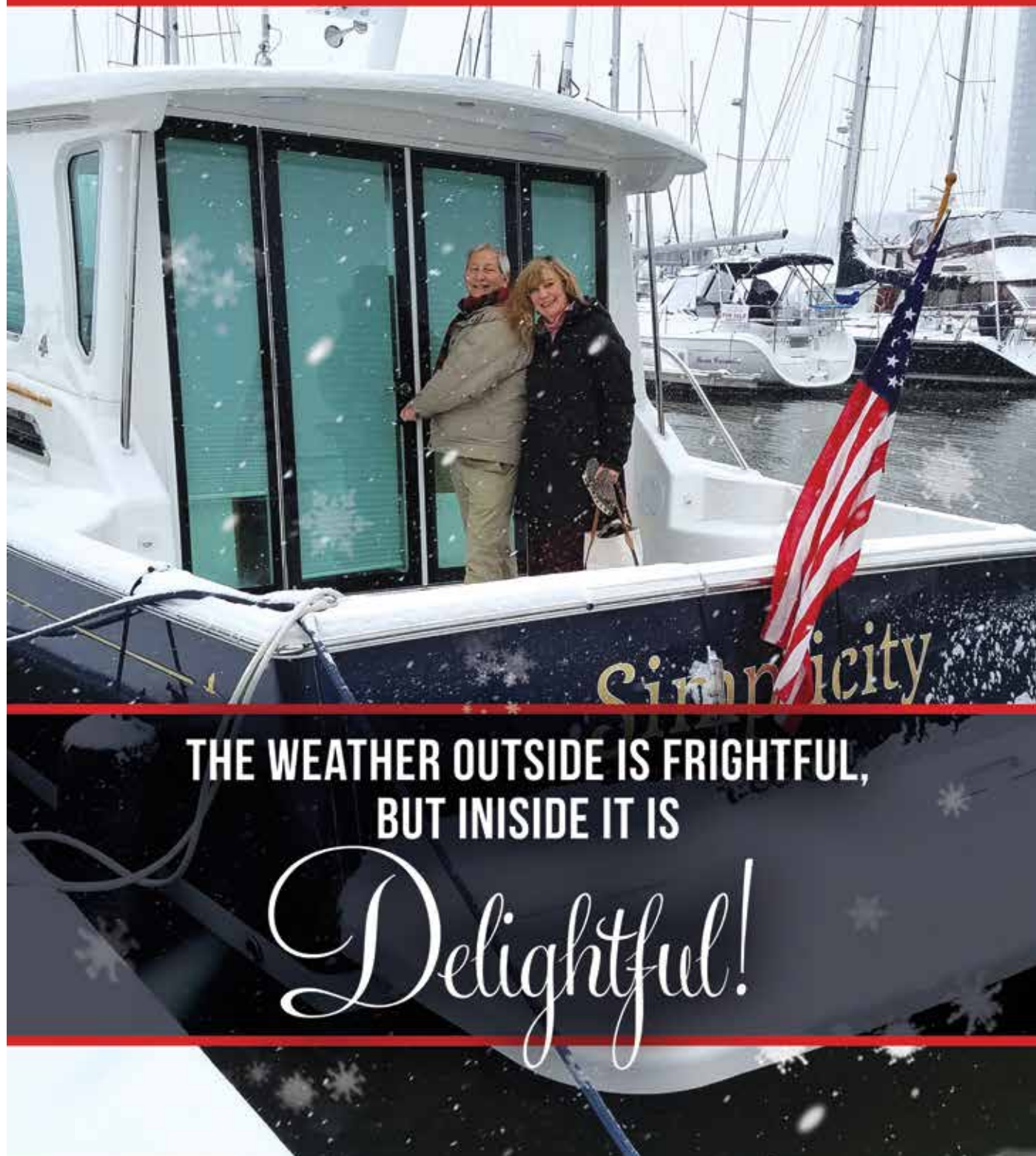


BOATING

*On The
Hudson
& Beyond*

FEB/MARCH 2017



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BOATING

On The
Hudson
& Beyond

February

March

2017

20

50

About the Cover

"Astute" - A clever, smart and knowledgeable individual. None better than Jeff Sublett who took the photo on the cover and is the author and photographer of the story beginning on page 50.

Only an individual that had lived on a boat for the first fifteen years of his married life, and who sleeps, eats and dreams of boats could possibly have noticed the beautiful Back Cove Yacht just pulling into Liberty Landing Marina on a very cold, snowy January day.

With his usual gracious charm, Jeff immediately struck up a friendship that led to the cover and the story.

Congratulations Jeff and very well done!

- 4 • Striper Tournament
- 7 • Coxackie Yacht Club & Ronald McDonald
- 8 • Spring Striped Bass
- 10 • "Tides" by Jonathan White
- 20 • Constitution Marsh by Land by Ralph Ferrusi
- 28 • Boy Scouts of America
- 30 • Riverport Women's Sailing Conference
- 38 • Saratoga Lake
- 42 • New York State Boating Safety Initiatives
- 45 • A New Destination
- 50 • Boating Profile by Jeff Sublett

Every Month

- 12 • Boat Talk with Alex
- 14 • Tides
- 46 • Ivey's in My Kitchen
- 54 • Cathy Karas
- 60 • Service Directory
- 64 • Classified Section
- 66 • Ask Dr. Gel



Cortlandt Yacht Club clubhouse.

2017 Striped Bass Tournament

presented by
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 & Affordable Carting,**
April 28•29•30, 2017

A host of top sponsors, including Boating On The Hudson Magazine, Croton Bait and Tackle, Matts Sporting Goods, Casabella Contracting, Burke Energy, Yorktown Cycles, Hilltop Gardens, Hudson Valley Fire Inc, MG Landscaping, Officers & Members of Cortlandt Yacht Club, Down Cycles, Universal Handyman, Luposello's Garage, many, many more.

in our 4th year we are very proud to offer what has become the premier tournament on beautiful Haverstraw Bay, Hudson River.

The event begins with our tournament party at Cortlandt Yacht club on Thursday April 27th at 6pm.

As in past years, the main focus of this Tournament

Some of the Prizes awarded to children.



is the young adults and children of our community introducing them to one of the Hudson Rivers greatest pastimes, fishing.

Fresh bait, is very important to this Tournament and Croton Bait and Tackle and Matts Sporting Goods, play a very important part in making this tournament such a success.

Because of the generosity of Cortlandt Yacht Club, this year's event will be amazing! The tournament will follow its usual format, with minimal changes however it will have the fantastic amenities of the Cortlandt Yacht club including its beautiful club house facilities!

Fishing will begin Friday 3pm thru Sunday 3pm. A tournament barbeque and awards ceremony will follow at Cortlandt Yacht Club. The weigh station will be at the Cortlandt Yacht Club as designated on the entry form.

Last years tournament awarded over \$5000 dollars in prizes in 4 tournament categories, children 13 & under, youth 14 to 18, main contest, and seniors over 55, with the tournament champion winning \$1000 in cash and prizes!!! (We hope to increase that to 8000 dollars this year primarily on children prizes!!

(Please note that the amount of cash prizes is a direct result of the number of entries).

Tournament updates will be posted on Boating On The Hudsons Facebook page,

Cortlandt Yacht Clubs Facebook and entry and information will be available at Croton Bait and Tackle and Matts Sporting Goods. Please see the April Boating on The Hudson for the official event poster and final updates on this years event. Inquiries can be sent to mythreesons3@optonline.net.





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Ronald McDonald House Charities of the Capital Region creates, seeks and supports programs and services that directly improve the health and well-being of children.

Albany Ronald McDonald House provides a haven of comfort, love, healing and hope – free of charge – for critically ill children and their families. The Family Room and Family Suite offer families respite and support within the Children’s Hospital at Albany Medical Center, close to their ill child and his/her caregivers. Our Dental Care Mobile, in partnership with St. Peter’s Health Care Services, provides free, comprehensive dental care to underserved and underinsured young students. Our community-based Grants Program supports other local charitable organizations and programs that directly improve the lives of children.

Volunteerism is growing amongst Yacht clubs on the Hudson River! Over the past few years, many boat clubs have increased interest in their yacht clubs by including events that reach beyond their own membership and are incorporated into the general publics interest.

A good example of this was an event that developed as an idea amongst members of the Cocksackie Yacht Club that turned into a full-blown effort by members. (The relationship of one of the members company that worked for Marshal and Sterling, Inc. that works with the Ronald MacDonald House in Albany, led them to fruition of this idea).

www.rmhcotalbany.org

The idea was to raise money amongst Cocksackie Club members and use the money to buy gifts and creates a dinner at the Ronald MacDonald House in Albany for the approximately twenty-five family’s staying there. These families have children at the Albany Medical Center Children’s Hospital.

By the end of November \$1060 was raised. One member, Michele Kern, took advantage of Black Friday to buy gifts to be given out at the Albany Medial Center Children Center.

On Saturday, December 17th, the Cocksackie Member volunteers arrived a the Ronald Macdonald House, with food already purchased, and, using the Ronald Macdonald House Kitchen, and with help from other volunteers at the “house,” cooked for all the family’s that were available. (The weather tuned out to be very bad that day so the gifts that were purchased for the children Albany Hospital Medical Center Children Center were left to be given out by the nurses in the hospital).

The event was so well liked by the volunteers that the Cocksackie Yacht Club is going to do more of these events in the coming year.



Brandon & Lindsay Horn, Donnie & Michele Kern, Heather & Jason Jump and Sheila & Michael Jones.



Spring Striped Bass Fishermen Just Caught a Real Break!

by John H. Vargo, *Publisher*



What could be better, the last vestiges of February's cold, brutal winds, and then the opposite, of a warm sunny day, and finally its March!

Striper season on the Hudson River has arrived. Some of us fisherman are getting smart as we age; we painted the bottom of the boat with a fresh coat of bottom paint, after we washed it down during haul out, and cleaned up the boat, already for spring. Now, if it is not buried in the back of the boat yard, or in your own back yard, you can get it out and down to the river for an early launch that will begin the wonderful ritual of spring striper season on the Hudson River.

The Season begins with five year old and older stripers gathering on the west side of New York Harbor all winter. In March savoring the small differences in rising temperatures, as the sun warms the shallows from Jersey City to Englewood, the "bass" begin to move upriver.

In my lifetime these stripers have grown in size much larger than when I was a child. The quantity of striped bass migrating each year is nowhere near as large as they were in the early 90's, but the stripers are most definitely larger as a year class than ever before.

Perception is everything and the older striped bass fisherman, remembering what it used to be like, can be discouraged by all the changes in the rules that allow a delicious striper to wind up on the dinner table. But, for those of you who are willing to adapt to the new rules and conditions the eye opening opportunity to catch stripers is still there.

The biggest break we have gotten is that "Bunker" are back in the Hudson River in large numbers. They range as far north as Peekskill, NY in huge schools, something we have not seen in my lifetime!

"Menhaden, Brevoortia tyrannus, is, without a doubt, the single most important fish in the western Atlantic. This oily filter-feeder swims in schools so large that they block the sun from penetrating the water's surface as it regulates ocean health. Earlier this week, we were greeted by news that menhaden stocks were rebounded, yet despite their near-universal importance in the western Atlantic and Gulf of Mexico, most Americans have near heard of a menhaden. Andrew David Thaler"



Chris Pritchard's Lowrance electronic fish finder on his net boat, late April 2016, these are bunker by the thousands on the screen.



