut in half, and then had a section of 34 feet added to her midships. This would bring her total length to 137 feet and bring her to weigh 250 tons. Also added was a handicapped elevator, improved snack bars and gift shops, and an emergency diesel propeller (added under her paddlewheel) which could be engaged and used whenever she lost steam power (which has happened and left her stranded numerous times during her 43 year long career).

And she still sails on today, providing entertainment for both the kids and parents riding her as well as the kids and parents watching from the shore. She has provided joy to so many people who have ridden aboard her over the last 43 years, we hope that she will stick around for another 43.

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GRANDPA CARL'S KIDS COLUMN by Carl Brugger

This fourth part of helping kids get into fishing deals exclusively with the concept of TIME. This precious commodity is a priceless item that once lost or wasted can never be regained. That, despite the science fiction portrayals to the contrary, is what makes us dream of going back in time to get to redo past mistakes. Sorry, we get just one shot to make it right, such as engendering a love for fishing in your child or grand child. This article might just aid in planning the right length of trip for the certain age and maturity level of each individual youth in question.

Let's start with the peanut brigade that have barely learned to turn the crank on a spin cast reel and are still sometimes in need of a diaper change, especially if they get very excited about catching their first fish! My son Pete was only two when he reeled in his first fish while cradled on my lap. We had rehearsed cranking his reel for weeks before going to the lake so it was pure habit already even if he could only scream "Fish! fish! I catch fish!"

Attention spans for toddlers and preschoolers are very short and therefore immediate gratification should be a primary goal of the host supervising adult. A suicide sunny in fresh water or a super-stupid snapper bluefish in a back saltwater bay is the perfect starter fish for the little one to hook up with fast. Simple worm or squid leg baits parallel the simplicity in that department.

Catching fish every couple of minutes or at least getting bites with action is the ultimate goal. You'll want to have the tykes screaming squealing and laughing with joy at what they will never forget! Photo and film backups for the memory make it more indelible for the whole family to cherish including those unfortunate enough not to be



present at the time of the excitement.

Judge wisely how long this should last as well. A couple of hours of fishing are plenty for little ones and there is nothing wrong with a distraction or two that might also add to the joys of the day. A mother duck and her ducklings might swim by and you all toss them some of your hot dog roll bread. A shoreline bullfrog makes so much noise that he ends up temporarily in the net and being named Kermit. When all the kids tickle his belly eventually he pees all over Grandpa and everyone laughs like crazy for ten minutes! The raucous ride home is a recount of the fish caught, the ducks having lunch and the highlight of a frog urinating on Pops. "Let's do it again!" The kids cry out shrilly. It is music to my ears. And I'm the one with the wet pants!

If the age of your youth anglers is a bit older, say elementary school, consider adding on time to the trip duration. Maybe a lunch break in between might be enjoyable. Hydration is vital for busy and excited children who often do not give their physical needs a thought when they are emotionally distracted by jumping fish that they never before encountered.

Provide for catch and release if the children do not wish to eat their catch. I treasure my daughter Lynne's bluegill "captives" that she penned in a granite rock cleft water hole while we vacationed at a lake and then released. Ned, Fred, Ted, Red and Jed were very well stuffed with all the worms they could eat the week she had them as pets. Bass pro Jimmy Houston had nothing on my daughter for kissing fish goodbye!

Really advanced youngsters who watch their catch cleaned or eventually learn to do it themselves like I did from my father, cherish the shore lunch experience as much as any part of the fishing experience.

Gathering firewood, setting up the campfire and other outdoor skills all become cherished memories and valued knowledge that your kids can pass down to theirs.

Who can forget the taste of brook trout fried in bacon fat with the sizzling bacon, onion laced home fries, and home-made sour dough bread from my Aunt Pat. It was all washed down with my first cups of strong coffee at age ten with my Dad grinning like a Cheshire cat brimming with the pleasure he was feeling. I recount this from over sixty years ago and like yesterday in my mind. Do something like this for your son, daughter, grandson, or granddaughter. 3 TIME

RULES:

- 1) Make time for taking your children or grandchildren fishing. You will never regret this.
- 2) The time you make for the kids is to be purely focused on them, not any of your activities.
- 3) The amount of time goes up based on the age, maturity and attention span of the children involved. in the angling experience.

¿QUÉ HACE LOS PESCADORES?

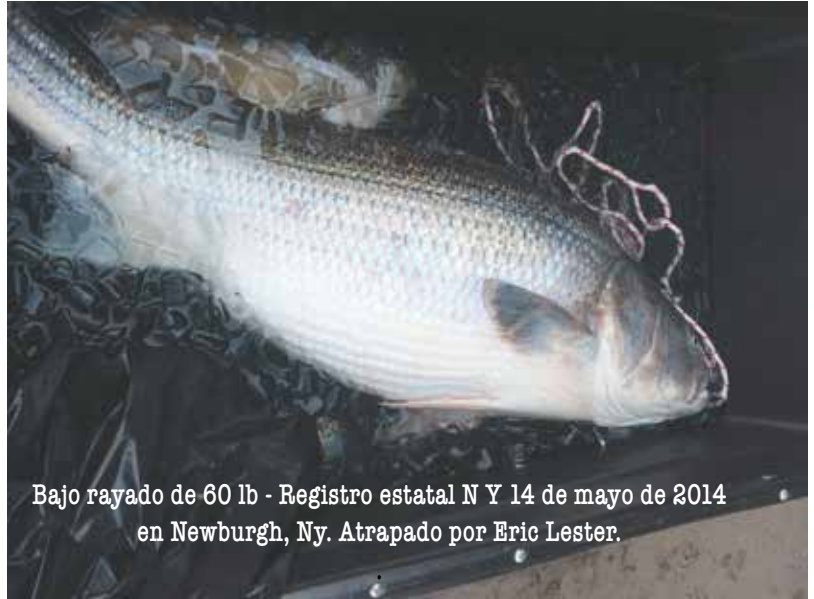
Un “Tributo Probador”

A VERDADEROS PESCADORES

por **Carl Bruger**

Divértete mientras lees este ensayo que ha estado dando vueltas en mi cerebro atrofianete demasiado tiempo. Esta es mi definición completa de lo que constituye un pescador. Es un pescador que puede levantarse antes del amanecer para vencer al movimiento matutino de salmón migratorio, pero llega tarde al trabajo por lo menos una vez a la semana para dormir a pesar de la alarma. Él es lo suficientemente astuto como para saltar rocas de espigón embarcadero para aterrizar un codiciado estafador de la vaca pero sin embargo pratfall en el pavimento al vaciar la basura en un frío día de invierno. Los pescadores pueden ser tan apasionados con sus amores que pueden besar a un trofeo de bajo o su leal, Dios deletreado al revés, compañero de pesca de cuatro patas, antes de irse a casa y besar a su esposa increíblemente paciente y comprensiva. Él puede extraer el vínculo de sus creencias al darse cuenta de que su iglesia algunos domingos es las aguas que ama, donde otros creyentes también se reúnen y saben que el creador ha hecho una de sus mejores obras. Nunca olvides que cuatro de los doce discípulos de Cristo fueron pescadores, no una mala relación. Un pescador puede tener una mirada de determinación en su ojo y desafortunadamente un gancho agudo en su trasero. Puede irse en una estancia que huele a Old Spice y volver apestando a aceite de bunker y tripas de caballa. Su camioneta puede ser encerada y brillante a la salida y regresar a casa con suficiente barro y arena para iniciar una granja. Los pescadores vienen en todos los tamaños y también lo hacen los peces que capturan. Algunos pescadores son redondos e hinchados con una barba de tres días como un pez globo hinchado. Otros son delgados y malvados con la fuerza de un pez espada luchando. Algunos pescadores simplemente se sientan y esperan a que los peces caigan en su anzuelo mientras, por el contrario, muchos peces se sientan en su agujero de miel y esperan el cebo en el que se alimentarán. Un hecho sorprendente parece desafiar las leyes de la física. Muchos peces capturados y despachados continúan creciendo después de su desaparición y, a veces, aparecen peces nuevos en los totales que hacen que la alimentación de los cinco mil sea un cuento bíblico.

El costo de la pesca puede ser asombroso. Una libra de filete de trucha o de platija puede llegar a valer miles de dólares cuando uno tiene en cuenta el costo del bote, cebo, señuelos, combustible, peajes, equipo de pesca, comida, bebida alcohólica, equipo especializado, ropa, motel, taxidermista, multas por exceso de velocidad, botiquín de primeros auxilios, Dramamine, Bonine, crema para hemorroides ¡Oh olvídalos! Nunca pescas para el aspecto de ahorro de dinero. ¿Quién puede ponerle una etiqueta de precio a un restaurante en



Bajo rayado de 60 lb - Registro estatal N Y 14 de mayo de 2014
en Newburgh, Ny. Atrapado por Eric Lester.

una comida de ti mismo, limpiado, asado a la parrilla y devorado por striper o salmón? Un pescador es paciente en su oficio mucho más que en un atasco de tráfico. Él está más dedicado a la pesca de lo que nunca sería a cortar el césped o palear la nieve. Es optimista hasta el punto de esperar ansiosamente una captura récord mundial, incluso si el pozo de barro local es su destino final. El pescador de lana muerto tiene su ropa favorita que son sagrados augurios de buena suerte de éxito garantizado. Los chalecos que huelen a gusanos en descomposición en los bolsillos y el exudado repelente de mosquitos de 1967 aumentan las probabilidades de que la súper trucha esté a la vuelta de la próxima curva del arroyo. Ese fétido y antiguo sombrero de la suerte con más manchas que telas debe ser quitado incluso para tener la oportunidad de una conexión. Ese par de neoprenos con fugas tiene más parche que los pantalones. En otras palabras, no hay lógica en las maquinaciones de la mente cuando un pescador se encuentra en el estado loco de pesca deportiva. La “G” en Gone Fishin está en algún lugar del universo del agujero negro del pescador que incluye su guante de pesca de hielo izquierdo faltante, ese tarro de huevos de salmón con sabor a queso, la mayoría de sus mejores rotuladores Spro más pequeños y el cuchillo Barlow de su padre. podría haberse deslizado detrás de esa ranura en el respiradero del tablero. A medida que este escriba envejece, se convierte en un verdadero desafío para los mejores peces de mayor tamaño. El atún y los tiburones se han humillado y derrumbado este marco una vez estrecho y en algún momento creo que estoy teniendo un buen momento para llenar un cubo con nueve pulgadas de perca. La vida del pescador terminará cuando Dios decida, pero el pescador tiene esperanzas de eternidad en que se reunirá con todos sus viejos compañeros de pesca y un ángel de pesca le informará que no hay límite para hoy y que todo está funcionando.

