

Boat Delivery.... In February

by John H. Vargo, Publisher

Few, if any boaters have taken their boat out in the dead of winter! For some necessity requires just that, moving a boat to a ship in New York Harbor so it can be delivered to Formosa.

Captain Rob Lewis is just the person that can do this and is called, on many occasions, to do the impossible. In this case anyone else would have said, "impossible!"

The stories that Rob has to tell are always interesting, never dull and sometimes, like this one unbelievable.

Captain Rob Lewis received a telephone call from Haverstraw Marina on January 26th, 2017 that there was a cabin cruiser at their marina that had to be moved to meet a ship in New York Harbor at a very specific time, yet to be determined. The cruiser was being shipped to Formosa. Further information was that a crane barge would hoist the boat onto the ship. The crane barge would only be next to the ship at a specific time and that he had to be there on time.

Captain Rob has been doing this kind of work for many years, especially in New York Harbor, however usually the boat is delivered on a trailer with all the resulting tangle of snafus that happen when you are delivering to a major New York Harbor dock.

With the information in hand, Rob being cautious, as he has gotten to be in middle age, decided to take another captain with him. He called Captain Sebastian Fazzino (Fuzzy is short for Fazzino). They, having the kind of experience that both delivery captains have, decided that going over to Haverstraw Marina and inspecting the boat before they got the call to deliver it was imperative.

Getting ready to put the straps under and around the boat prior to lifting it on board.

They got the key for the boat from the Haverstraw Marina office and went out to the boat. Sure enough upon starting up the engines, it turned out that that the starboard engine had an alarm going off when the engine was revved up. Rob called the Haverstraw office and they in=turn alerted the service department that the boat needed to be looked at. The mechanic came to the boat, inspected the engines and then called Captain Rob and said, "The valve for the water cooling system is frozen half open, and the engine is not getting enough cooling when the engine is throttled up!"

Captain Rob said thank you and to the other captain, "ok, I will just run the engine down on the port engine!"



Captain Rob Lewis.

A Hudson River Boat Trip to Remember



Getting ready to put the straps under and around the boat prior to lifting it on board.

With the information in hand they awaited the call from the Port Captain that the container ship had arrived and they were to deliver the boat.

Five days later, at 6 o'clock in the evening Captain Rob received a telephone call that he was to be at the Port seven A M the next morning!

At this point a normal person would say, "Impossible, it is snowing outside the wind is blowing twenty to 30 mph, it can't be done!!

Not Captain Rob, as is his usual style, he called the other delivery captain, "Fuzzy" and said, "Ok we leave Haverstraw Marina at 5 AM in the morning!"

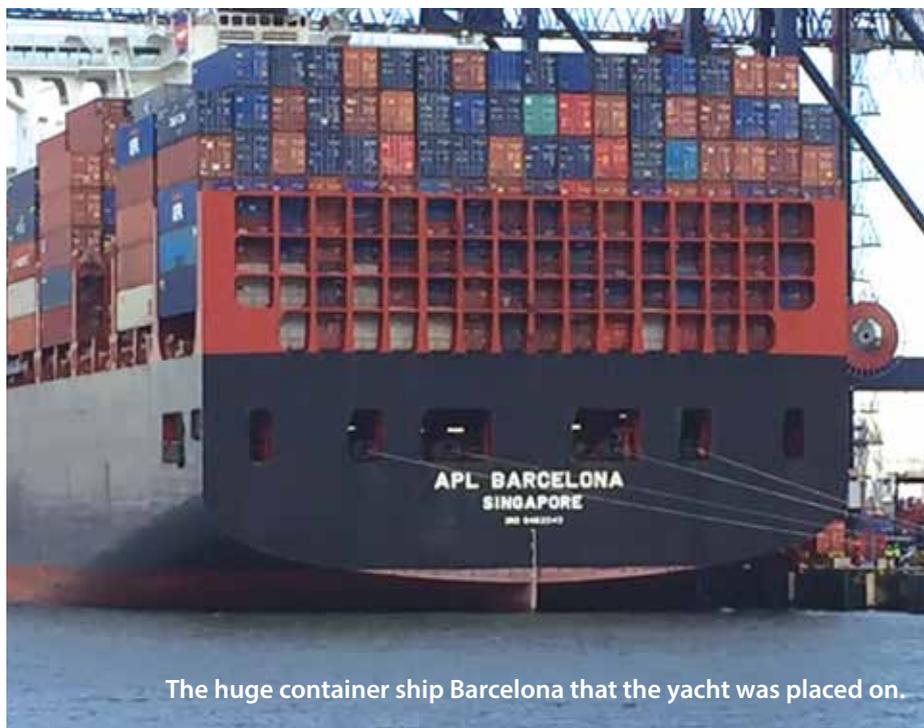
Fuzzy arrived at 4; 10 am at Captain Rob home and the two of them had a driver deliver them to Haverstraw Marina. "Fuzzy" as the other captain is called was ready for anything with insulated coveralls, heavy coat and gloves.

It was a dark, snow covered early morning when they found the key to the boat that had been hidden by prearrangement with the Haverstraw office. Slipping and sliding down the aluminum snow covered ramps they made their way out to the snow covered boat.

Everything was frozen including the plugged in power cable, the canvas cover, the fly bridge, and of course the boat itself was dangerously slippery at 5 AM on a cold, wintery morning in February.

After starting the engines, they let the starboard engine idle, and with everything else on the boat still winterized, Captain Rob decided that the only way to see was to drive from the open fly bridge. With that in mind "Fuzzy" stayed below to monitor the gauges, while Rob, gingerly moved out of Haverstraw Marina and headed south. "Fuzzy" could not see out as the windshield in the lower cabin as it was frosted over.

Moving along at 12 knots, with Rob on the exposed top, and Fuzzy below they made it to the Tappan Zee Bridge. By this time the sun came out and defrosted the cabin windshield allow Rob to come in out of the brutal cold on the fly bridge. The heat given off by the two engines



The huge container ship Barcelona that the yacht was placed on.



Boat in slings at the New Jersey port.

gave the two men some relief from the cold. Finally they could see through the windshield.

Two hours into the trip they made it to the Statue of Liberty. At this point Rob called the Port Captain and he directed them to the ship, which could not be seen from the outer harbor.

Captain "Fuzzy" Fazzino was very impressed with Rob and the entire

operation. While they did not arrive until 8:30 AM, the crane barge was still there. The crew on the barge took over and the cabin cruiser was immediately lifted on board.

The driver that had been prearranged to take them back home had arrived and by 1 pm the two captains were back home

"Fuzzy" was very impressed with Captain Rob's tenacity in the face of all the odds that were involved in this delivery.