A fresh haul of bunker, (Menhaden) Chris Pritchard photo late April, 2016

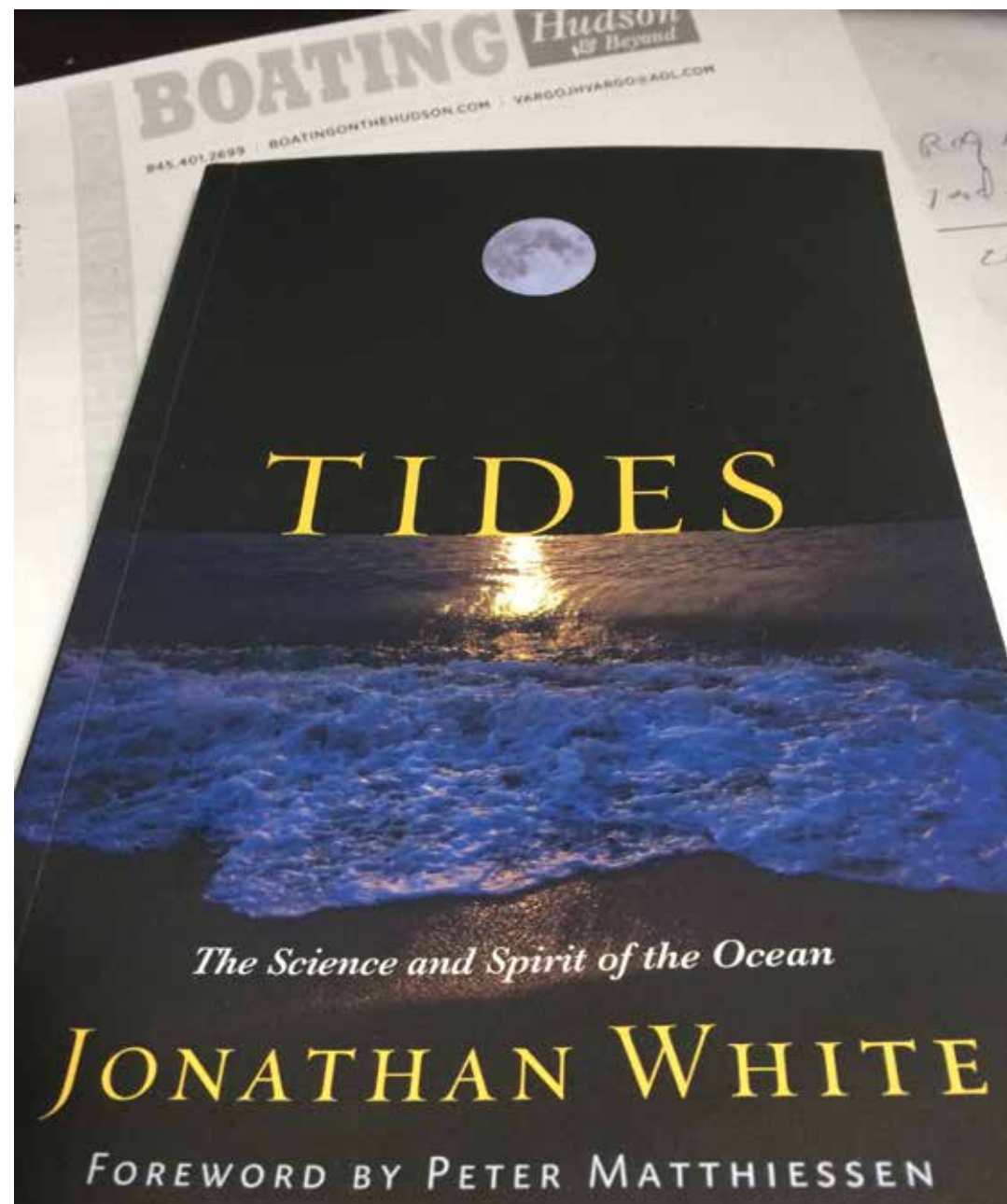
These two photos by Chris Pritchard really tell a story of back-breaking, cold miserable work, not only hauling in the net to the boat, but of then "picking the net clean", putting the bunker on ice and then getting them to market all within an hour of hauling.

You truly have to love what you do to enjoy the benefit of having fresh bunker for bait, and Chris Pritchard does enjoy it!

In the lower "river" the most significant positive change is the huge schools of "bunker" that now arrive in April. This is a major change in live bait fishing as "bunker" is the number one ocean fish that striped bass feed on throughout their migration up and down the east coast of the United States. Herring, another part of the Herring family of fishes, is still very important to the upper river's live bait fishing for striped bass, but fishing from Newburgh south with bunker has created an entirely new "game" for live bait fisherman. Those fishermen that have caught on to this new development will be the first to say, "The bunker had better be fresh if you're going to consistently catch stripers!"

There is licensed commercial fisherman on the lower Hudson River that is allowed to sell this fresh bunker. This is the number one reason why some striper fisherman consistently are successful in catching and releasing stripers on their fishing trips. They always use fresh bunker as bait!





For anyone with the least curiosity about the world's tides this well written and researched book is a must read.

The author, a surfer and skipper of a 46' sloop on the Pacific Northwest Coast, begins his book with a falling tide bringing near disaster to his sloop. Narrowly averted with a good crew, hard work, and a flood tide.

Traveling the world to witness the largest and most unusual tides he digs deep into the mythology, science, history and culture of the world's tides and

the people who live with them. From the straights of Magellan at the tip of South America where the Pacific and Atlantic meet, to the 25 foot high tidal bore that roars up China's Qiantang River, often with fatal results, with a foray under arctic ice at low tide to forage for clams and mussels with a native Inuit.

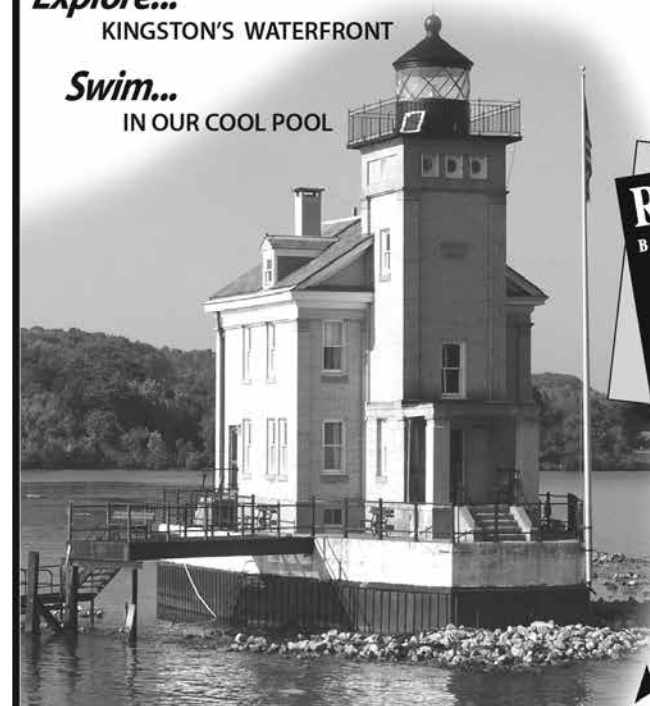
He deftly describes many of the factors or constituents that affect any given tide and those constituents that affect all tides. The apogee and perigee of the moon and sun, familiar words from middle school earth science, describes the celestial dance between earth, moon and sun in their orbits. Other constituents to name a few include sea floor topography, shoreline geography and weather.

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The chapter on how harmonic convergence and resonance affect tides differently in different locations left me out of my depth, but convinced me that there is more to the tides than meets the eye, or the ear.

What makes the books so enjoyable is "Whites" keen eye for details. Plucking mud shrimp at low tide from Canada's Bay of Fundy, (an important source for migrating sand pipers), to the sights, sounds, and smells of an indigenous community on Panamas east coast.

He also strikes an easy rapport with an engineer overseeing the building of floodgates, protecting Venice, Italy, to the monks of Mount Saint Michael in France who are surrounded by the sea half the day and muddy land the other half.

He delves into human's attempt to understand the tides through the ages, although the moon's influence was well known, the rest was speculation and myth. One of the most imaginative myths is that of the Tlingit people of Canada and Alaska where it was told. A raven, the great spirit, and an old woman who lives in a cave strikes a deal to allow the Tlingit to harvest the bounty of ebb tide.

Western understanding of tides came in fits and starts

with Pliny Natural History, one of the first written, (and mostly wrong) explanation of tides. With the beginning of modern science from Copernicus to Galileo and finally Isaac Newton developing his laws of physics. Motion and gravity playing it mysterious but quantifiable role.

What sort of role the tide will play providing renewable energy for the world is still being decided. Currently contributing just two percent of the world's electrical output. Serious environmental and engineering problems needed to be overcome for its immense potential to be realized.

Through his book, Jonathan White infuses the reader with his awe at the interconnectedness of the tide with the solar system, humans and what he calls the "Sprit of the Ocean". For any reader of this magazine's Sea Tow tide charts they would be wise to read the disclaimer in its masthead stating, "please be aware these charts should not be considered the last word on tide conditions at any given moment of point or time."

After reading Jonathan White's "tides you'll know why!"

BOAT TALK WITH



If you have a question for Master Mechanic and Owner of Alex's Marine Plus in New Windsor, NY, simply call Alex at 845-565-9199 or e-mail, AlexsMarine@aol.com

Q: Alex, my boat is on a trailer, it is my first boat and I am very excited to use it for Striper Season on the Hudson River shortly. What should I do to prepare?

(For much of our readership the answers are straight forward, however for a first time boat buyer and user below are some important and helpful hints.)

A: Check your battery. Bring it up to full charge.

Check your steering. Turn the engine back and forth with the engine in the down position. (Have someone else do this as you stand behind turning the engine and watch that everything is working properly.)

Next move the throttle back and forth. Is it smooth with no binding? (There are usually grease fittings on the steering cable and some throttles have grease fittings as well.)

Does the trim go up and down smoothly? ARE THERE ANY LEAKS? Is there a reservoir? Is it up to the level mark?

After doing the above, (ONLY IF YOU CONNECT YOUR ENGINE TO A WATER SUPPLY) you could run the engine on the trailer. Of course you must put the "ears" on the lower unit so that when the engine is turned on, water is drawn into the engine to cool it continuously. Be VERY careful, as there is usually a warning horn that will alert you if the engine gets to warm while running it with the ears on.

Now that you have done all the above, you should see that you have a complete Coast Guard safety kit. As part of that package, make sure that the flares are NOT EXPIRED! All flares have an expiration date on them and your flares must be "in date."

You must have a least one anchor on board. Life jackets for each individual on board is a must. Further if the boat is under 21 feet, each passenger must wear their life jacket at all times while on board up until May 1st. The object here is to reduce the number of individuals that may drown because of cold water.

The trailer that your boat is resting on is the most abused portion of the entire boating package. *Wheel bearings are the number one problem as most*

Alex Salomatoff

individuals do not realize that the bearings must be greased, either by taking the wheels off and repacking the bearings or by installing bearing buddies.

A package of two or four the Bearing Buddies can be purchased at an auto parts store. You need to remove the cap from the outer wheel axle and by using a wooden block, tap on the Bearing Buddies tap until the are tight. Bearing Buddies are relatively inexpensive, and easy to maintain. You maintain them by taking a grease gun, attaching it to the nipple on the Bearing Buddy and pump grease in. The spring that you see will compress so that you know it is full. If you pump too much in, you will force the bearing buddy from the shaft. (It is only held on by friction). Also if you're really smart, you will look on the inside of the axle to see if the inner seal is leaking. If so, then it is time to remove the entire wheel assembly and replace the bearings and seals.

While you have the grease gun in hand, grease the trailer wench and any other parts that may need grease as well.

Also, check the tires. Are they inflated properly? Are they in good condition?

Lastly, keep in mind that every time you put your boat in the water that your trailer is degraded. Especially so if the water is salt water. Salt water will eat up electrical components, frames and anything else that accepts corrosion. There are individuals who always drop the boat in fresh water after being in salt water. It is so important to maintain your boat trailer and make sure to regularly touch up the bearing buddies with a shot of grease.