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A Preview of Merna's Gallery



The year was 1919, the school was founded by the architect Walter Gropius important as a symbol for what the Bauhaus stood for--liberating spirit of Modernism. A radical approach to art, the idea was to designate an international language, and Modernism became the language in 1922, the time these woodcuts were created. Much of it is still new, exciting and visionary even after more than a century.

The Bauhaus artists were still close to the old international style, but their woodcuts were

their early introduction to abstraction and simple form that came to be known as Modern Art.

Lionel Feiniger was the first to break through the old with an architectural woodcut combining a merger of art with craft. What an idea! Woodcut was an early art dating from the Middle ages and it became the hallmark of the German Expressionists, Cubism, and all the abstract art that followed with artists like Paul Klee whose geometry and images launched a new kind of art energy.

After more than a century, these woodcuts are examples of visionary Bauhaus artist's works from exhibitions, books, and whose images have yet to catch up with the future.

These woodcuts came directly from the 1920s Bauhaus workshops and were made by artists who became renowned and celebrated visionary. They are being offered for sale from a private collection.

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- St. Thomas Aquinas*

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If a proposal by President Trump goes through, this little orange E15 warning label on gas pumps could be all that keeps boaters from misfueling their boats.

**BoatUS Warns Against President's Proposal to Sell E15 Year-Round
Boater's group asks boat owners to speak up now**

ALEXANDRIA, Va., April 17, 2018 – A proposal by President Trump to allow the sale of E15 (15 percent ethanol) gasoline year-round has set off alarm bells at the nation's largest boating advocacy group, Boat Owners Association of The United States (BoatUS).

E15 is prohibited by federal law for use in recreational boat engines, voids many marine engine warranties, and is currently banned for sale by the Environmental Protection Agency during summer months over concerns that it contributes to smog on hot days. Under the President's April 12 proposal, however, a waiver to the Clean Air Act would permit the sale of E15 in the summertime at the same roadside gas stations where most recreational boaters refuel their trailered vessels.

"We are very disappointed," said BoatUS Manager of Government Affairs David Kennedy. "The proposal to sell E15 during the boating season is a recipe for misfueling in the highest order and a giveaway to the big ethanol and corporate farming interests at the expense of America's middle-class boaters. The little E15 warning label currently required on gas station pumps does next to nothing to protect boaters' engines, and if a waiver is granted, it would dramatically increase the chances of E15 getting into a boat's gas tank."

"With ethanol, boaters continue to pay the price with increased repair bills, lower fuel economy and poor reliability. Instead of more ethanol, we need more effective

misfueling-prevention measures that will educate and protect all consumers," added Kennedy.

A study by the National Renewable Energy Laboratory conclusively demonstrated that E15 damages boat engines, and 92 percent of readers of a prominent boating industry publication reported in 2017 that they have seen damage caused by ethanol. A 2016 Harris Poll found that 64 percent of consumers were not sure or did not pay attention to the type of gas they used.

Boaters have long suffered under the Renewable Fuel Standard's (RFS) mandate to increase the volume of ethanol in the nation's fuel supply. BoatUS is asking boaters for help on the issue by posting a message to their congressman's or senator's Facebook page urging for RFS reform. This can easily be done by going to <https://bit.ly/2H62s2p>.

Passed in 2005, RFS requires the blending of biofuels, such as corn-ethanol, into the nation's gasoline supply. To keep up with this mandate, in 2010 the EPA permitted E15 (fuel containing up to 15 percent ethanol) into the marketplace, but only for some vehicle engines.

The more than half-million-member boat owners group supports fuel choice, including smart biofuels development such as isobutanol, and the availability of ethanol-free fuels that are increasingly more difficult to find. "As more ethanol-blend fuels fill up the pumps, the fuel that most boaters want for safe operation is being pushed out of the market," added Kennedy.



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One Boat Club's Solution



photo: Tom Sobolik

by
Tim Judge

MSc. Environmental
Management and Policy

Like many boat clubs on the Hudson, the Philipse Manor Beach Club marina had been struggling with how deal with too little water at low tide – specifically:

- where to put the dredging material, and
- how to obtain the permits authorizing the dredging, and
- how to dredge at an affordable cost.

By the summer of 2015, the lack of depth in the Philipse Manor marina had reached a crisis. Boats could not enter or leave the marina one to two hours on either side of low tide. On occasion you could even see some poor soul who'd misjudged time and tide, towing their boat by hand through the deep mud to their slip. This reduced the opportunity for members to use their boats and resulted in an increasingly mutinous membership. This situation had been getting worse over the years, and boaters were defecting to marinas with deeper slips.

The club finally bit the bullet and hired an experienced company to secure a spot for the dredged material, navigate the state and federal permitting process and manage the dredging. Today the marina's draft is deep, the

membership is happy, and the budget is intact. Here's how it was done.

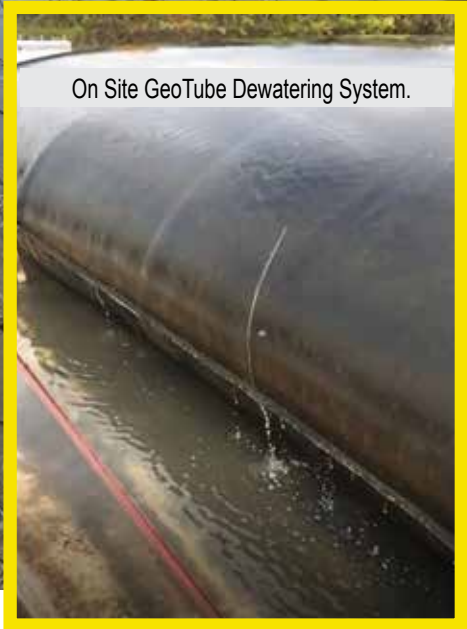
Fortunately, the PMBC had a local option for placing the dredged material, the question then became how to get the material to that site. One rule with dredged material, the cost increases the more the material is handled.

The concept for the project was to meet two needs: to return the PMBC marina to navigable depths at low tide and to use the dredged material as fill on the former GM site. This would be accomplished use a hydraulic dredge that can pump the removed sediments to where they would be used.

The first task was to get the permission of the Village of Sleepy Hollow to beneficially use the dredged material on the East parcel. The Village agreed, provided the material was tested and met the regulatory standards. A bathymetric survey of the marina and core samples of the sediments were taken to test the sediments (Marine Power Technologies, Somerville, NJ). Based on the results the New York State Department of Environmental Conservation (NYSDEC) gave approval to use the material as fill on the East parcel.



Low Tide, before dredging..



The next step was to obtain the permits from the NYSDEC and the US Army Corps of Engineers (USACE) to dredge the marina. Part of the review process by the USACE is to consult with the National Marine Fisheries Service (NMFS) to make sure that fish and their spawning areas in the Hudson River are protected during the dredging process.

Preserving existing beds of submerged aquatic vegetation is required to keep fish populations at healthy levels and can conflict with the need to dredge to maintain navigable depths in marinas. Because the PMBC marina is one of the few sheltered areas on the eastern shore of the river that has submerged aquatic vegetation, the National Marine Fisheries Service was concerned about the impact of the dredging and the potential loss of essential fish habitat in the river.

Working closely with the NYSDEC, the NMFS and the USACE, a solution was found that allowed the dredging to be done while limiting the impact by harvesting and transplanting the submerged aquatic vegetation out of the dredge foot print. With the help of three students from the Environmental Studies Program at Ramapo College of New Jersey, over 300 American Water Celery plants were harvested by hand and replanted near the shoreline and will be monitored over the next three years.

With the permits in hand and the approval to beneficially use the dredged material locally, the beach club was finally able to dredge. The club decided on using a hydraulic dredge contractor (Legacy Valve, LLC of Valhalla, NY) whose system allowed the PMBC to avoid the cost of trucking the solids away from the marina by piping the dredged solids directly to the East

parcel. The cost of hauling the solids can be more than half the cost of a small to moderate dredge project and piping the dredge solids made this project affordable.

Approximately 2,300 feet of pipe carried the 7,500 cubic yards of dredged material to five Geotubes that acted as giant filters to separate the solids from the water. Geotubes, measuring 200 feet long by 38 feet wide are made of a geo-synthetic fabric that allows the water to flow out, leaving behind a very dry, dirt like material at the end of the project. The dewatered sediments will be mixed with clean soil and used under the improvements that the Village of Sleepy Hollow Local Development Corporation is making to the East parcel as the former General Motors property is repurposed. The Village of Sleepy Hollow was supportive of the dredging and was happy to accept the dredged material at no cost to the tax payers.