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The Battery

DATE	DAY	Moon	AM LOW TIME/HEIGHT	AM HIGH TIME/HEIGHT	PM LOW TIME/HEIGHT	PM HIGH TIME/HEIGHT
1 Wed			5:06 -0.1	11:02 4.7	5:32 -0.4	11:33 4.5
2 Thu			6:00 0.1	11:57 4.5	6:23 -0.2	No PM High
3 Fri		☉	7:10 0.2	12:28 4.6	7:27 -0.1	12:54 4.3
4 Sat			8:23 0.2	1:25 4.6	8:35 -0.1	1:57 4.2
5 Sun		P	9:31 0.1	2:28 4.7	9:40 -0.1	3:05 4.1
6 Mon			10:32 -0.1	3:37 4.8	10:39 -0.3	4:17 4.1
7 Tue			11:29 -0.4	4:47 4.9	11:36 -0.5	5:24 4.3
8 Wed			No AM Low	5:50 5.1	12:23 -0.6	6:22 4.6
9 Thu			12:30 -0.6	6:44 5.3	1:15 -0.8	7:14 4.8
10 Fri		☉	1:23 -0.7	7:33 5.4	2:04 -0.9	8:02 4.9
11 Sat		S	2:13 -0.8	8:19 5.4	2:50 -0.9	8:49 4.9
12 Sun			3:00 -0.7	9:05 5.2	3:34 -0.8	9:36 4.9
13 Mon			3:45 -0.5	9:51 5.0	4:15 -0.6	10:23 4.8
14 Tue			4:29 -0.3	10:37 4.7	4:56 -0.3	11:10 4.6
15 Wed			5:13 0.0	11:23 4.4	5:37 0.0	11:56 4.4
16 Thu			5:59 0.4	No AM High	6:20 0.4	12:10 4.1
17 Fri			6:53 0.7	12:41 4.3	7:11 0.7	12:56 3.8
18 Sat		☉A	7:54 0.8	1:26 4.1	8:09 0.8	1:46 3.6
19 Sun			8:55 0.9	2:15 4.0	9:07 0.9	2:40 3.5
20 Mon			9:51 0.8	3:09 4.0	10:00 0.8	3:40 3.4
21 Tue			10:42 0.6	4:08 4.1	10:50 0.6	4:41 3.6
22 Wed			11:30 0.4	5:04 4.3	11:38 0.4	5:34 3.8
23 Thu			No AM Low	5:53 4.5	12:15 0.1	6:19 4.0
24 Fri			12:24 0.1	6:35 4.8	1:00 -0.1	6:58 4.3
25 Sat			1:10 -0.1	7:13 5.0	1:43 -0.4	7:35 4.5
26 Sun		☉N	1:55 -0.3	7:50 5.2	2:24 -0.6	8:11 4.8
27 Mon			2:39 -0.5	8:29 5.2	3:05 -0.7	8:49 4.9
28 Tue			3:23 -0.6	9:10 5.2	3:45 -0.7	9:31 5.0

TIDES February

Spuyten Duyvil						
DATE	DAY	Moon	AM LOW TIME/HEIGHT	AM HIGH TIME/HEIGHT	PM LOW TIME/HEIGHT	PM HIGH TIME/HEIGHT
1 Wed			5:54 -0.1	11:54 3.9	6:20 -0.3	No PM High
2 Thu			6:48 0.1	12:25 3.8	7:11 -0.2	12:49 3.8
3 Fri		☉	7:58 0.2	1:20 3.9	8:15 -0.1	1:46 3.6
4 Sat			9:11 0.2	2:17 3.9	9:23 -0.1	2:49 3.5
5 Sun			10:19 0.1	3:20 3.9	10:28 -0.1	3:57 3.4
6 Mon		P	11:20 -0.1	4:29 4.0	11:27 -0.3	5:09 3.4
7 Tue			No AM Low	5:39 4.1	12:17 -0.3	6:16 3.6
8 Wed			12:24 -0.4	6:42 4.3	1:11 -0.5	7:14 3.9
9 Thu			1:18 -0.5	7:36 4.5	2:03 -0.7	8:06 4.0
10 Fri		☉	2:11 -0.6	8:25 4.5	2:52 -0.8	8:54 4.1
11 Sat		S	3:01 -0.7	9:11 4.5	3:38 -0.8	9:41 4.1
12 Sun			3:48 -0.6	9:57 4.4	4:22 -0.7	10:28 4.1
13 Mon			4:33 -0.4	10:43 4.2	5:03 -0.5	11:15 4.0
14 Tue			5:17 -0.3	11:29 3.9	5:44 -0.3	No PM High
15 Wed			6:01 0.0	12:02 3.9	6:25 0.0	12:15 3.7
16 Thu			6:47 0.3	12:48 3.7	7:08 0.3	1:02 3.4
17 Fri			7:41 0.6	1:33 3.6	7:59 0.6	1:48 3.2
18 Sat		☉A	8:42 0.7	2:18 3.4	8:57 0.7	2:38 3.0
19 Sun			9:43 0.8	3:07 3.4	9:55 0.8	3:32 2.9
20 Mon			10:39 0.7	4:01 3.4	10:48 0.7	4:32 2.9
21 Tue			11:30 0.5	5:00 3.4	11:38 0.5	5:33 3.0
22 Wed			No AM Low	5:56 3.6	12:18 0.3	6:26 3.2
23 Thu			12:26 0.3	6:45 3.8	1:03 0.1	7:11 3.4
24 Fri			1:12 0.1	7:27 4.0	1:48 -0.1	7:50 3.6
25 Sat			1:58 -0.1	8:05 4.2	2:31 -0.3	8:27 3.8
26 Sun		☉N	2:43 -0.3	8:42 4.4	3:12 -0.5	9:03 4.0
27 Mon			3:27 -0.4	9:21 4.4	3:53 -0.6	9:41 4.1
28 Tue			4:11 -0.5	10:02 4.4	4:33 -0.6	10:23 4.2

Peekskill

DATE	DAY	Moon	AM LOW TIME/HEIGHT	AM HIGH TIME/HEIGHT	PM LOW TIME/HEIGHT	PM HIGH TIME/HEIGHT
1 Wed			8:09 -0.1	1:10 2.9	8:35 -0.3	1:30 3.0
2 Thu			9:03 0.1	2:01 2.9	9:26 -0.1	2:25 2.9
3 Fri		☉	10:13 0.1	2:56 2.9	10:30 -0.1	3:22 2.8
4 Sat			11:26 0.1	3:53 2.9	11:38 -0.1	4:25 2.7
5 Sun			No AM Low	4:56 3.0	12:34 0.1	5:33 2.6
6 Mon		P	12:43 -0.1	6:05 3.1	1:35 -0.1	6:45 2.6
7 Tue			1:42 -0.2	7:15 3.1	2:32 -0.3	7:52 2.8
8 Wed			2:39 -0.3	8:18 3.3	3:26 -0.4	8:50 2.9
9 Thu			3:33 -0.4	9:12 3.4	4:18 -0.5	9:42 3.1
10 Fri		☉	4:26 -0.4	10:01 3.5	5:07 -0.6	10:30 3.1
11 Sat		S	5:16 -0.5	10:47 3.5	5:53 -0.6	11:17 3.1
12 Sun			6:03 -0.4	11:33 3.3	6:37 -0.5	No PM High
13 Mon			6:48 -0.3	12:04 3.1	7:18 -0.4	12:19 3.2
14 Tue			7:32 -0.2	12:51 3.1	7:59 -0.2	1:05 3.0
15 Wed			8:16 0.0	1:38 2.9	8:40 0.0	1:51 2.8
16 Thu			9:02 0.3	2:24 2.8	9:23 0.3	2:38 2.6
17 Fri			9:56 0.4	3:09 2.8	10:14 0.4	3:24 2.4
18 Sat		☉A	10:57 0.5	3:54 2.6	11:12 0.5	4:14 2.3
19 Sun			11:58 0.6	4:43 2.6	No PM Low	5:08 2.2
20 Mon			12:10 0.6	5:37 2.6	12:54 0.5	6:08 2.2
21 Tue			1:03 0.5	6:36 2.6	1:45 0.4	7:09 2.3
22 Wed			1:53 0.4	7:32 2.8	2:33 0.3	8:02 2.4
23 Thu			2:41 0.3	8:21 2.9	3:18 0.1	8:47 2.6
24 Fri			3:27 0.1	9:03 3.1	4:03 -0.1	9:26 2.8
25 Sat			4:13 -0.1	9:41 3.2	4:46 -0.3	10:03 2.9
26 Sun		☉N	4:58 -0.2	10:18 3.3	5:27 -0.4	10:39 3.1
27 Mon			5:42 -0.3	10:57 3.3	6:08 -0.4	11:17 3.1
28 Tue			6:26 -0.4	11:38 3.3	6:48 -0.4	11:59 3.2

TIDES February

Newburgh

DATE	DAY	Moon	AM LOW TIME/HEIGHT	AM HIGH TIME/HEIGHT	PM LOW TIME/HEIGHT	PM HIGH TIME/HEIGHT
1	Wed		9:09 -0.1	2:28 2.8	9:35 -0.3	2:48 2.9
2	Thu		10:03 0.1	3:19 2.8	10:26 -0.1	3:43 2.8
3	Fri	☉	11:13 0.1	4:14 2.9	11:30 -0.1	4:40 2.7
4	Sat		No AM Low	5:11 2.9	12:26 0.1	5:43 2.6
5	Sun		12:38 -0.1	6:14 2.9	1:34 0.1	6:51 2.5
6	Mon	P	1:43 -0.1	7:23 3.0	2:35 -0.1	8:03 2.5
7	Tue		2:42 -0.2	8:33 3.0	3:32 -0.3	9:10 2.7
8	Wed		3:39 -0.3	9:36 3.2	4:26 -0.4	10:08 2.9
9	Thu		4:33 -0.4	10:30 3.3	5:18 -0.5	11:00 3.0
10	Fri	☉	5:26 -0.4	11:19 3.3	6:07 -0.6	11:48 3.0
11	Sat	S	6:16 -0.5	No AM High	6:53 -0.6	12:05 3.3
12	Sun		7:03 -0.4	12:35 3.0	7:37 -0.5	12:51 3.2
13	Mon		7:48 -0.3	1:22 3.0	8:18 -0.4	1:37 3.1
14	Tue		8:32 -0.2	2:09 3.0	8:59 -0.2	2:23 2.9
15	Wed		9:16 0.0	2:56 2.9	9:40 0.0	3:09 2.7
16	Thu		10:02 0.3	3:42 2.7	10:23 0.3	3:56 2.5
17	Fri		10:56 0.4	4:27 2.7	11:14 0.4	4:42 2.4
18	Sat	☉A	11:57 0.5	5:12 2.5	No PM Low	5:32 2.2
19	Sun		12:12 0.5	6:01 2.5	12:58 0.6	6:26 2.2
20	Mon		1:10 0.6	6:55 2.5	1:54 0.5	7:26 2.1
21	Tue		2:03 0.5	7:54 2.5	2:45 0.4	8:27 2.2
22	Wed		2:53 0.4	8:50 2.7	3:33 0.3	9:20 2.4
23	Thu		3:41 0.3	9:39 2.8	4:18 0.1	10:05 2.5
24	Fri		4:27 0.1	10:21 3.0	5:03 -0.1	10:44 2.7
25	Sat		5:13 -0.1	10:59 3.1	5:46 -0.3	11:21 2.8
26	Sun	☉N	5:58 -0.2	11:36 3.2	6:27 -0.4	11:57 3.0
27	Mon		6:42 -0.3	No AM High	7:08 -0.4	12:15 3.2
28	Tue		7:26 -0.4	12:35 3.0	7:48 -0.4	12:56 3.2

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Tarrytown

DATE	DAY	Moon	AM LOW TIME/HEIGHT	AM HIGH TIME/HEIGHT	PM LOW TIME/HEIGHT	PM HIGH TIME/HEIGHT
1 Wed			7:03 -0.1	12:31 3.1	7:29 -0.3	12:51 3.3
2 Thu			7:57 0.1	1:22 3.1	8:20 -0.1	1:46 3.1
3 Fri		☉	9:07 0.1	2:17 3.2	9:24 -0.1	2:43 3.0
4 Sat			10:20 0.1	3:14 3.2	10:32 -0.1	3:46 2.9
5 Sun			11:28 0.1	4:17 3.3	11:37 -0.1	4:54 2.9
6 Mon		P	No AM Low	5:26 3.4	12:29 -0.1	6:06 2.9
7 Tue			12:36 -0.2	6:36 3.4	1:26 -0.3	7:13 3.0
8 Wed			1:33 -0.3	7:39 3.6	2:20 -0.4	8:11 3.2
9 Thu			2:27 -0.4	8:33 3.7	3:12 -0.6	9:03 3.4
10 Fri		☉	3:20 -0.5	9:22 3.8	4:01 -0.6	9:51 3.4
11 Sat		S	4:10 -0.6	10:08 3.8	4:47 -0.6	10:38 3.4
12 Sun			4:57 -0.5	10:54 3.6	5:31 -0.6	11:25 3.4
13 Mon			5:42 -0.3	11:40 3.5	6:12 -0.4	No PM High
14 Tue			6:26 -0.2	12:12 3.4	6:53 -0.2	12:26 3.3
15 Wed			7:10 0.0	12:59 3.2	7:34 0.0	1:12 3.1
16 Thu			7:56 0.3	1:45 3.1	8:17 0.3	1:59 2.9
17 Fri			8:50 0.5	2:30 3.0	9:08 0.5	2:45 2.7
18 Sat		☉A	9:51 0.6	3:15 2.9	10:06 0.6	3:35 2.5
19 Sun			10:52 0.6	4:04 2.8	11:04 0.6	4:29 2.5
20 Mon			11:48 0.6	4:58 2.8	11:57 0.6	5:29 2.4
21 Tue			No AM Low	5:57 2.9	12:39 0.4	6:30 2.5
22 Wed			12:47 0.4	6:53 3.0	1:27 0.3	7:23 2.7
23 Thu			1:35 0.3	7:42 3.1	2:12 0.1	8:08 2.8
24 Fri			2:21 0.1	8:24 3.4	2:57 -0.1	8:47 3.0
25 Sat			3:07 -0.1	9:02 3.5	3:40 -0.3	9:24 3.1
26 Sun		☉N	3:52 -0.2	9:39 3.6	4:21 -0.4	10:00 3.4
27 Mon			4:36 -0.3	10:18 3.6	5:02 -0.5	10:38 3.4
28 Tue			5:20 -0.4	10:59 3.6	5:42 -0.5	11:20 3.5

TIDES February

Haverstraw

DATE	DAY	Moon	AM LOW TIME/HEIGHT	AM HIGH TIME/HEIGHT	PM LOW TIME/HEIGHT	PM HIGH TIME/HEIGHT
1 Wed			7:48 -0.1	12:57 3.2	8:14 -0.3	1:17 3.4
2 Thu			8:42 0.1	1:48 3.2	9:05 -0.2	2:12 3.2
3 Fri		☉	9:52 0.2	2:43 3.3	10:09 -0.1	3:09 3.1
4 Sat			11:05 0.2	3:40 3.3	11:17 -0.1	4:12 3.0
5 Sun			No AM Low	4:43 3.4	12:13 0.1	5:20 3.0
6 Mon		P	12:22 -0.1	5:52 3.5	1:14 -0.1	6:32 3.0
7 Tue			1:21 -0.2	7:02 3.5	2:11 -0.3	7:39 3.1
8 Wed			2:18 -0.4	8:05 3.7	3:05 -0.5	8:37 3.3
9 Thu			3:12 -0.5	8:59 3.8	3:57 -0.6	9:29 3.5
10 Fri		☉	4:05 -0.6	9:48 3.9	4:46 -0.7	10:17 3.5
11 Sat		S	4:55 -0.6	10:34 3.9	5:32 -0.7	11:04 3.5
12 Sun			5:42 -0.6	11:20 3.7	6:16 -0.6	11:51 3.5
13 Mon			6:27 -0.4	No AM High	6:57 -0.5	12:06 3.6
14 Tue			7:11 -0.2	12:38 3.5	7:38 -0.2	12:52 3.4
15 Wed			7:55 0.0	1:25 3.3	8:19 0.0	1:38 3.2
16 Thu			8:41 0.3	2:11 3.2	9:02 0.3	2:25 3.0
17 Fri			9:35 0.6	2:56 3.1	9:53 0.6	3:11 2.7
18 Sat		☉A	10:36 0.6	3:41 3.0	10:51 0.6	4:01 2.6
19 Sun			11:37 0.7	4:30 2.9	11:49 0.7	4:55 2.5
20 Mon			No AM Low	5:24 2.9	12:33 0.6	5:55 2.4
21 Tue			12:42 0.6	6:23 3.0	1:24 0.5	6:56 2.6
22 Wed			1:32 0.5	7:19 3.1	2:12 0.3	7:49 2.7
23 Thu			2:20 0.3	8:08 3.2	2:57 0.1	8:34 2.9
24 Fri			3:06 0.1	8:50 3.5	3:42 -0.1	9:13 3.1
25 Sat			3:52 -0.1	9:28 3.6	4:25 -0.3	9:50 3.2
26 Sun		☉N	4:37 -0.2	10:05 3.7	5:06 -0.5	10:26 3.5
27 Mon			5:21 -0.4	10:44 3.7	5:47 -0.6	11:04 3.5
28 Tue			6:05 -0.5	11:25 3.7	6:27 -0.6	11:46 3.6

Hudson					
DATE	Moon	AM LOW TIME/HEIGHT	AM HIGH TIME/HEIGHT	PM LOW TIME/HEIGHT	PM HIGH TIME/HEIGHT
1 Wed	☾	No AM Low	No AM High	12:18 -0.1	6:00 4.1
2 Thu		12:44 -0.3	6:31 4.0	1:12 0.1	6:55 4.0
3 Fri		1:35 -0.2	7:26 4.0	2:22 0.2	7:52 3.8
4 Sat	☾	2:39 -0.1	8:23 4.0	3:35 0.2	8:55 3.7
5 Sun		3:47 -0.1	9:26 4.1	4:43 0.1	10:03 3.6
6 Mon		4:52 -0.1	10:35 4.2	5:44 -0.1	11:15 3.6
7 Tue	☾	5:51 -0.3	11:45 4.3	6:41 -0.3	No PM High
8 Wed		6:48 -0.4	12:22 3.8	7:35 -0.5	12:48 4.5
9 Thu		7:42 -0.5	1:20 4.0	8:27 -0.7	1:42 4.7
10 Fri	☾	8:35 -0.6	2:12 4.2	9:16 -0.8	2:31 4.8
11 Sat		9:25 -0.7	3:00 4.3	10:02 -0.8	3:17 4.8
12 Sun		10:12 -0.6	3:47 4.3	10:46 -0.8	4:03 4.6
13 Mon	☾	10:57 -0.4	4:34 4.3	11:27 -0.5	4:49 4.4
14 Tue		11:41 -0.3	5:21 4.2	No PM Low	5:35 4.1
15 Wed		12:08 -0.3	6:08 4.0	12:25 0.0	6:21 3.9
16 Thu	☾	12:49 0.0	6:54 3.9	1:11 0.3	7:08 3.6
17 Fri		1:32 0.3	7:39 3.8	2:05 0.6	7:54 3.3
18 Sat		2:23 0.6	8:24 3.6	3:06 0.7	8:44 3.2
19 Sun	☾	3:21 0.7	9:13 3.5	4:07 0.8	9:38 3.1
20 Mon		4:19 0.8	10:07 3.5	5:03 0.7	10:38 3.0
21 Tue		5:12 0.7	11:06 3.6	5:54 0.5	11:39 3.2
22 Wed	☾	6:02 0.5	No AM High	6:42 0.3	12:02 3.8
23 Thu		6:50 0.3	12:32 3.3	7:27 0.1	12:51 4.0
24 Fri		7:36 0.1	1:17 3.5	8:12 -0.1	1:33 4.2
25 Sat	☾	8:22 -0.1	1:56 3.8	8:55 -0.3	2:11 4.4
26 Sun		9:07 -0.3	2:33 4.0	9:36 -0.5	2:48 4.6
27 Mon		9:51 -0.4	3:09 4.2	10:17 -0.6	3:27 4.6
28 Tue		10:35 -0.5	3:47 4.3	10:57 -0.6	4:08 4.6

Albany					
DATE	Moon	AM LOW TIME/HEIGHT	AM HIGH TIME/HEIGHT	PM LOW TIME/HEIGHT	PM HIGH TIME/HEIGHT
1 Wed	☾	2:03 -0.1	6:55 5.1	2:26 0.2	7:16 5.4
2 Thu		2:48 0.0	7:46 5.2	3:23 0.3	8:19 5.2
3 Fri		3:38 0.1	8:44 5.3	4:25 0.3	9:28 5.1
4 Sat	☾	4:35 0.2	9:50 5.3	5:30 0.4	10:37 4.9
5 Sun		5:35 0.2	10:58 5.3	6:33 0.3	11:43 4.9
6 Mon		6:37 0.2	No AM High	7:35 0.1	12:05 5.3
7 Tue	☾	7:38 0.1	12:46 5.0	8:33 -0.1	1:07 5.4
8 Wed		8:36 -0.1	1:43 5.1	9:27 -0.3	2:03 5.6
9 Thu		9:31 -0.2	2:37 5.2	10:19 -0.4	2:56 5.7
10 Fri	☾	10:23 -0.3	3:28 5.3	11:07 -0.4	3:45 5.7
11 Sat		11:12 -0.2	4:17 5.4	11:53 -0.4	4:33 5.6
12 Sun		No AM Low	5:05 5.4	Noon -0.1	5:21 5.5
13 Mon	☾	12:37 -0.2	5:54 5.3	12:46 0.0	6:10 5.4
14 Tue		1:20 0.0	6:43 5.3	1:33 0.3	7:00 5.2
15 Wed		2:02 0.2	7:31 5.2	2:20 0.5	7:51 5.1
16 Thu	☾	2:43 0.4	8:20 5.2	3:08 0.7	8:43 4.9
17 Fri		3:24 0.6	9:08 5.1	4:00 0.8	9:36 4.7
18 Sat		4:07 0.8	9:58 5.1	4:54 0.9	10:30 4.6
19 Sun	☾	4:55 0.9	10:49 5.1	5:51 0.9	11:26 4.5
20 Mon		5:47 0.9	11:42 5.1	6:47 0.8	No PM High
21 Tue		6:42 0.9	12:21 4.6	7:41 0.7	12:35 5.2
22 Wed	☾	7:37 0.8	1:13 4.6	8:32 0.5	1:24 5.3
23 Thu		8:30 0.7	2:01 4.8	9:20 0.4	2:09 5.4
24 Fri		9:20 0.5	2:45 4.9	10:05 0.3	2:50 5.5
25 Sat	☾	10:09 0.3	3:25 5.1	10:48 0.2	3:28 5.7
26 Sun		10:56 0.2	4:01 5.2	11:30 0.1	4:04 5.7
27 Mon		11:43 0.1	4:34 5.4	No PM Low	4:42 5.7
28 Tue		12:11 0.1	5:08 5.5	12:31 0.1	5:25 5.7

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Castleton					
DATE	Moon	AM LOW TIME/HEIGHT	AM HIGH TIME/HEIGHT	PM LOW TIME/HEIGHT	PM HIGH TIME/HEIGHT
1 Wed	☾	1:34 -0.1	6:38 5.1	1:57 0.2	6:59 5.4
2 Thu		2:19 0.0	7:29 5.2	2:54 0.3	8:02 5.2
3 Fri		3:09 0.1	8:27 5.3	3:56 0.3	9:11 5.1
4 Sat	☾	4:06 0.2	9:33 5.3	5:01 0.4	10:20 4.9
5 Sun		5:06 0.2	10:41 5.3	6:04 0.3	11:26 4.9
6 Mon		6:08 0.2	11:48 5.3	7:06 0.1	No PM High
7 Tue	☾	7:09 0.1	12:29 5.0	8:04 -0.1	12:50 5.4
8 Wed		8:07 -0.1	1:26 5.1	8:58 -0.3	1:46 5.6
9 Thu		9:02 -0.2	2:20 5.2	9:50 -0.4	2:39 5.7
10 Fri	☾	9:54 -0.3	3:11 5.3	10:38 -0.4	3:28 5.7
11 Sat		10:43 -0.2	4:00 5.4	11:24 -0.4	4:16 5.6
12 Sun		11:31 -0.1	4:48 5.4	No PM Low	5:04 5.5
13 Mon	☾	12:08 -0.2	5:37 5.3	12:17 0.0	5:53 5.4
14 Tue		12:51 0.0	6:26 5.3	1:04 0.3	6:43 5.2
15 Wed		1:33 0.2	7:14 5.2	1:51 0.5	7:34 5.1
16 Thu	☾	2:14 0.4	8:03 5.2	2:39 0.7	8:26 4.9
17 Fri		2:55 0.6	8:51 5.1	3:31 0.8	9:19 4.7
18 Sat		3:38 0.8	9:41 5.1	4:25 0.9	10:13 4.6
19 Sun	☾	4:26 0.9	10:32 5.1	5:22 0.9	11:09 4.5
20 Mon		5:18 0.9	11:25 5.1	6:18 0.8	No PM High
21 Tue		6:13 0.9	12:04 4.6	7:12 0.7	12:18 5.2
22 Wed	☾	7:08 0.8	12:56 4.6	8:03 0.5	1:07 5.3
23 Thu		8:01 0.7	1:44 4.8	8:51 0.4	1:52 5.4
24 Fri		8:51 0.5	2:28 4.9	9:36 0.3	2:33 5.5
25 Sat	☾	9:40 0.3	3:08 5.1	10:19 0.2	3:11 5.7
26 Sun		10:27 0.2	3:44 5.2	11:01 0.1	3:47 5.7
27 Mon		11:14 0.1	4:17 5.4	11:42 0.1	4:25 5.7
28 Tue		No AM Low	4:51 5.5	12:02 0.1	5:08 5.7