The PMBC dredge project took the club more than ten years from the initial planning to completion. Once the approvals had been granted, the actual dredging was conducted in a little over eight weeks from initial mobilization to completion during this past fall.

While the prospect of dredging can be daunting, with planning, a little imagination, the right contractors and a good working relationship with the regulatory agencies it can be accomplished, even for a small marina.

Mr. Judge, a past president of the Philipse Manor Beach Club, is an Adjunct Professor of Environmental Studies at Ramapo College of New Jersey and the owner of EcoAssessment, LLC specializing in environmental permitting.

Oasis Marinas Extends North to the Hudson River

“We are thrilled to have been selected as the marina management partner for Tappan Zee Marina,” said Dan Cowens, Founder, Oasis Marinas. “Tappan Zee Marina is an exciting addition to the Oasis portfolio, as it expands our reach North to the Hudson River. From the restaurant onsite, to its location in the heart of Piermont, Tappan Zee Marina has the potential to be a premier marina in the Hudson River Valley. We look forward to working with the community as we prepare for a great Summer season.”

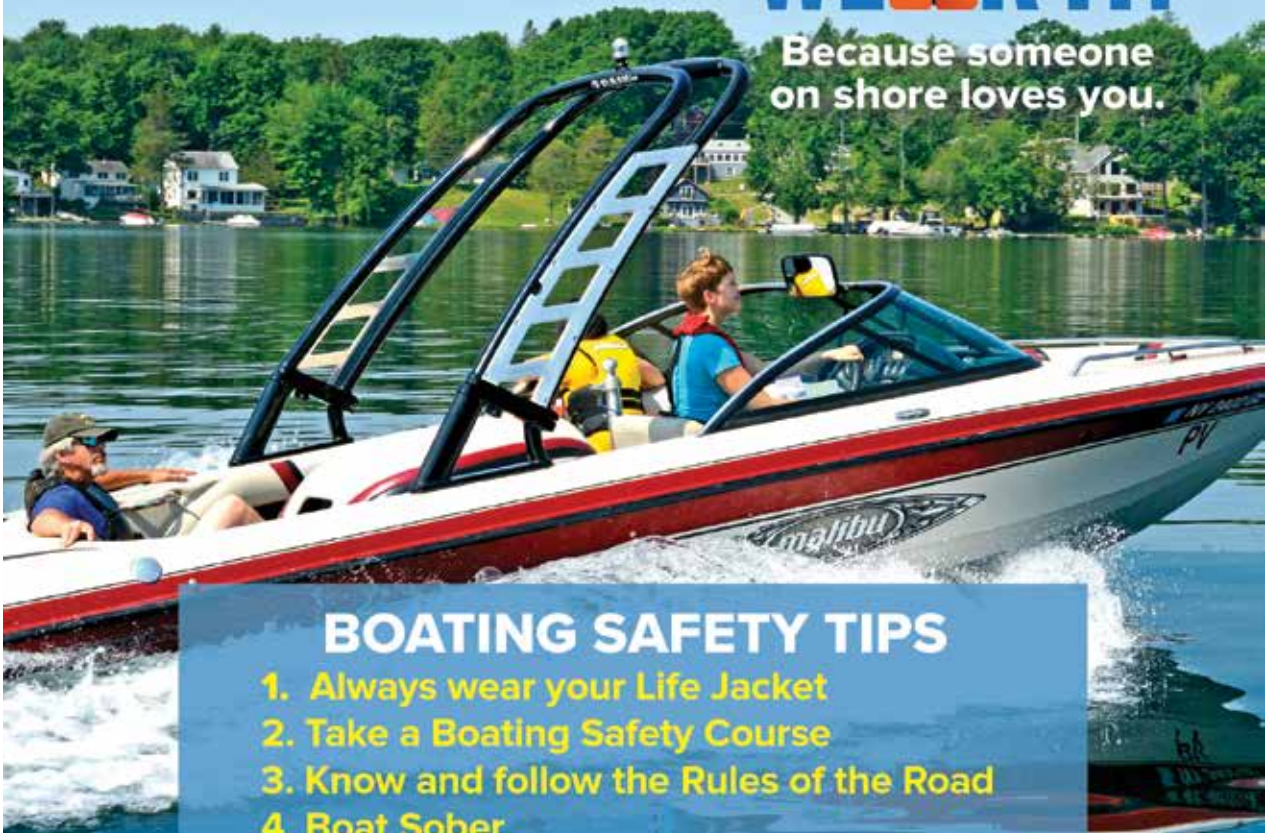
As part of its management agreement with Tappan Zee Marina, Oasis Marinas will be responsible for day-to-day slip and marina management activities, boat services, marketing activities and more.



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parks.ny.gov for information on where to boat in NYS Parks.



United Way “Leo Lasher” Catfish Derby

One of the fastest growing and most rewarding fishing contests on the Hudson River is the United Way “Leo Lasher” Catfish Derby. The event is held annually on the third Saturday of July. It has become a family destination, a focus of the DEC on the Catfish population in the Hudson River and a fundraiser that has fed the local community in Columbia and Greene Counties tens of thousands of dollars.

The 2018 United Way “Leo Lasher” Catfish Derby can be found as easily as Googling “united way catfish derby”. First prize for the longest catfish of the day is \$1,500.00 cash on the spot. If the NYS record for a Channel Catfish is set during the contest, the winner receives a brand new Village Dodge pickup truck and a new boat, motor and trailer from Riverview Marine Services.

The contest awards the top 8 places in the Adult Category and the top 8 places in the Kids Category. The Team Category allows four (4) people to submit the combination of four (4) Catfish for a prize of a “Day of Charter Boat Fishing” with Captain Bob Lewis and Fins and Grins from Catskill, NY.





VOTED #1 KID FRIENDLY RESTAURANT
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BY CAPITAL REGION LIVING MAGAZINE 2015

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The Ed's Kids Casting Contest is sponsored by Herrington's Lumber, the Hudson River Fisherman's Association volunteer's every year to assist 30 to 40 individuals with developmental disabilities, and there are free hamburgers and hot dogs, music and 93.5 WCCR I-heart Radio making for a wonderful day in Dutchman's Landing Park right on the Hudson River in Catskill, NY.

"This year I am introducing a new category dedicated to our Wounded Warrior community" said Brad Poster, Executive Director of the United Way of Columbia and Greene Counties. "In concert with the Wounded Warrior Program out of New York City and the Warriors in Motion Program at the Adaptive Sports Foundation in Windham, New York, the contest will be providing these veterans with a full day of fishing and a rewarding experience".

The United Way of Columbia and Greene Counties has been working to improve the lives of families and people in our two counties since 1931. Be a "community supporter" by being part of our annual Catfish Derby. Every year the EARNINGS are allocated to dozens of local non-profits (results provided upon request).

To register for the contest or to "Sponsor a Child", "Sponsor a Warrior", register as a "Team", "Make a Donation" or be a "Corporate Sponsor" go to www.unitedwaycatfishderby.com.

Of the many sponsors are The Bank of Greene County, Herrington's Lumber, Village Dodge, Columbia Memorial Health, The Slutzky Foundation, Sequence Development, Columbia – Greene Media, Mid-Hudson Cable, WRIP 97.9 FM, Big Top Rentals, Save A Lot, DJ Jack Bogarski, Bill Williams and I-Heart Media and you!

"I hope to hand you the keys to a new Village Dodge Pick-up truck and \$1,500.00 cash on July 21, 2018! Come find me at the contest and say hello", Brad Poster, Director.

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“I swim around having some doubts if this is truly the engine. It has been here since about 1950 and so heavily covered with marine life that I can barely see the shape.”



A Little Taste of History

by **Cpt. Diver Zdenek Ulman**
www.marinedivingservice.com

Just finished an underwater crane salvage at Old Greenwich Yacht Club.

Looking through the murky waters of Long Island Sound, I'm making expanding circles with my search line.

I'm feeling quite tired and cold after 2 days working on the crane salvage.

I quickly loaded all the equipment onto the tug boat, and off we go. The big monster tug starts pushing the attached barge as a monster crane is raising the spuds. The last one is out and we are moving. Heading to another place to remove an old tug boat engine, introduced as a "simple task". I decided to use my large 120 cu ft. tank just in case. After about half an hour we arrived and I hear the crane start up and dropping the spuds to bring the barge to a complete stop. Here it is -white PVC marker supposedly to be set right at the spot of the engine resting point. Ok tank goes on, mask, gloves, light is on, fins and... splash. A quick descent and the first search circle in about 20 ft. of water. There's nothing other than murky cold Long Island Sound water. I came up and signaled for the search line and got about 60 ft. of line. Down again. Securing the line

to the PVC marker anchor and starting my expanding search circles. It's a relaxing dive, hovering over the sandy bottom, I find myself enjoying the swim. I can see the sun, until I go to the area where the barge is shading all the light as I swim underneath it.

A few circles done and I'm at about half the length of the line. Having first doubts about the location. Well, the dive is enjoyable.

Almost at the end, I'm scanning for anything out of the ordinary, checking sand for any debris.

Nothing yet. The line almost ends as I have 2 feet left. Here I start to see some debris-possibly wood as I'm completing my last circle. Tying the line to the biggest piece and hovering around all of a sudden, I see a dark spot. It looks like a huge wall. I swim about 10 feet towards it, and my eyes are staring at the giant block-It is the engine.

I swim around having some doubts if this is truly the engine. It has been here since about 1950 and so heavily covered with marine life that I can barely see the shape. As I'm getting on top of it, I can see now what I assume is the exhaust manifold. I carefully circle around many times to inspect it, checking with my hands if I can somehow get underneath it to install the rigging for the crane pick up. There is no way to go underneath, it is at least 4 feet wide at the bottom with no space. It takes me about half an hour to decide my rigging plan. Watching my pressure gauge, I have about half a tank so I come up and give a signal to hoist steel cables on top of the engine. Taking another dive down with a second diver to confirm the attaching plan. I took the battle with heavy steel cables trying to bring them under each side of the engine, bend them somehow, and come up around to the hooks. I'm huffing and puffing, one side is done, checking my air gauge, and going to the other side. It is more difficult here, since the cable goes only 2 inches under the edge. I feel like I'm in a wrestling ring, bending that steel monster, and trying to put it to the hook atop the engine, the cable is short. I made it after several attempts. Taking a last swim around, and coming up. The crane is in my sight and I see a few faces, awaiting some signal from me. I feel relief, floating on top of the water, raising my hand and giving the crane signal to lift it up. It is a moment of joy and accomplishment. I'm finally getting all those piercing eyes off me and I can see relief from everyone on the barge. I swim aside, and little by little the sea monster is coming up. It is like awakening an ancient world and bring it to light among us. It is really big, the crane sets in on the deck of the barge, and I take a swim to the tug boat to get out of my gear.

Almost an hour and half later, another job is done. This time with a little taste of history.





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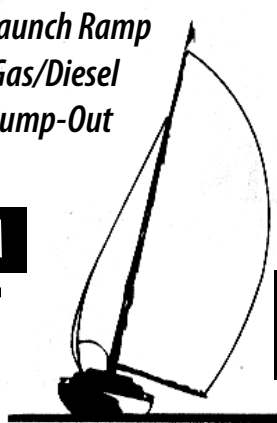
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ALEX SALOMATOFF:

Bringing The Wall home to communities throughout our country allows the souls enshrined on the Memorial to exist once more among family and friends in the peace and comfort of familiar surroundings. The traveling exhibit provides thousands of veterans who have been unable to cope with the prospect of facing The Wall to find the strength and courage to do so within their own communities, thus allowing the healing process to begin.

The main components of The Wall That Heals are The Wall replica and the mobile Education Center.

THE WALL REPLICA

The 53-foot trailer that carries The Wall That Heals transforms to become a mobile Education Center. The exterior of the trailer features a timeline of "The War and The Wall" and provides additional information about the Vietnam Veterans Memorial in Washington, D.C. Additional exhibits give visitors a better understanding of the legacy of the Vietnam Veterans Memorial and the collection of items left at The Wall.

Displays include:

Hometown Heroes - Photos of service members on The Wall who list their home of record from the local area. The photos are part of the effort to put a face to every name on The Wall and for the Wall of Faces.

Map of Vietnam

In Memory Honor Roll - Photos of local Vietnam veterans honored through VVMF's In Memory program which honors veterans who returned home and later died of Vietnam-related illnesses.

A display of items representative of those left at The Wall in Washington, D.C. in remembrance of those on The Wall.

Digital kiosk allows visitors to search for names using VVMF's Wall of Faces.

Two paper directories allow for names to be found alphabetically.

The Gold Star Bike - Donated to VVMF by the American Gold Star Mothers in 2012, the bike is a Softail Custom Harley that pays tribute to the mothers who lost sons to the Vietnam War.



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"I believe in the Vietnam Veterans Memorial Fund"

On August 2nd to 5th, 2018 "The Moving Wall That Heals" is going to be displayed on the Newburgh waterfront. It will be open 24 hrs a day while here.

The Wall That Heals exhibit features a three-quarter scale replica of the Vietnam Veterans Memorial in Washington, D.C. The replica is 375 feet in length and stands 7.5 feet high at its tallest point. Visitors experience The Wall rising above them as they walk towards the apex, a key feature of the design of The Wall in D.C.

Like the original Memorial, The Wall That Heals is erected in a chevron-shape and visitors can do name rubbings of individual service member's names on The Wall. The replica is constructed of Avonite, a synthetic granite, and its 140 numbered panels are supported by an aluminum frame. Machine engraving of the more than 58,000 names along with modern LED lighting provide readability of The Wall day and night.

As on The Wall, the names on The Wall That Heals are listed by day of casualty. Beginning at the center/apex, the names start on the East Wall (right-hand side) working their way out to the end of that wing, picking up again at the far end of the West Wall (left-hand side) and working their way back in to the center/apex, joining the beginning and end of the conflict at the center.

www.vvmf.org/twth#TWTHvideo-lightbox



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SALUTE TO FREEDOM- Gone But Not Forgotten

“Hello to our Salute to Freedom friends and Supporters” from Brian Young, Chairman of the Salute to Freedom operation.....

by **John H. Vargo, Publisher**

The Cortlandt Yacht Club's annual Salute to Freedom started out with just one boat. My daughter Laura, a VA nurse working for veterans and their families, asked me in the fall of 2011 if she could invite two local wounded warriors and their families from the Scranton, PA area to go out for a ride on our boat up the beautiful Hudson

River the following summer. She just wanted to show them how much they were appreciated for their service and all that they have given and sacrificed to protect our freedom. From that, upon hearing about the boat ride, some boat owners from the CYC, including Bob Desiderio, who was also a member of the Ossining



Elks Lodge 1486, stepped up and offered to provide their support so that more vets could be given the opportunity to experience such a day. For six years, my family organized the event with the Elks Club providing full blown BBQ's for our guests after the each boat ride, putting together a very special day of appreciation for our military and Gold Star families.

It has truly been an honor and a pleasure getting to meet so many wonderful military families and it was an opportunity for all of us to give something back.

Unfortunately, the event had grown bigger than the Young family could handle and more than we ever dreamed. With that came many hours of planning, organizing and frustration. The event took on a life of its own and became unmanageable for the family Young. So that being said, we do very much regret to announce that the 2017 Salute to Freedom was our last.

We thank everyone who helped us make this event what it was and for joining us on our journey into uncharted waters. We especially thank the boaters who volunteered their boats for the day, the Ossining Elks and Mr. Jim Williams and his crew of vets and volunteers in Newburgh. Mr. Williams organized the incredible fly-overs, the Honor Guards and all the activities that took place



Marine salute to passing yachts at Riverfront Marina, Newburgh, NY

on the Newburgh waterfront. We are also very grateful to Mr. Steve Kaufman who provided his Riverfront Marina facilities for the military honor guards and supporters. We thank the various County Marine Units, local fire departments, Sea Tow the and USCG Auxiliary for escorting our flotillas.

May God bless our vets and Gold Star Families and all that contributed to make this event the biggest event on the Hudson River.

Thank you again,
Capt. Brian T. Young and Family



A Tree Grows in “Brooklyn - on - the - Hudson”



Two hundred years ago Troy, New York, was an influential player in the American Industrial Revolution. Today in the newly revived and vibrant Troy (with a nod and a wink to the “Brooklyn” appellation) a group of artists and scientists are at the forefront of a new revolution: biocultural restoration! There’s not just one tree growing in Troy but many trees: fruit trees along with sunflowers, vegetable gardens, and berry bushes and this is not just some beautification campaign. As the New York Times reported “Green spaces are a really big player in urban environments. They can lock in carbon emissions, reduce temperatures, and capture storm water to reduce flooding, through remediation, propagation, cultivation and even “rewilding.” And there is a group in Troy that is actively creating and adapting these green spaces! NATURE Lab, the Sanctuary for Independent Media’s North Troy Art, Technology, and Urban Research and

Ecology (NATURE Lab) program with a campus just one block from the Hudson River and Lock One of the Erie Canal, has initiated a number of projects since its inception in 2013.

These include bioremediation of soil with Collard City Growers and testing for microbes in the Hudson. In 2017, more than 30 volunteers collected samples from 18 stream sites in Rensselaer County that were tested for levels of bacteria and emergent compounds as part of major study of Hudson River tributaries in partnership with Rensselaer Land Trust, River Haggie Outdoors and Riverkeeper.

NATURE Lab introduced students to the biodiversity of the Hudson River by collecting fish for the wet lab which were later used for gyo-taku – a traditional Japanese method of printing fish to record data and create art. Imagine: Art AND Science working together!



Yes, a tree grows in Troy, but also in Hudson, and in Peekskill, and in Kingston and everywhere in our majestic Hudson River Valley!



“We are training students to think critically and take action on world-wide environmental concerns through the actions in their own backyards” noted Kathy High, a professor at Rensselaer Polytechnic Institute, who is a project coordinator at the center, “We are using methodologies of field research, industrial archeology, documentary filmmaking, and permaculture to explore these vibrant new environmental assemblages, adaptations, and agencies.” NATURE Lab has received a commitment of \$30,000 from NY DEC’s Hudson River Estuary Program to build a permanent home. A fund raising campaign is presently underway to complete the restoration of a once abandoned building for the Biology Laboratory, an Aquarium for indigenous fishes, and an EnviroArt

exhibition °—space. To further embrace and activate the community NATURE Lab sponsored a symposium “Ruderal Ecologies: Grounds for Change” with a series of speakers, panels and workshops which included a “Biomapping

Workshop.” A sort of walkabout through Troy highlighting the diverse and

changing environment.” Ruderal plants (from the Latin for “ruin”) have evolved to be resilient and adaptable fermenting tools,” stated Ellie Irons, a PhD student at RPI and an organizer of the conference. “We’re learning how to recognize and appreciate how nature works to fix our once broken landscapes.”