Troy					
DATE	Moon	AM LOW TIME/HEIGHT	AM HIGH TIME/HEIGHT	PM LOW TIME/HEIGHT	PM HIGH TIME/HEIGHT
1 Wed	☾	2:13 -0.1	7:03 5.1	2:36 0.2	7:24 5.4
2 Thu		2:58 0.0	7:54 5.2	3:33 0.3	8:27 5.2
3 Fri		3:48 0.1	8:52 5.3	4:35 0.3	9:36 5.1
4 Sat	☾	4:45 0.2	9:58 5.3	5:40 0.4	10:45 4.9
5 Sun		5:45 0.2	11:06 5.3	6:43 0.3	11:51 4.9
6 Mon		6:47 0.2	No AM High	7:45 0.1	12:13 5.3
7 Tue	☾	7:48 0.1	12:54 5.0	8:43 -0.1	1:15 5.4
8 Wed		8:46 -0.1	1:51 5.1	9:37 -0.3	2:11 5.6
9 Thu		9:41 -0.2	2:45 5.2	10:29 -0.4	3:04 5.7
10 Fri	☾	10:33 -0.3	3:36 5.3	11:17 -0.4	3:53 5.7
11 Sat		11:22 -0.2	4:25 5.4	No PM Low	4:41 5.6
12 Sun		12:03 -0.4	5:13 5.4	12:10 -0.1	5:29 5.5
13 Mon	☾	12:47 -0.2	6:02 5.3	12:56 0.0	6:18 5.4
14 Tue		1:30 0.0	6:51 5.3	1:43 0.3	7:08 5.2
15 Wed		2:12 0.2	7:39 5.2	2:30 0.5	7:59 5.1
16 Thu	☾	2:53 0.4	8:28 5.2	3:18 0.7	8:51 4.9
17 Fri		3:34 0.6	9:16 5.1	4:10 0.8	9:44 4.7
18 Sat		4:17 0.8	10:06 5.1	5:04 0.9	10:38 4.6
19 Sun	☾	5:05 0.9	10:57 5.1	6:01 0.9	11:34 4.5
20 Mon		5:57 0.9	11:50 5.1	6:57 0.8	No PM High
21 Tue		6:52 0.9	12:29 4.6	7:51 0.7	12:43 5.2
22 Wed	☾	7:47 0.8	1:21 4.6	8:42 0.5	1:32 5.3
23 Thu		8:40 0.7	2:09 4.8	9:30 0.4	2:17 5.4
24 Fri		9:30 0.5	2:53 4.9	10:15 0.3	2:58 5.5
25 Sat	☾	10:19 0.3	3:33 5.1	10:58 0.2	3:36 5.7
26 Sun		11:06 0.2	4:09 5.2	11:40 0.1	4:12 5.7
27 Mon		11:53 0.1	4:42 5.4	No PM Low	4:50 5.7
28 Tue		12:21 0.1	5:16 5.5	12:41 0.1	5:33 5.7

The Battery					
DATE	Moon	AM LOW TIME/HEIGHT	AM HIGH TIME/HEIGHT	PM LOW TIME/HEIGHT	PM HIGH TIME/HEIGHT
1 Wed	☾	4:08 -0.5	9:57 5.1	4:26 -0.7	10:19 5.1
2 Thu		4:55 -0.4	10:50 4.9	5:10 -0.5	11:12 5.0
3 Fri		5:50 -0.2	11:47 4.7	6:01 -0.2	No PM High
4 Sat	☾	6:55 0.1	12:09 5.0	7:05 0.1	12:46 4.4
5 Sun		8:06 0.2	1:09 4.9	8:16 0.2	1:49 4.3
6 Mon		9:14 0.1	2:13 4.8	9:24 0.2	2:57 4.2
7 Tue	☾	10:15 0.0	3:24 4.7	10:25 0.0	4:07 4.3
8 Wed		11:11 -0.2	4:35 4.8	11:22 -0.1	5:13 4.5
9 Thu		No AM Low	5:38 5.0	12:04 -0.4	6:09 4.7
10 Fri	☾	12:16 -0.3	6:31 5.1	12:54 -0.5	6:58 5.0
11 Sat		1:07 -0.4	7:17 5.2	1:40 -0.6	7:43 5.1
12 Sun		1:55 -0.5	8:01 5.2	2:24 -0.6	8:26 5.2
13 Mon	☾	3:40 -0.5	9:42 5.1	4:05 -0.5	10:07 5.1
14 Tue		4:22 -0.4	10:24 4.9	4:44 -0.3	10:49 5.0
15 Wed		5:03 -0.2	11:07 4.7	5:21 0.0	11:31 4.8
16 Thu	☾	5:44 0.1	11:51 4.4	5:56 0.3	No PM High
17 Fri		6:25 0.4	12:13 4.6	6:32 0.6	12:36 4.1
18 Sat		7:10 0.7	12:55 4.4	7:10 0.9	1:22 3.9
19 Sun	☾	8:05 0.9	1:37 4.3	8:06 1.2	2:08 3.7
20 Mon		9:09 1.0	2:22 4.1	9:18 1.2	2:59 3.6
21 Tue		10:10 1.0	3:13 4.1	10:21 1.2	3:55 3.6
22 Wed	☾	11:04 0.8	4:12 4.1	11:16 0.9	4:56 3.7
23 Thu		11:53 0.6	5:14 4.2	No PM Low	5:53 4.0
24 Fri		12:07 0.6	6:11 4.5	12:39 0.3	6:41 4.3
25 Sat	☾	12:55 0.3	6:59 4.8	1:24 0.0	7:24 4.7
26 Sun		1:44 0.0	7:42 5.1	2:09 -0.3	8:03 5.0
27 Mon		2:32 -0.4	8:24 5.3	2:53 -0.5	8:42 5.4
28 Tue	☾	3:19 -0.6	9:06 5.4	3:36 -0.7	9:24 5.6
29 Wed		4:06 -0.7	9:52 5.3	4:20 -0.7	10:09 5.7
30 Thu		4:54 -0.7	10:43 5.2	5:04 -0.6	10:59 5.6
31 Fri		5:44 -0.6	11:39 5.0	5:52 -0.4	11:55 5.5

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assistance
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Tarrytown						
DATE	DAY	Moon	AM LOW TIME/HEIGHT	AM HIGH TIME/HEIGHT	PM LOW TIME/HEIGHT	PM HIGH TIME/HEIGHT
1 Wed	P	☾	6:05 -0.3	11:46 3.6	6:23 -0.5	No PM High
2 Thu			6:52 -0.3	12:08 3.6	7:07 -0.3	12:39 3.4
3 Fri			7:47 -0.1	1:01 3.5	7:58 -0.1	1:36 3.3
4 Sat			8:52 0.1	1:58 3.5	9:02 0.1	2:35 3.1
5 Sun			10:03 0.1	2:58 3.4	10:13 0.1	3:38 3.0
6 Mon	S	☾	11:11 0.1	4:02 3.4	11:21 0.1	4:46 2.9
7 Tue			No AM Low	5:13 3.3	12:12 0.0	5:56 3.0
8 Wed			12:22 0.0	6:24 3.4	1:08 -0.1	7:02 3.1
9 Thu			1:19 -0.1	7:27 3.5	2:01 -0.3	7:58 3.3
10 Fri			2:13 -0.2	8:20 3.6	2:51 -0.3	8:47 3.5
11 Sat	O	☾	3:04 -0.3	9:06 3.6	3:37 -0.4	9:32 3.6
12 Sun			4:52 -0.3	10:50 3.6	5:21 -0.4	11:15 3.6
13 Mon			5:37 -0.3	11:31 3.6	6:02 -0.3	11:56 3.6
14 Tue			6:19 -0.3	No AM High	6:41 -0.2	12:13 3.4
15 Wed			7:00 -0.1	12:38 3.5	7:18 0.0	12:56 3.3
16 Thu	A	☾	7:41 0.1	1:20 3.4	7:53 0.2	1:40 3.1
17 Fri			8:22 0.3	2:02 3.2	8:29 0.4	2:25 2.9
18 Sat			9:07 0.5	2:44 3.1	9:07 0.6	3:11 2.7
19 Sun			10:02 0.6	3:26 3.0	10:03 0.8	3:57 2.6
20 Mon			11:06 0.7	4:11 2.9	11:15 0.8	4:48 2.5
21 Tue	N	☾	No AM Low	5:02 2.9	12:07 0.7	5:44 2.5
22 Wed			12:18 0.8	6:01 2.9	1:01 0.6	6:45 2.6
23 Thu			1:13 0.6	7:03 2.9	1:50 0.4	7:42 2.8
24 Fri			2:04 0.4	8:00 3.1	2:36 0.2	8:30 3.0
25 Sat			2:52 0.2	8:48 3.4	3:21 0.0	9:13 3.3
26 Sun	●	☾	3:41 0.0	9:31 3.6	4:06 -0.2	9:52 3.5
27 Mon			4:29 -0.3	10:13 3.7	4:50 -0.3	10:31 3.8
28 Tue			5:16 -0.4	10:55 3.8	5:33 -0.5	11:13 3.9
29 Wed			6:03 -0.5	11:41 3.7	6:17 -0.5	11:58 4.0
30 Thu			6:51 -0.5	No AM High	7:01 -0.4	12:32 3.6
31 Fri	P	☾	7:41 -0.4	12:48 3.9	7:49 -0.3	1:28 3.3

Peekskill					
DATE	Moon	AM LOW TIME/HEIGHT	AM HIGH TIME/HEIGHT	PM LOW TIME/HEIGHT	PM HIGH TIME/HEIGHT
1 Wed		7:11 -0.3	No AM High	7:29 -0.4	12:25 3.3
2 Thu		7:58 -0.3	12:47 3.3	8:13 -0.3	1:18 3.1
3 Fri	P	8:53 -0.1	1:40 3.2	9:04 -0.1	2:15 3.0
4 Sat		9:58 0.1	2:37 3.2	10:08 0.1	3:14 2.8
5 Sun	☉	11:09 0.1	3:37 3.1	11:19 0.1	4:17 2.8
6 Mon		No AM Low	4:41 3.1	12:17 0.1	5:25 2.7
7 Tue		12:27 0.1	5:52 3.0	1:18 0.0	6:35 2.8
8 Wed		1:28 0.0	7:03 3.1	2:14 -0.1	7:41 2.9
9 Thu		2:25 -0.1	8:06 3.2	3:07 -0.3	8:37 3.0
10 Fri	S	3:19 -0.2	8:59 3.3	3:57 -0.3	9:26 3.2
11 Sat		4:10 -0.3	9:45 3.3	4:43 -0.4	10:11 3.3
12 Sun	☉	5:58 -0.3	11:29 3.3	6:27 -0.4	11:54 3.3
13 Mon		6:43 -0.3	No AM High	7:08 -0.3	12:10 3.3
14 Tue		7:25 -0.3	12:35 3.3	7:47 -0.2	12:52 3.1
15 Wed		8:06 -0.1	1:17 3.2	8:24 0.0	1:35 3.0
16 Thu		8:47 0.1	1:59 3.1	8:59 0.2	2:19 2.8
17 Fri		9:28 0.3	2:41 2.9	9:35 0.4	3:04 2.6
18 Sat	A	10:13 0.4	3:23 2.8	10:13 0.6	3:50 2.5
19 Sun		11:08 0.6	4:05 2.8	11:09 0.8	4:36 2.4
20 Mon	☉	No AM Low	4:50 2.6	12:12 0.6	5:27 2.3
21 Tue		12:21 0.8	5:41 2.6	1:13 0.6	6:23 2.3
22 Wed		1:24 0.8	6:40 2.6	2:07 0.5	7:24 2.4
23 Thu		2:19 0.6	7:42 2.7	2:56 0.4	8:21 2.6
24 Fri		3:10 0.4	8:39 2.9	3:42 0.2	9:09 2.8
25 Sat	N	3:58 0.2	9:27 3.1	4:27 0.0	9:52 3.0
26 Sun		4:47 0.0	10:10 3.3	5:12 -0.2	10:31 3.2
27 Mon	☉	5:35 -0.3	10:52 3.4	5:56 -0.3	11:10 3.5
28 Tue		6:22 -0.4	11:34 3.5	6:39 -0.4	11:52 3.6
29 Wed		7:09 -0.4	No AM High	7:23 -0.4	12:20 3.4
30 Thu		7:57 -0.4	12:37 3.6	8:07 -0.4	1:11 3.3
31 Fri	P	8:47 -0.4	1:27 3.6	8:55 -0.3	2:07 3.2