The NATURE Lab is one of the many projects created by the Sanctuary for Independent Media, a non-profit media arts center which recently established a low power radio station, WOOC 105.3 FM, featuring the nightly live broadcast of “Hudson Mohawk Magazine” (6 to 7pm)

“Environmental issues have inevitably focussed on the negative,” said Steve Pierce, executive director of the Sanctuary. “We felt we should be concentrating on the positive – how people care and how cities and organizations are working together in partnerships up and down the Hudson River Valley to preserve and celebrate this beautiful and historic area.”

As Hudson River cities are experiencing a cultural renaissance so too are they reemerging from environmental degradation with a little help from many friends, volunteers and organizations and, indeed, from Mother Nature herself.

Yes, a tree grows in Troy, but also in Hudson, and in Peekskill, and in Kingston and everywhere in our majestic Hudson River Valley!

The NATURE Lab can be visited on Tuesdays from 4 to 6pm or by appointment.

To register for the “Ruderal Ecologies Conference” please call 518-272-2390 or visit www.mediasanctuary.org



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Your Insurance with Cathy Karas

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

What a winter for the Hudson Valley and surrounding areas! We seemed to be OK through February, which was unusually warm, and then March came. The old saying "in like a lion and out like a lamb", made me hopeful for a nice ending, but the bad weather prevailed, pretty much the whole month. We had many claims in the office for losses that included homes damaged by falling trees, loss of power by downed power lines to businesses causing equipment failure and car accidents. I myself lost power 4 times at home, which, with 2 dogs, made me kind of unacceptable as a guest for overnight visits to anyone with power. So, finally our thoughts can turn to getting our boats, jet skis and other recreational vehicles ready for the season. I know you will be in a hurry to get an early start, but don't skip any precautions to insure a safe start. Let's look at some situations you may want to review for watercraft and maybe revise your checklist of the procedures you follow.



TOWING - even if you have operated a trailer for many years, you may be out of practice. What could go wrong? PLENTY! Here are some examples of actual accidents reported to our agency:

1. Trailer separates from the ball and fitting connected to the car, causing damage to the bumper of the car as well as breaking one of the safety chains attached to the trailer and car. Good thing for the safety chains. The one remaining chain kept the jetski from going in it's own direction. This was me, by the way, a few years ago at 5:30 am half way around the Annsville Circle in Peekskill. Also, good thing I am relatively strong as I was able to reassemble everything and be on my way.
2. Boat not secured on trailer falls off the trailer en route, causing major damage to hull. Fortunately no other cars involved. A towing company had to be called to the scene and I'm sure this resulted in a negative start to a family vacation.
3. Operator stops short, boat not secured on trailer and crashes through the back of the operators van, damaging both van and boat.
4. An operator "forgets" he is towing an empty trailer, as it is below his visibility from the rearview mirror and as going around a turn, the trailer disengages and is hit by the car behind it, injuring the driver and his car. A lawsuit followed against our insured by the injured driver of the other car.

A question we get in our agency involves insurance for the trailer. If you are concerned for the physical damage to the trailer, you can probably add it for coverage on your boat or auto policy. Trailers can be expensive and can be damaged by collision, a tree falling on it or stolen. For bodily injury/property damage liability insurance, this is usually automatic coverage on your auto policy as you are pulling it behind your car, truck or van.

- If the boat club you belong to does this with a work crew of members, see if the club has insurance for this activity. Or, if hiring a marine contractor, the same applies. There should be liability insurance in place. You could request an insurance certificate, which would display the policy limits of coverage. Is their limit for property damage sufficient to cover the value of your boat if it is a total loss? Is there bodily injury liability insurance if someone is injured in the process? If there are drain plugs be sure these are in securely and remove the tie down straps and safety chains before you enter the water. Also, you may want to check the engine to make sure it will start first. Make sure your trailer and boat registrations are current. A visit by police never enhances your day if it results in a ticket and fine.

SETTING OFF FOR YOUR MAIDEN VOYAGE

After a thorough cleaning, organizing and stocking with your favorite drinks and snacks, make sure you have all the US Coast Guard approved safety items. Fire extinguishers should be working, there should be sufficient life jackets (consider those made for pets and children), flares, whistles and flags. Don't forget flashlights and an emergency food supply



(that are not bar snacks!), sunblock, blankets and changes of clothing. Actually, the safety part should come first, but I always think of the “fun” items first. Even on a jetski, you can fit all these items in the hold. Whatever kind of craft you have and whatever size, it is no fun to be cold and/or starving, waiting for help. Be sure your phone is charged and at least one other person has an idea of where you are going and when you plan to be back. If you are old enough to remember Gilligan’s Island, their “three hour tour” turned in several TV season’s worth of being marooned on an island. It was entertaining for TV, but for real, not so funny. But then again there really are not any islands in the Hudson where you would be “lost” for days. Anyway, my point is that floating around waiting for help for your disabled boat can usually be minimized with precautions and made safer and more comfortable with proper preparation for this type of event.

YOUR BOAT INSURANCE - Is it active? What coverage limits do you have for the hull and liability insurance? Do you have replacement cost, agreed value or actual cash value (with depreciation for age) coverage for both hull and machinery? What is your cost for the policy? Do you have a “layup” period when you can’t use the boat and it is to be out of the water? Do you have a navigational territory where there are areas where coverage will not respond to a claim if you are in those areas? Things to think about and call your broker or insurance company if you have any questions.

At Karas Insurance Agencies Inc, 321 South Riverside Ave, Croton-on-Hudson, NY we are a third generation, family -owned independent agency representing many companies. We have only licensed brokers with many years of experience to help you . You can reach us Monday - Friday 8:45 - 4:45 at 914-271-5188 or email me at cathykaras@karasinsurance.com with any questions or inquiries for no obligation quotes for any type insurance, personal or commercial.

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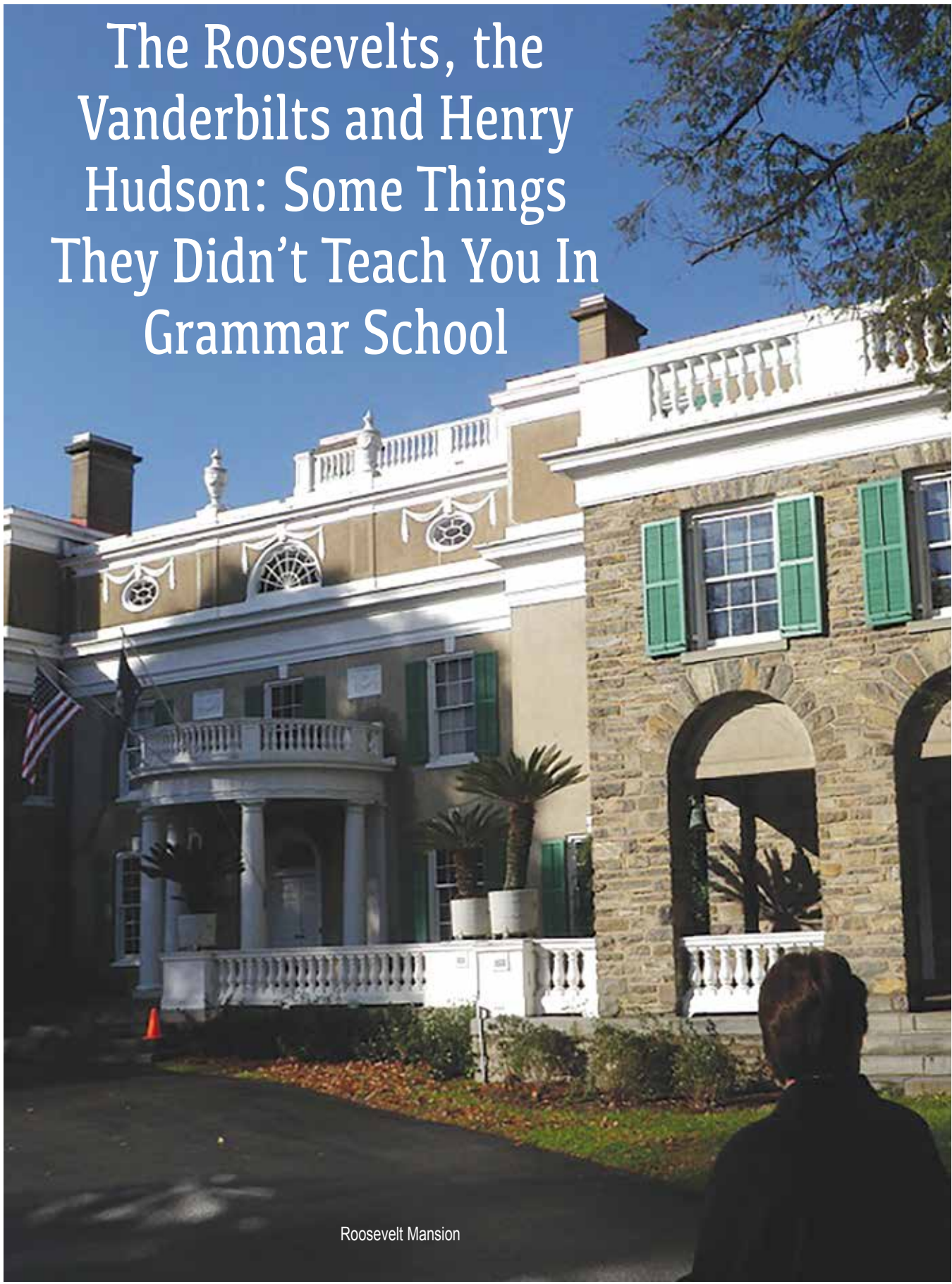
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The Roosevelts, the Vanderbilts and Henry Hudson: Some Things They Didn't Teach You In Grammar School



Roosevelt Mansion

“Hi, my name is Ralph, and I’m going to be your tour guide for the next four days.”