TIDES March

Newburgh					
DATE	Moon	AM LOW TIME/HEIGHT	AM HIGH TIME/HEIGHT	PM LOW TIME/HEIGHT	PM HIGH TIME/HEIGHT
1 Wed		8:11 -0.3	1:17 3.1	8:29 -0.4	1:43 3.2
2 Thu		8:58 -0.3	2:05 3.2	9:13 -0.3	2:36 3.0
3 Fri	P	9:53 -0.1	2:58 3.1	10:04 -0.1	3:33 2.9
4 Sat		10:58 0.1	3:55 3.1	11:08 0.1	4:32 2.7
5 Sun	☉	No AM Low	4:55 3.0	12:09 0.1	5:35 2.7
6 Mon		12:19 0.1	5:59 3.0	1:17 0.1	6:43 2.6
7 Tue		1:27 0.1	7:10 2.9	2:18 0.0	7:53 2.7
8 Wed		2:28 0.0	8:21 3.0	3:14 -0.1	8:59 2.8
9 Thu		3:25 -0.1	9:24 3.1	4:07 -0.3	9:55 2.9
10 Fri	S	4:19 -0.2	10:17 3.2	4:57 -0.3	10:44 3.1
11 Sat		5:10 -0.3	11:03 3.2	5:43 -0.4	11:29 3.2
12 Sun	☉	6:58 -0.3	No AM High	7:27 -0.4	12:47 3.2
13 Mon		7:43 -0.3	12:12 3.2	8:08 -0.3	1:28 3.2
14 Tue		8:25 -0.3	1:53 3.2	8:47 -0.2	2:10 3.0
15 Wed		9:06 -0.1	2:35 3.1	9:24 0.0	2:53 2.9
16 Thu		9:47 0.1	3:17 3.0	9:59 0.2	3:37 2.7
17 Fri		10:28 0.3	3:59 2.9	10:35 0.4	4:22 2.5
18 Sat	A	11:13 0.4	4:41 2.7	11:13 0.6	5:08 2.4
19 Sun		No AM Low	5:23 2.7	12:08 0.6	5:54 2.3
20 Mon	☉	12:09 0.8	6:08 2.5	1:12 0.6	6:45 2.2
21 Tue		1:21 0.8	6:59 2.5	2:13 0.6	7:41 2.2
22 Wed		2:24 0.8	7:58 2.5	3:07 0.5	8:42 2.3
23 Thu		3:19 0.6	9:00 2.6	3:56 0.4	9:39 2.5
24 Fri		4:10 0.4	9:57 2.8	4:42 0.2	10:27 2.7
25 Sat	N	4:58 0.2	10:45 3.0	5:27 0.0	11:10 2.9
26 Sun		5:47 0.0	11:28 3.2	6:12 -0.2	11:49 3.1
27 Mon	☉	6:35 -0.3	No AM High	6:56 -0.3	12:10 3.3
28 Tue		7:22 -0.4	12:28 3.3	7:39 -0.4	12:52 3.3
29 Wed		8:09 -0.4	1:10 3.5	8:23 -0.4	1:38 3.3
30 Thu		8:57 -0.4	1:55 3.5	9:07 -0.4	2:29 3.2
31 Fri	P	9:47 -0.4	2:45 3.5	9:55 -0.3	3:25 3.1

Hudson					
DATE	Moon	AM LOW TIME/HEIGHT	AM HIGH TIME/HEIGHT	PM LOW TIME/HEIGHT	PM HIGH TIME/HEIGHT
1 Wed		11:20 -0.4	4:29 4.4	11:38 -0.6	4:55 4.5
2 Thu		No AM Low	5:17 4.5	12:07 -0.3	5:48 4.3
3 Fri	P	12:22 -0.4	6:10 4.4	1:02 -0.2	6:45 4.1
4 Sat		1:13 -0.2	7:07 4.4	2:07 0.1	7:44 3.9
5 Sun	☉	2:17 0.1	8:07 4.3	3:18 0.2	8:47 3.8
6 Mon		3:28 0.2	9:11 4.2	4:26 0.1	9:55 3.7
7 Tue		4:36 0.2	10:22 4.1	5:27 0.0	11:05 3.8
8 Wed		5:37 0.0	11:33 4.2	6:23 -0.2	No PM High
9 Thu		6:34 -0.1	12:11 4.0	7:16 -0.3	12:36 4.4
10 Fri	S	7:28 -0.3	1:07 4.1	8:06 -0.4	1:29 4.5
11 Sat		8:19 -0.3	1:56 4.4	8:52 -0.5	2:15 4.6
12 Sun	☉	10:07 -0.4	2:41 4.5	10:36 -0.5	3:59 4.6
13 Mon		10:52 -0.4	4:24 4.6	11:17 -0.4	4:40 4.5
14 Tue		11:34 -0.3	5:05 4.5	11:56 -0.3	5:22 4.3
15 Wed		No AM Low	5:47 4.4	12:15 -0.2	6:05 4.1
16 Thu		12:33 0.0	6:29 4.2	12:56 0.1	6:49 3.9
17 Fri		1:08 0.3	7:11 4.0	1:37 0.3	7:34 3.6
18 Sat	A	1:44 0.5	7:53 3.9	2:22 0.6	8:20 3.4
19 Sun		2:22 0.8	8:35 3.8	3:17 0.8	9:06 3.3
20 Mon	☉	3:18 1.0	9:20 3.6	4:21 0.9	9:57 3.2
21 Tue		4:30 1.0	10:11 3.6	5:22 0.9	10:53 3.2
22 Wed		5:33 1.0	11:10 3.6	6:16 0.7	11:54 3.3
23 Thu		6:28 0.8	No AM High	7:05 0.5	12:12 3.7
24 Fri		7:19 0.5	12:51 3.5	7:51 0.3	1:09 4.0
25 Sat	N	8:07 0.3	1:39 3.8	8:36 0.0	1:57 4.2
26 Sun		8:56 0.0	2:22 4.1	9:21 -0.3	2:40 4.5
27 Mon	☉	9:44 -0.3	3:01 4.4	10:05 -0.4	3:22 4.7
28 Tue		10:31 -0.5	3:40 4.8	10:48 -0.6	4:04 4.8
29 Wed		11:18 -0.6	4:22 4.9	11:32 -0.6	4:50 4.7
30 Thu	P	No AM Low	5:07 5.0	12:06 -0.6	5:41 4.6
31 Fri		12:16 -0.5	5:57 4.9	12:56 -0.5	6:37 4.4

Albany					
DATE	Moon	AM LOW TIME/HEIGHT	AM HIGH TIME/HEIGHT	PM LOW TIME/HEIGHT	PM HIGH TIME/HEIGHT
1 Wed		12:53 0.2	5:45 5.7	1:21 0.2	6:15 5.7
2 Thu		1:37 0.2	6:30 5.8	2:14 0.3	7:12 5.5
3 Fri	P	2:24 0.3	7:23 5.8	3:11 0.4	8:16 5.4
4 Sat		3:16 0.4	8:24 5.7	4:11 0.5	9:21 5.3
5 Sun	☉	4:14 0.5	9:32 5.6	5:13 0.5	10:27 5.2
6 Mon		5:17 0.6	10:42 5.6	6:15 0.4	11:30 5.3
7 Tue		6:20 0.5	11:50 5.6	7:15 0.3	No PM High
8 Wed		7:21 0.4	12:31 5.4	8:12 0.1	12:53 5.7
9 Thu		8:19 0.3	1:28 5.6	9:05 0.0	1:49 5.8
10 Fri	S	9:13 0.1	2:21 5.8	9:54 -0.1	2:41 5.9
11 Sat		10:04 0.0	3:10 5.9	10:41 -0.1	3:29 5.9
12 Sun	☉	11:52 0.1	4:56 6.0	No PM Low	5:14 5.9
13 Mon		12:24 0.0	5:41 6.0	12:38 0.2	5:59 5.8
14 Tue		1:05 0.2	6:25 5.9	1:23 0.4	6:44 5.6
15 Wed		1:44 0.5	7:08 5.8	2:06 0.6	7:30 5.4
16 Thu		2:22 0.7	7:51 5.7	2:50 0.8	8:18 5.3
17 Fri		2:57 0.9	8:34 5.6	3:35 1.0	9:08 5.1
18 Sat	A	3:32 1.1	9:16 5.5	4:23 1.1	10:00 5.0
19 Sun		4:09 1.3	10:00 5.5	5:15 1.2	10:54 4.9
20 Mon	☉	4:56 1.4	10:49 5.4	6:11 1.3	11:49 4.8
21 Tue		5:55 1.5	11:47 5.3	7:07 1.3	No PM High
22 Wed		7:00 1.5	12:45 4.9	8:02 1.2	12:46 5.4
23 Thu		8:02 1.4	1:38 5.0	8:55 1.0	1:42 5.5
24 Fri		9:01 1.1	2:28 5.2	9:44 0.8	2:33 5.6
25 Sat	N	9:55 0.9	3:12 5.4	10:31 0.7	3:19 5.8
26 Sun		10:47 0.7	3:52 5.7	11:16 0.6	4:01 5.9
27 Mon	☉	11:37 0.5	4:29 5.9	11:59 0.5	4:42 6.0
28 Tue		No AM Low	5:04 6.1	12:27 0.4	5:25 6.0
29 Wed		12:43 0.5	5:40 6.3	1:16 0.3	6:12 5.9
30 Thu	P	1:27 0.5	6:20 6.4	2:07 0.4	7:05 5.9
31 Fri		2:13 0.6	7:08 6.4	3:01 0.4	8:05 5.8