As a life-long resident of the mid-Hudson Valley, I’ve spent a lot of time Boating on the Hudson (and Beyond...), hiking, biking, canoeing, skiing, cross-country skiing, and, tour-guiding.

For several happy years I guided Historic Hudson Valley tours, visiting the FDR and Vanderbilt estates, Innisfree and Wethersfield Gardens, the Millbrook Vineyards, Uncle Sonny’s in Standfordville (sampling his famous tomato soup and grilled cheese sandwiches), etc.,etc.

The evening before we set out touring, I’d give my clients a rundown of what to expect the following day. We were all taught a bit about the Roosevelts, the Vanderbilts, and, Henry Hudson, probably as far back as grammar school. But, did anyone ever tell you, for example, that Frederick Vanderbilt married the divorced wife of one of his sister’s sons????!! I’ll bet not.

The Roosevelts

The property goes back to the late 1700’s, as a working farm, with absentee landlords. FDR’s father, James, bought the property in 1876 with his first wife Rebecca Howland and their son James. They always had property in Manhattan, and wintered in the city or Europe, and summered on the farm. Rebecca died in 1876 and James married Sara Delano of Newburgh (!!!) in 1880, and Franklin was born January 30, 1882 in the Hyde Park “house”. His father was 54, his mother was 28...

Fast forward to March 17, 1905, when then 23-year-old Franklin marries his cousin (Jerry Lee Lewis was raked over the coals 52 years later for doing pretty much the same thing, but, then again, Myra was 13 years old) Anna Eleanor Roosevelt in New York City: uncle Theodore Roosevelt “gave her away”. March 17th was Anna’s (Eleanor’s) mother’s birthday. Her mother died when she was 8, her father died when she was 11. She was raised by her mother’s mother, in New York City and their family home in Tivoli.

In 1915 FDR and his mother (a HUGE influence on him all his life) enlarged the Hyde Park “house” from 17 to 35 rooms to make room for FDR’s growing family: Eleanor and FDR had six children, five lived to adulthood. The enlarged house became the relatively modest sea-foam-green-shuttered mansion (think of the grey looming stone hulks of the Vanderbilt and Mills mansions, right up the river) that we now know as “Springwood”. Besides Springwood, the Roosevelts acquired “Campobello”, in New Brunswick, in 1883, and Warm Springs, Georgia, in 1924.

I think it’s pretty safe to say we all picture FDR as an older man with a grey suit wearing wire-rimmed glasses, sitting down, smiling, holding a cigarette in a cigarette holder. There’s a picture of him in Springwood as a young man: tall, lean, fit, and very good-looking, wearing tennis (or nautical???) whites; he golfed and he sailed. He always loved the sea, and as President always “had use of presidential yachts”, and “loved to sail on the big naval ships, all over the world”. He spoke, and wrote, both German and French.

33-year-old FDR was elected to the New York State Senate in 1910 and re-elected in 1912. He resigned in 1913, becoming Assistant Secretary of the Navy. He resigned in 1920 to run for Vice President to Democrat James M. Cox, but they were slammed, almost 4 to 1, by Republican Warren G. Harding. A polio attack in 1921 (he was only 39...) then “kept him out of the political spotlight”. He was elected Governor of New York State in 1928 and 1930, and the 32nd President

by **Ralph J. Ferrusi**

of the United States in 1932, at age 50. He is the only US President elected four times: he was 80 days into his fourth term in 1945 when he died in Warm Springs at the age of 63. He is the first (and only) President to design a golf course—nine holes, Campobello, New Brunswick—and designed the very first “Presidential Library”.

FDR bought the land that is now known as Val-Kill in 1911 as a “forestry project” and in 1925 built Eleanor and two friends, Nancy Cook and Marian Dickerman, a stone cottage. In 1976/77 the then-owners decided to sell the property, and a local Hyde Park environmental group “lobbied Congress” to save it. It was opened to the public in 1984 on what would have been Eleanor’s 100th birthday. It is the only US government property dedicated to a First Lady.

FDR purchased the Top Cottage property in 1935/36, the cottage was completed in 1939, and used by FDR until 1945. Open Space Institute bought it in 1996 and it was opened by the National Park Service in 2001. The famous “hot dog picnic” with Queen Elizabeth, the Queen Mother, and King George VI took place at Top Cottage.

Vanderbilt Mansion.



The Hyde Park Vanderbilts.

In 1624 America’s first Vanderbilt—Jan Aertson van der Bilt—immigrated from Holland as an indentured servant. In the 1900’s, the Vanderbilts owned 16 (maybe 22) railroads—including the New



Eleanore and FDR in bronze.

York Central—and numerous mansions, yachts, and race horses. At his death in 1938 Frederick William Vanderbilt was worth \$79,845,478.00.

Frederick, born February 2, 1856, was one of “Commodore” Cornelius Vanderbilt’s grandsons. By the way, Cornelius, at age 19, married his first cousin Sophia, and they had 13 children together. Around 150 years later Jerry Lee Lewis gets slammed... Frederick’s father, Willam Henry “Billy”

an Adirondack Great Camp on the Saint Regis River. Spring in Hyde Park, Summers between Bar Harbor and the Adirondacks, Fall in Hyde park, and Winters in New York City and Palm Beach, Florida. Yup... Louise made yearly trips to Europe: Paris was her favorite. She died there in 1926 at age 82 from a failed appendix operation. He died in the Hyde Park mansion in 1938, also at 82.



Roosevelt Mansion

Vanderbilt was the fourth of Cornelius’s thirteen. Billy had eight kids, and Frederick was number three.

Frederick and Louise—the former Louise Holmes Anthony of Newport, Rhode Island—were married in 1878. He was 22, she was 34, and was divorced from his cousin (one of his sister’s sons), Alfred Torrance. It was “a bit of a scandal” at the time. They were “unable to have children”.

In 1895 they bought a mansion and a 700-acre working farm in Hyde Park for \$125,000.00: a pretty hefty sum in those days. They tore down the “structurally unsound” original mansion and built a new, very sound, 54-room mansion between 1896 and 1898. Astonishingly they lived in it for only six weeks in the Spring and six weeks in the Fall. The mansion was run by a full-time staff of 60 locals. His siblings referred to Frederick’s Hyde Park mansion as “Freddie’s little cottage on the Hudson”. His brother George Washington Vanderbilt’s 250-room “Biltmore” in North Carolina had 43 bathrooms...

Frederick and Louise also owned fancy property in Manhattan, “Rough Point” in Newport, Rhode Island, “Sonogee” in Bar Harbor, Maine, and

The mansion and 211 acres on the river side of Route 9 were given to the National Park Service in 1940 by Louise’s niece Margaret Van Alen (of Newport...): wealthy in her own right, she “didn’t want it”.

Henry Hudson: a Readers Digest version:

Famously sailed up the Hudson River in 1609, seeking the fabled Northwest Passage to the riches of India, where he also hoped to pick up some good vegetarian recipes for his cousin Harriet. He is greeted by peaceful, friendly natives in what is now Yonkers. He opens fire on them.

It wasn’t the Hudson then, the natives called it “Muhheakunnuk”—“the river that flows two ways”—or more commonly, just “the river”; much easier to pronounce, and spell. Henry briefly considered renaming the river “Harriet” after his favorite cousin, but wisely thought better of this.

His favorite cousin??? Oh no!!!!!!

Get in touch with Ralph at rjferrusi@frontiernet.net

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Shan·gri-la

(A distant and secluded hideaway, usually of great beauty and peacefulness.)

by **John H. Vargo, Publisher**

Any individual, corporation, foreign embassy, or non profit having a need for privacy, yet within a few hours of driving time of major metropolitan areas have got to at least look into the possibilities of this out standing piece of real estate!

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The grand entranceway, adorned with an exterior ironwork chandelier, beckons you in with a series of three consecutive sets of intricately designed antique wooden doors. The final pair opens up to a grandiose, sunlit grand living room with cathedral ceilings that seem to go on forever, and a lovingly curated collection of remarkable, European antiques built right into the structure itself. Sunlight streams from the glass ceiling, filling the entire room, and offsetting the rich tones of the wooden interior. Three sets of glass panel French doors showcase epic views of the mountain range reminiscent of the Hudson Valley School of painting, and invite guests back outside to an expansive wraparound deck that showcases the stunning 172 acre private property, the 15 acre private Warren Pond, and the 180,000 acres of unadulterated state land that borders it.



The feeling of awe does not diminish when you turn your back on the view and re-enter the house. From here, the focal point of the living room is a three-story stone waterfall, stream, and fire feature designed by Disney personnel to bring inside and tame the rugged elements of the great outdoors. While this piece represents man's mastery of the elements it simultaneously humbles onlookers as it weaves its way seamlessly into the structure and becomes a symbol of the perseverance of nature itself. Indeed, throughout the home, elements symbolic of nature and human ingenuity continue their intricate dance. Imported English stair railings ornamented with intricate ironwork and Bulgarian deer antlers carry the unique theme up the hand-hewn stairs to the second floor gallery.

The grand entranceway, adorned with an exterior ironwork chandelier, beckons you in with a series of three consecutive sets of intricately designed antique wooden doors. The final pair opens up to a vast, sunlit

grand living room with cathedral ceilings that seem to go on forever, and a lovingly curated collection of remarkable, European antiques built right into the structure itself. Sunlight streams from the glass ceiling, filling the entire room, and offsetting the rich tones of the wooden interior. Three sets of glass panel French doors showcase epic views of the mountain range reminiscent of the Hudson Valley School of painting, and invite guests back outside to an expansive wraparound deck that showcases the stunning 172 acre private property, the 15 acre private Warren Pond, and the 180,000 acres of unadulterated state land that borders it.

The large gallery wraps around the entire grand living room providing access to another large deck, and with it, another set of spectacular views. The 4 bedrooms on this level each offer a unique and peaceful sanctuary exemplifying quiet luxury. For maximum privacy, the master suite sits alone on one side of the upper gallery. With additional deck access, views that rival those in the rest of the house, and a large marble fireplace, the master suite becomes a haven of warmth and welcome, especially

in the winter months. On chilly days the fireplace churns out heat and casts a flickering orange glow around the room, enhancing the warmth of the wooden interior and providing its occupants with a feeling of peace and solitude. The opulent master bath boasts rich marble features including a large soaking tub and antique vanity. The three additional bedroom suites are each remarkable in their own individual character, each creating its own distinctive environment sure to be appreciated by both family and guests.

Get back to nature with a stroll along one of the trails, or a hike up the mountainside where you can take in the sheer enormity and vast beauty of the mountainous wilderness that surrounds you. If you're fortunate enough to share the experience with lots of friends and loved ones, the Warren House, an additional five-bedroom, 3,630 square-foot home, provides even more room for family or friends, allowing even large groups to maintain the peace and tranquility that characterize this exceptional property.

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In addition to sharing the story of glassmaking in Corning, the GlassBarge tour emphasizes the continued role of New York’s waterways in shaping the state’s industry, culture, and community. GlassBarge is the 2018 signature event for the statewide celebration of the Erie Canal Bicentennial.





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 June 30-July 1: Little Falls – Little Falls Marina Rotary Park
 July 7-8: Sylvan Beach – Location TBD
 July 13-15: Baldwinsville – Location TBD
 July 20-22: Fairport – Packetts Landing
 July 28-29: Lockport – Upton Park
 August 3-5: Buffalo - Canalside
 August 11-12: Medina – Medina Canal Basin
 August 17-19: Brockport – Brockport Welcome Center
 August 24-26: Pittsford – Port of Pittsford
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 September 14-16: Watkins Glen – Seneca Lake Pier
 September 22: Corning

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TICKETING AND ADDITIONAL INFORMATION

GlassBarge will provide daily demonstrations from 11 a.m. to 6 p.m. All demos are approximately 30 minutes long, and reservations are strongly encouraged through free timed tickets that will be available on this page. Registration will be live four to six weeks prior to each stop.

The Lake Champlain Maritime Museum will invite people aboard the Lois McClure to learn about what life was like on board a canal barge in the 19th century. Tours are first come, first served and do not require registration. The South Street Seaport Museum will also be on hand to talk about their historic tug that will be moving GlassBarge along the waterways.

The GlassBarge journey will also be celebrated back in Corning with a re-installation of the Crystal City Gallery, which will share the story of how Corning became one of the premier centers for glass cutting in the United States.

GlassBarge is enabled through the generous support of grants from I LOVE NEW YORK, Empire State Development's Division of Tourism; the New York State Council on the Arts (NYSCA); and the New York State Canal Corporation through Governor Andrew Cuomo's Regional Economic Development Council Initiative.

For more information, email glassbarge@cmog.org





por **Fabian Morocho**

La Copa Mundial de la FIFA Rusia 2018, será la vigésima primera edición de la Copa Mundial de Fútbol. Esta edición del evento se realizará en Rusia entre el 14 de junio y el 15 de julio de 2018, siendo la primera vez que un país de Europa Oriental organiza el mundial. Los eventos deportivos de gran envergadura -como el mundial de fútbol- requieren millones de dólares en inversión por parte de los países anfitriones, ya que FIFA (Federación internacional de Fútbol Asociado), tiene exigencias muy altas en términos de infraestructura, seguridad y movilidad a la hora de asignar la sede de una Copa Mundo. Algunos expertos especulan que supera los 1.200 millones de dólares. Además, se han remodelado otros cinco estadios y se construye un tren de alta velocidad que comunica a la ciudad capital Moscú con Kazán. Así mismo, se han adecuado aeropuertos, construido nuevas terminales aéreas y se incentivará el transporte gratuito para los asistentes del evento.

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The proper materials and labor can be expensive which tend to lead people to take a cheaper route to have repairs made. Remember the old saying "It'll come back to bite you"?

Bad repairs can fail! They can cause catastrophic failure jeopardizing the safety of passengers.

We recently did a repair on a boat that had major impact damage located under the water line and it was filled with body filler and a lot of the damage was hidden under bottom paint. The relatively new bottom paint was not applied properly. The paint allowed water to seep into the polyester filler material further breaking down the material. I did an adhesion test and I was able to take it off with my thumb nail. The hull was shiny. Nothing sticks to shine. The hull should have been sanded with 80 grit sandpaper for a good paint bond. The owner had purchased the vessel not knowing the full extent of the damage and the bad repairs that were done on it. The boat had serious fractures and needed to be repaired properly! I removed the paint on the entire hull and discovered another bad repair on the opposite side. That previous repair was also filled with just body filler. I proceeded to repair it properly and the hull was sanded with 80 grit sandpaper. The entire hull now was able to be examined.

Body filler has no structural integrity at all. It is used as a finishing material mainly used in automotive repair. Save it for cars that don't see a lot of water. The correct repair which we did for all this type of damage was to grind out the entire fractured fiberglass and rebuilt it with epoxy resin, fiberglass mat, fiberglass cloth and epoxy fillers to re-establish the body lines. Epoxy barrier was applied next. Over the epoxy barrier bottom paint was applied. A side note about epoxy barrier- Epoxy barrier, a primer for bottom paint is cheaper in cost than bottom paint will protect repairs and help protect against water intrusion. In my opinion no boat should be bottom painted without having epoxy barrier applied first.

The methods of bad repairs that I have seen and had to "redo" are astonishing. Sometimes down-right scary done by the "the hacker"- uneducated- the "for

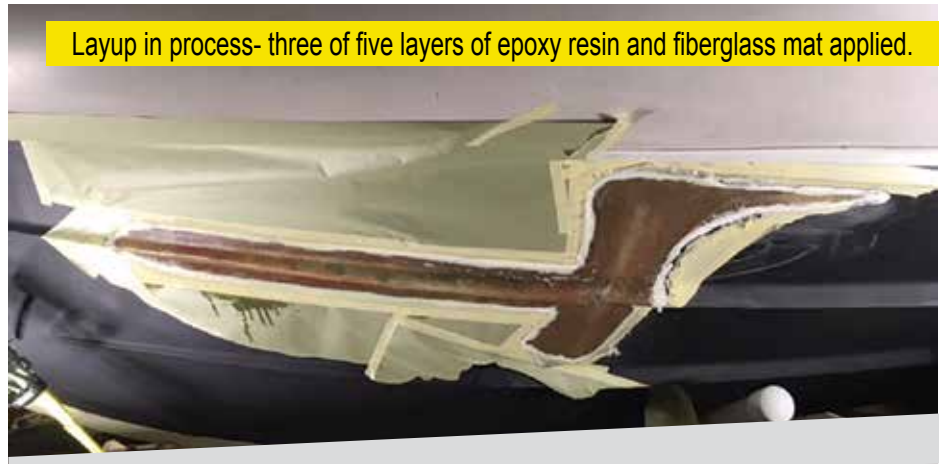


now” fixer. Some repairers are being instructed “I need to sell it quick and don’t want to pay a lot of money” “It’s an old boat, just patch it, it’ll be ok” “Can you just fill it with paper mache?” and “ Put a little bottom paint on it to cover that damage”!

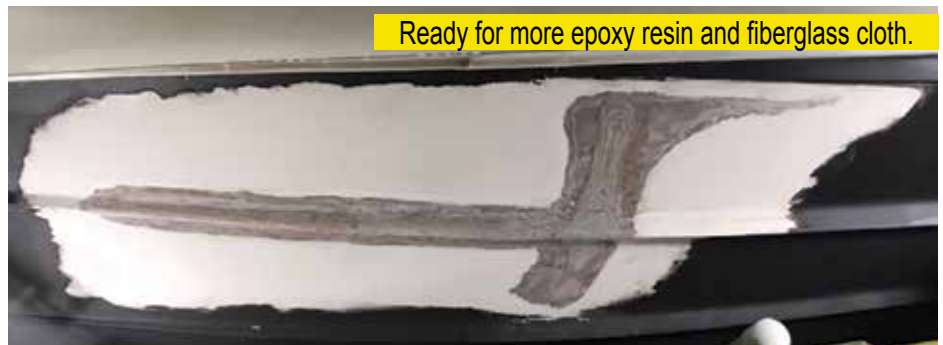
Here’s a memorable repair I did. A very nice lady brought her boat to me very upset. She had the floor in her boat replaced by someone else and when she started using it she noticed she was taking on water. She started examining her hull and discovered a long blade cut. Apparently during the process of taking out the old floor with a skill saw the boat was cut through the side of the hull below the water line under the floor area. The cut was covered up with clear packing tape. Yes, I couldn’t believe it either! We repaired the boat and made it usable once again for a very grateful lady!