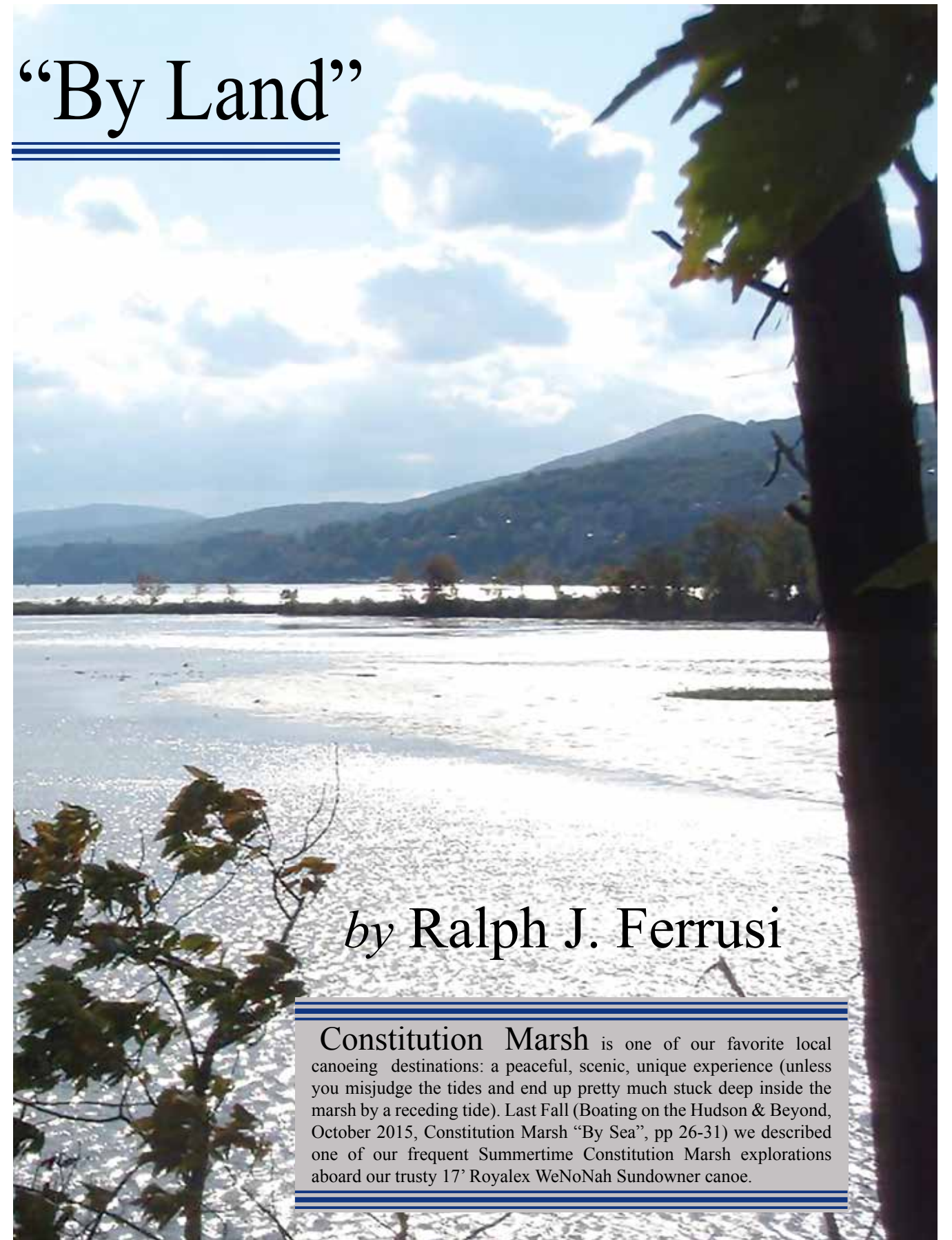
Castleton					
DATE	Moon	AM LOW TIME/HEIGHT	AM HIGH TIME/HEIGHT	PM LOW TIME/HEIGHT	PM HIGH TIME/HEIGHT
1 Wed		12:24 0.2	5:28 5.7	12:52 0.2	5:58 5.7
2 Thu		1:08 0.2	6:13 5.8	1:45 0.3	6:55 5.5
3 Fri	P	1:55 0.3	7:06 5.8	2:42 0.4	7:59 5.4
4 Sat		2:47 0.4	8:07 5.7	3:42 0.5	9:04 5.3
5 Sun	☉	3:45 0.5	9:15 5.6	4:44 0.5	10:10 5.2
6 Mon		4:48 0.6	10:25 5.6	5:46 0.4	11:13 5.3
7 Tue		5:51 0.5	11:33 5.6	6:46 0.3	No PM High
8 Wed		6:52 0.4	12:14 5.4	7:43 0.1	12:36 5.7
9 Thu		7:50 0.3	1:11 5.6	8:36 0.0	1:32 5.8
10 Fri	S	8:44 0.1	2:04 5.8	9:25 -0.1	2:24 5.9
11 Sat		9:35 0.0	2:53 5.9	10:12 -0.1	3:12 5.9
12 Sun	☉	11:23 0.1	4:39 6.0	11:55 0.0	4:57 5.9
13 Mon		No AM Low	5:24 6.0	12:09 0.2	5:42 5.8
14 Tue		12:36 0.2	6:08 5.9	12:54 0.4	6:27 5.6
15 Wed		1:15 0.5	6:51 5.8	1:37 0.6	7:13 5.4
16 Thu		1:53 0.7	7:34 5.7	2:21 0.8	8:01 5.3
17 Fri		2:28 0.9	8:17 5.6	3:06 1.0	8:51 5.1
18 Sat	A	3:03 1.1	8:59 5.5	3:54 1.1	9:43 5.0
19 Sun		3:40 1.3	9:43 5.5	4:46 1.2	10:37 4.9
20 Mon	☉	4:27 1.4	10:32 5.4	5:42 1.3	11:32 4.8
21 Tue		5:26 1.5	11:30 5.3	6:38 1.3	No PM High
22 Wed		6:31 1.5	12:28 4.9	7:33 1.2	12:29 5.4
23 Thu		7:33 1.4	1:21 5.0	8:26 1.0	1:25 5.5
24 Fri		8:32 1.1	2:11 5.2	9:15 0.8	2:16 5.6
25 Sat	N	9:26 0.9	2:55 5.4	10:02 0.7	3:02 5.8
26 Sun		10:18 0.7	3:35 5.7	10:47 0.6	3:44 5.9
27 Mon	☉	11:08 0.5	4:12 5.9	11:30 0.5	4:25 6.0
28 Tue		11:58 0.4	4:47 6.1	No PM Low	5:08 6.0
29 Wed		12:14 0.5	5:23 6.3	12:47 0.3	5:55 5.9
30 Thu	P	12:58 0.5	6:03 6.4	1:38 0.4	6:48 5.9
31 Fri		1:44 0.6	6:51 6.4	2:32 0.4	7:48 5.8

Troy					
DATE	Moon	AM LOW TIME/HEIGHT	AM HIGH TIME/HEIGHT	PM LOW TIME/HEIGHT	PM HIGH TIME/HEIGHT
1 Wed		1:03 0.2	5:53 5.7	1:31 0.2	6:23 5.7
2 Thu		1:47 0.2	6:38 5.8	2:24 0.3	7:20 5.5
3 Fri	P	2:34 0.3	7:31 5.8	3:21 0.4	8:24 5.4
4 Sat		3:26 0.4	8:32 5.7	4:21 0.5	9:29 5.3
5 Sun	☉	4:24 0.5	9:40 5.6	5:23 0.5	10:35 5.2
6 Mon		5:27 0.6	10:50 5.6	6:25 0.4	11:38 5.3
7 Tue		6:30 0.5	11:58 5.6	7:25 0.3	No PM High
8 Wed		7:31 0.4	12:39 5.4	8:22 0.1	1:01 5.7
9 Thu		8:29 0.3	1:36 5.6	9:15 0.0	1:57 5.8

Constitution Marsh



“By Land”



by Ralph J. Ferrusi

Constitution Marsh is one of our favorite local canoeing destinations: a peaceful, scenic, unique experience (unless you misjudge the tides and end up pretty much stuck deep inside the marsh by a receding tide). Last Fall (Boating on the Hudson & Beyond, October 2015, Constitution Marsh “By Sea”, pp 26-31) we described one of our frequent Summertime Constitution Marsh explorations aboard our trusty 17’ Royalex WeNoNah Sundowner canoe.



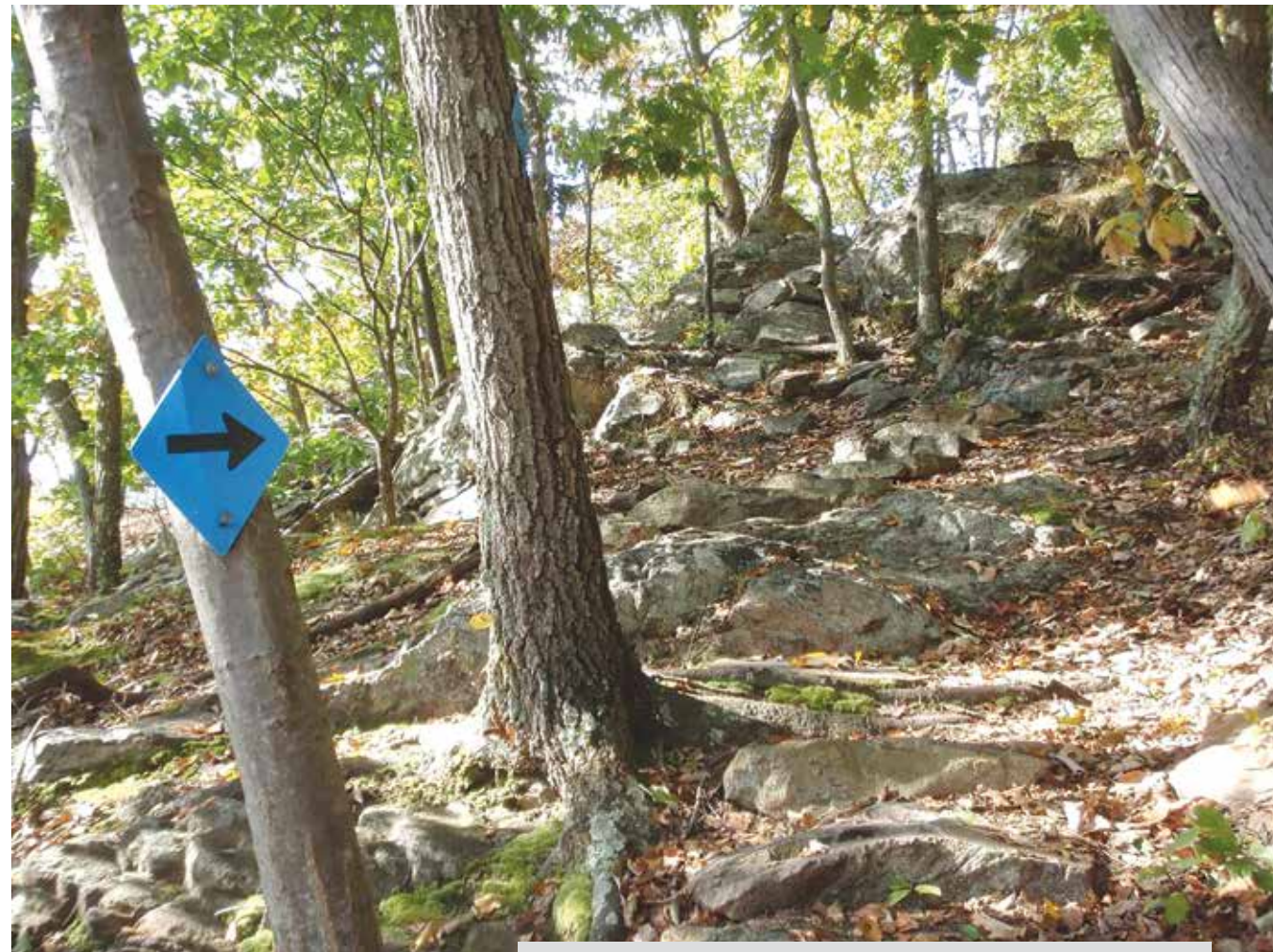
The marsh is also accessible “By Land” via a short trail in the Constitution Marsh Audubon Center and Sanctuary out to “Jim’s Walk”—a beautifully constructed 700-foot boardwalk out into the heart of the marsh that could be described as a “Walkway ON the Hudson”—built in memory of the late biologist, manager and warden James P. Rod. The boardwalk offers an extraordinary opportunity to actually walk out deep into the marsh, and experience it pretty much as you would in a boat.

Constitution Marsh Audubon Center and Sanctuary (CMACS), a 270-acre tidal marsh managed by Audubon, has been a wildlife sanctuary since 1970. It “provides refuge for breeding and

migrant birds and offers irreplaceable habitat for the plants, fish, and other wildlife of the Hudson River estuary. It has been designated an Important Bird Area by Audubon and a Bird Conservation Area by New York State.” The mission of the sanctuary is to provide stewardship of the wetland and to teach others about it. An interesting and informative Education Center is on the grounds. A variety of programs are available for school groups of all ages. A guided public interpretive canoe program is offered (reservations, fees). www.constitutionmarsh.audubon.org

To get to the Center from the south, turn left on (dirt) Indian Brook Road off Route 9D a short distance downhill north of Dicks Castle and the bridge over Indian Brook. From the north, turn right off Route 9D unto Indian Brook Road, south of Cold Spring and just beyond the entrance to Boscobel.