- **Not trying to scare you but educate you.**
- **Don’t disregard the safety of your passengers with cheap repairs.**
- **Avoid costly “re-repairs” Get it repaired correctly the first time**
- **If you are doing a repair and are buying a composite material make sure it can be used above and below the water line. Most fillers have a insignia on the label that will state use “for above and below waterline” repairs.**
- **It’s important to hire a professional to evaluate the condition of a vessel before you make a purchase. It’s worth every penny spent.**
- **Need a marine survey or a recommendation for a reliable, experienced boat repairer? Consult a marine surveyor that is a member of the The Society of Accredited Marine Surveyors, Inc.® - (SAMS®) <http://www.marinesurvey.org>**

I don’t take short cuts and refuse work if I’m asked to do it any other way.



Layup in process- three of five layers of epoxy resin and fiberglass mat applied.



Ready for more epoxy resin and fiberglass cloth.



Reinforced vinyl ester filler applied to imperfections.



Layup completed- Sealed with epoxy barrier- ready for bottom paint.



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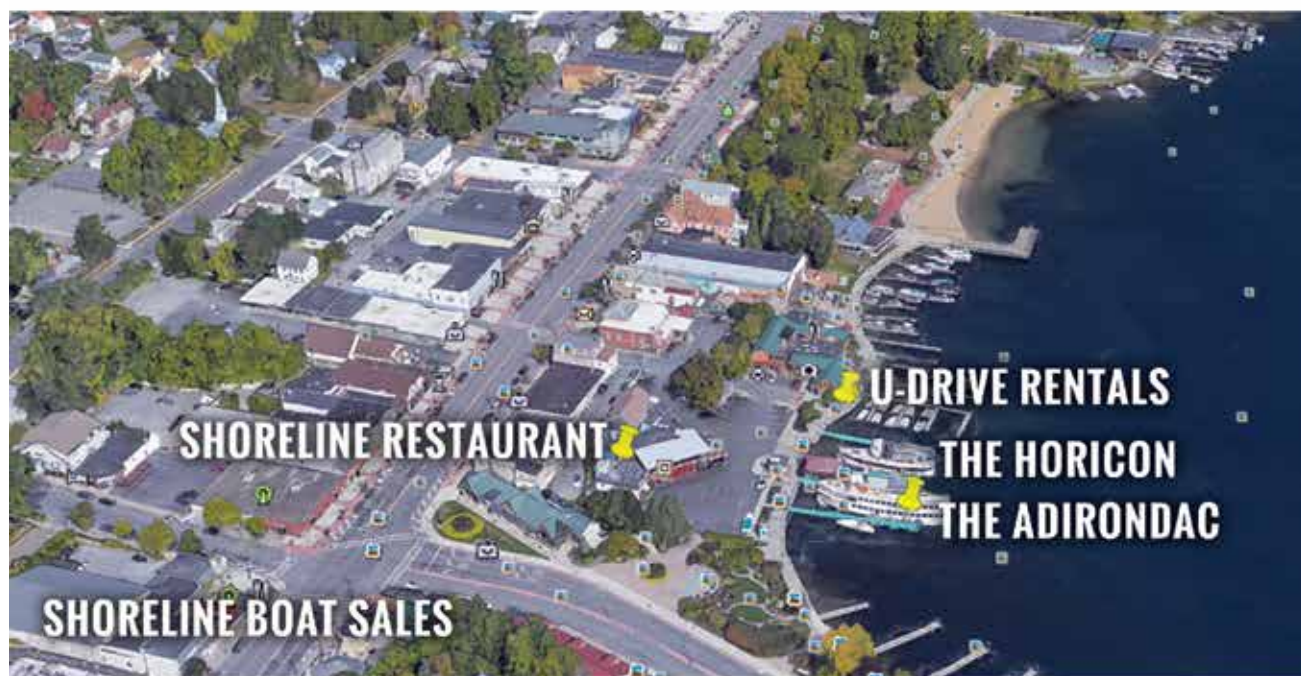
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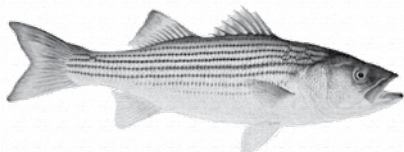
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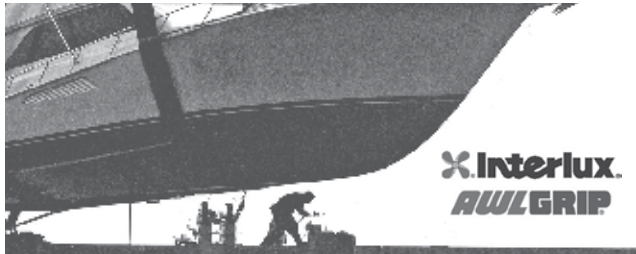
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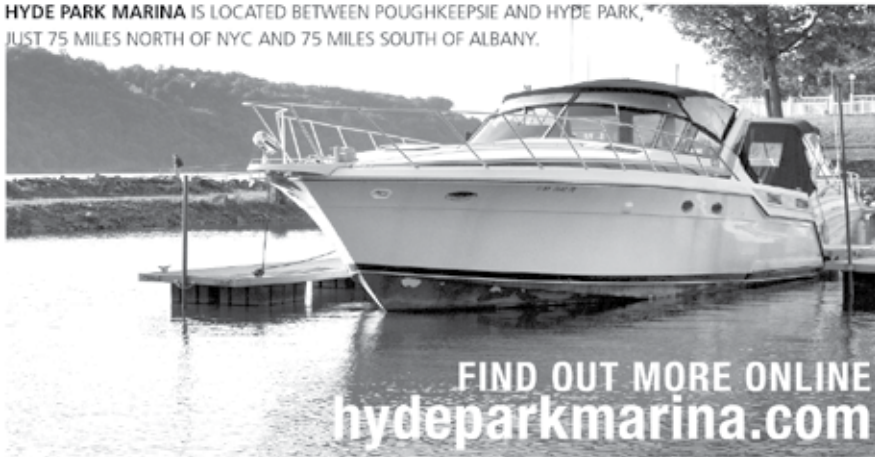


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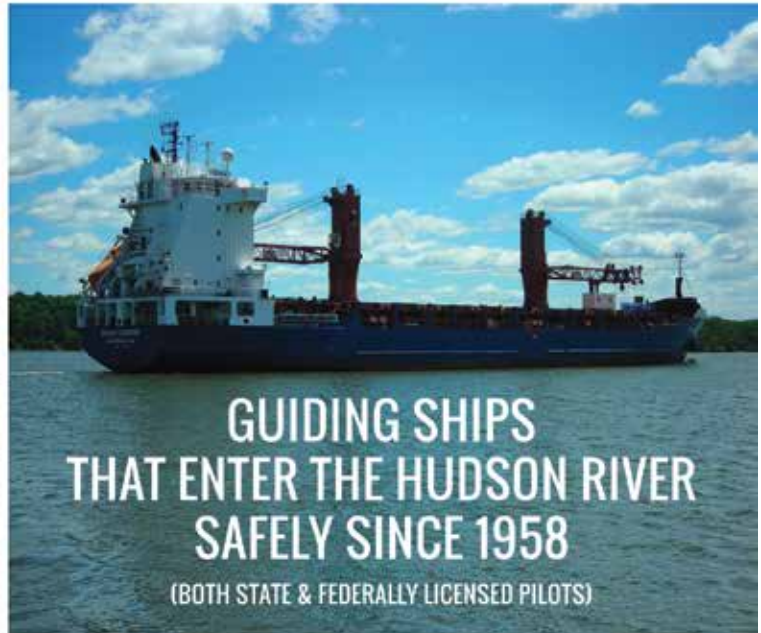
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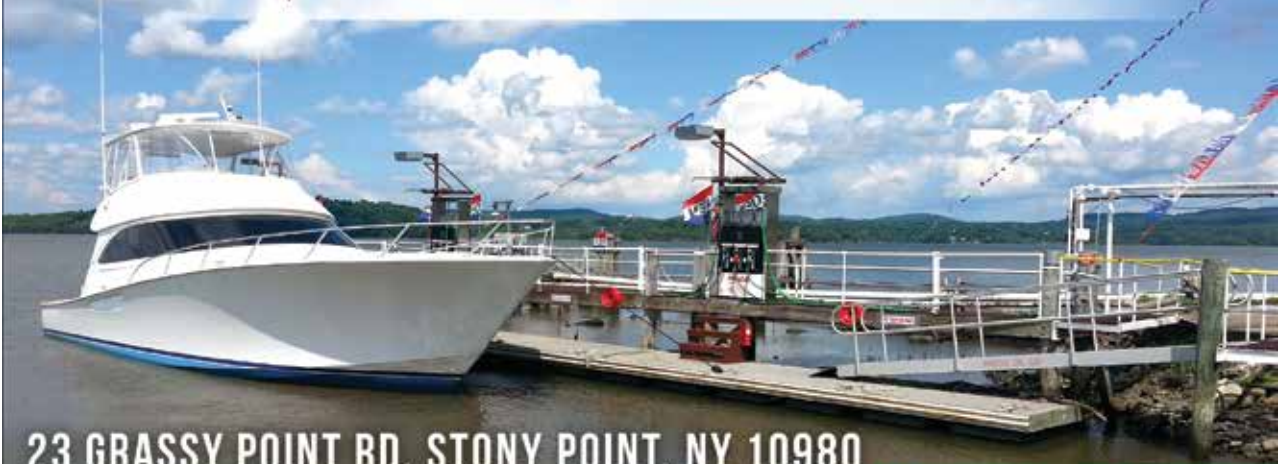


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