Drive slowly and carefully; the road gets



This quarter-mile dirt road down to the sanctuary is pretty steep.





narrow, and there are a couple of blind turns where you are reminded to sound your horn. You'll eventually reach a T-intersection where, straight ahead, there are eight numbered parking spaces for the Sanctuary. *NOTE that parking here is strictly limited to the eight numbered spaces.* Local police (and probably the locals along the road) keep an eye on this. If you park anywhere else you may be ticketed, or, towed... From my experience, the eight parking places are often full up, even during the week. If you're fortunate enough to get a parking space, head right (downhill) down Warren Landing Road.

This quarter-mile dirt road down to the sanctuary is pretty steep ((and can be pretty rough and rutted); on your way down, keep in mind the walk back UP will be more strenuous than the walk down. At the bottom, the Education Center is the second building on the right. It's well worth a visit if it's open (probably a good idea to check the website or call— (845) 265-2601—there are aquariums and many other interesting displays, and a lot of info about the marsh.

The boardwalk is a short—about a half-mile—mostly easy walk over a low “knob” from the Ed Center. To get to the trail to the marsh and the boardwalk, pick up

The boardwalk offers an extraordinary opportunity to actually walk out deep into the marsh,

the medium-blue diamond-shaped plastic trail markers to the right of the Center and start heading towards the marsh on a smooth, mostly level wood-chipped trail with views out over the marsh to the left. Eventually swing right, and head UP nicely-placed stone steps, fairly steeply (but not overwhelmingly steep) to a can't-pass-it-up photo-op over the marsh and beyond to the left, then at the high point of the trail reach a rustic wooden bench on the right with a Grandstand view of the marsh, the river, and West Point; a great place to sit for a while and soak it all in.

Beyond, the trail starts dropping down to the boardwalk; tread carefully; it's rougher and rockier from here on down. Head out onto the wide, sturdy boardwalk and be amazed and astounded at the unique opportunity to actually walk out into a vast, peaceful Hudson River marshland. There are several benches, informational signs, and a boat landing, and extraordinary marsh-level views of Taurus, Storm King, and the Highlands. This is an extremely peaceful place, and you might want to




spend a good amount of time here, soaking it all in, reflecting or meditating to your own rhythm or to the rhythm of the tides: they change every 12 ½ hours, and rise and fall 3 ½ feet.

A few important things to note: During duck hunting season, hunting is prohibited in the sanctuary, but is legal in much of the marsh, and visiting the marsh this time of year is discouraged. There could be some gunfire nearby. Insects could be a nuisance in warm weather. As usual, be aware of black-legged ticks in the woods. And, sorry Fido, dogs are not allowed.

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





IN OUR THOUGHTS...

Thomas F. Fitzgerald, Jr.

12-05-16

Thomas F. Fitzgerald Jr., 62 of Cortlandt Manor, NY born and raised in Peekskill, NY passed away peacefully on December 5, 2016. Mr. Fitzgerald was born in December 1953 in Peekskill, NY to Thomas and Lucy Fitzgerald, educated at Assumption School and Peekskill High school, graduating in 1971. He married Marilyn Hubner in 1981, and soon after the couple was blessed with three children, Dawn, Thomas, and Brendon. During a 41 year career at Con Edison he worked his way up from a Mechanic to Project Manager in Facilities Management, he retired in 2014. Known to many as "Fitzzy" or "Captain Tom" he was a proud Vice Commodore of the Cortlandt Yacht Club where he loved yachting and spending time with friends at the club.

He is survived by his wife, Marilyn Fitzgerald, children Dawn, Thomas, Brendon, and his cherished grandson Damien. He is also survived by his five siblings: Patrick Fitzgerald, Kathy Townsend Fitzgerald, Joseph Fitzgerald, Anne Fitzgerald Gile, Elizabeth Fitzgerald Riley; and many beloved nieces and nephews. He is predeceased by his beloved brother Michael Fitzgerald who passed in 2014. He will be dearly missed by all, and remembered for his love and dedication to his family, friends, and colleagues.

Rest In Peace

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The Boy Scouts of America are alive and well!



by
John H Vargo,
Publisher



Wayne Smith and his father Warren,
Scoutmaster of Troop 49 at Washington's Tomb.

Boy Scout Troop 49 at Washington's Tomb.



Warren Smith, age 53, has 43 scouts in his Troop 49, Ossining, NY. When you speak with Warren you feel the vibration and enthusiasm that he gives off! When describing his troop, they're accomplishments and many trips that they have taken over the past few years one trip stands out.

On a scout trip three years ago, Warren took the troop to Mount Vernon, Virginia, Washington's home for many years.

One of the exhibits was of a painting done by John Trumbull and given to the Washington's.

When Boy Scout James McCarthy, now age 18, saw the painting he knew what his Eagle Scout Project would be. He would build a monument to George Washington in Verplanck using Trumbull's painting showing the spot where Washington reviewed the Continental Army and French troops as they marched together on the shoreline of the Hudson River at Verplanck's Point.

That idea and a trip to the newly built Veterans Memorial Park at the foot of Broadway in Verplanck developed the idea. Dan McCarthy, Jimmy's father, along with his Dad's friend Kenny Lewis, were very supportive of the idea and suggested he meet a local artist in Peekskill, Wilfredo Morel. Wilfredo too was very supportive of the idea and suggested a local artisan to help with the bronze plaque.

As the project developed, it became important to create a monument that would withstand the elements and be a permanent historical reference for our community. Many people donated their time, resources and energies to help Jimmy complete his project, including Kenny Lewis, Glenn Griffin, Robert Portal, Scoutmaster Warren Smith, and many Scouts from Troop 49.

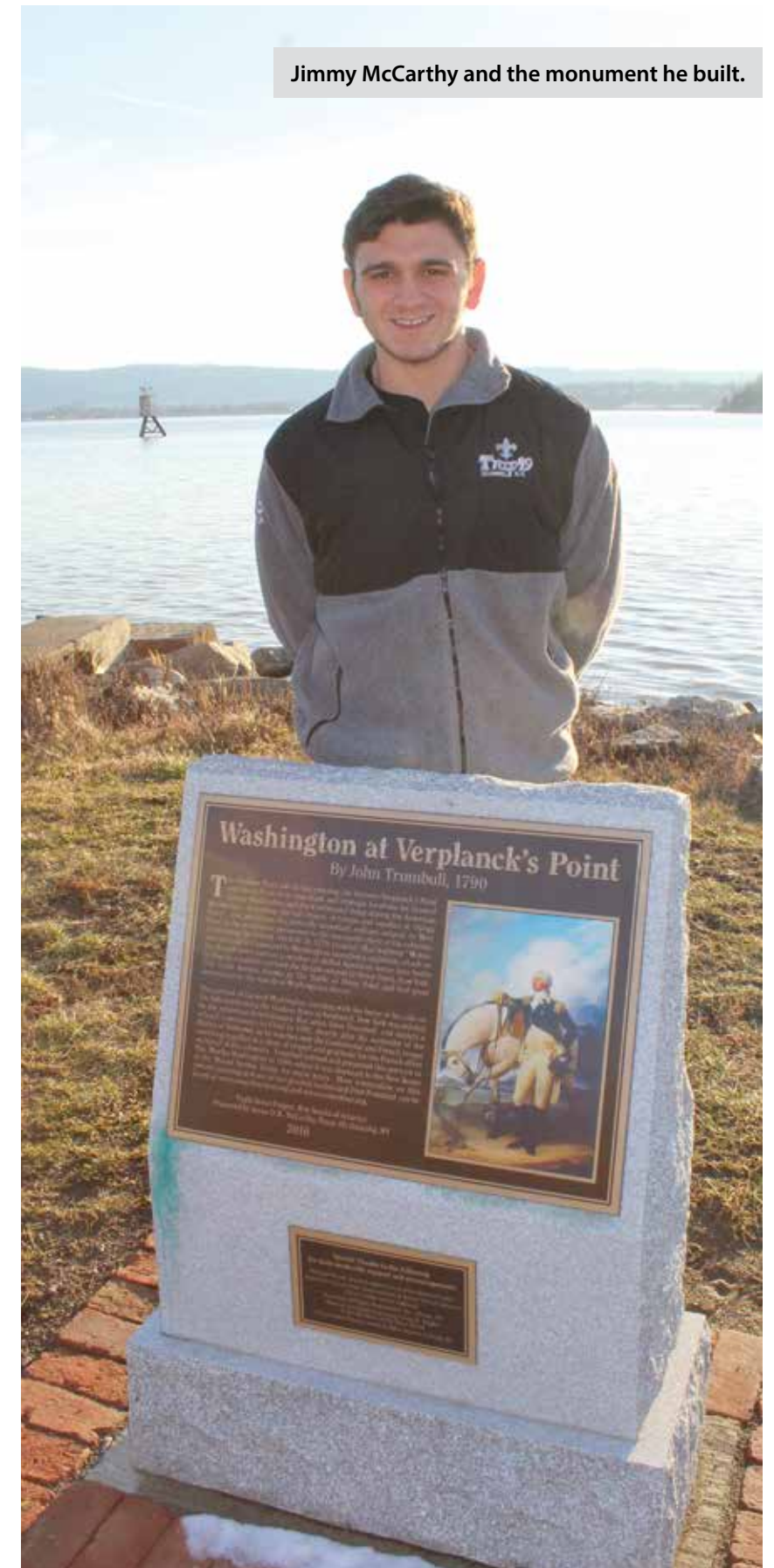
Jimmy decided that he would use the money he made from his summer job at the Croton Sailing School as a Launch Operator to pay for most of the cost of the monument. With the three thousand dollars from his summer job and another thousand from donations, Jimmy, with the help of many people, finished the monument in mid-November, 2016, before his 18th birthday and in time to achieve his Eagle Scout Award.

Jimmy McCarthy is a senior at Fordham Prep. His goal is to select a college and study business and economics, and later pursue a career in business and finance.

Eagle Scout Jimmy McCarthy's monument at Verplanck's Point is an outstanding example of what can be done with an idea, perseverance and dedication to that idea.

Good luck Jimmy with the rest of your life!

Jimmy McCarthy and the monument he built.



First Riverport Women's Sailing Conference



Riverport Women's Sailing Conference organizer Deb Medenbach, with daughter Sarah Perrotta, aboard sailboat Elan after a race.
Photo by Barry Medenbach

by Deborah Medenbach

The first Riverport Women's Sailing Conference will draw women from up and down the Hudson River on March 25 for a day of education, networking and skill building at the Riverport Wooden Boat School on the grounds of the Hudson River Maritime Museum.

Modeled on the National Women's Sailing Conference, which has endorsed this project, beginner and advanced women sailors can expect a full day of eight hands-on and classroom workshops taught by experienced instructors. The women-teaching-women format is useful in encouraging sailors to step forward with confidence from supportive crew members to managing their own sailboats. Courses include beginning sailing and basic seamanship; advanced racing starts;



Riverport
Women's Sailing
Conference

*The Riverport Women's Sailing Conference Logo,
designed by Dale Wolfeld*

river cruising, navigation, anchoring and safety around larger commercial vessels; buying your first boat and spring boat prep; basic diesel engine systems and maritime electrical systems; boat organization and sail care.



Deb Medenbach climbs the mast to solve rigging issues aboard Elan before a race with the Kingston Sailing Club.
Photo by Sherri Hill





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The day was organized by Kingston Sailing Club officers Deborah Medenbach and Jody Taffet Sterling, each lifelong sailors who have participated in the National Women's Sailing Conference in the past. "My first time on a sailboat was racing at age six on my father's 19-foot Thistle on Long Island Sound," recalled Sterling. "I was terrified and spent the entire time crying, crouched by the centerboard trunk, but I begged to go again and again. Apparently, my love for sailing was stronger than my fear!"

Sterling went on to become a proficient racer on several family boats and is the current Race Committee Chair for KSC. She will teach a course on how to choose your first sailboat and general spring boat preparation.

"Participants at the Riverport Women's Sailing Conference will find an amazing, supportive community of people. At my workshop, I will go over many facets to consider when buying a boat and prepping the boat for sailing, and I hope participants will consider the facts, listen to their their gut and move forward into their sailing dream."

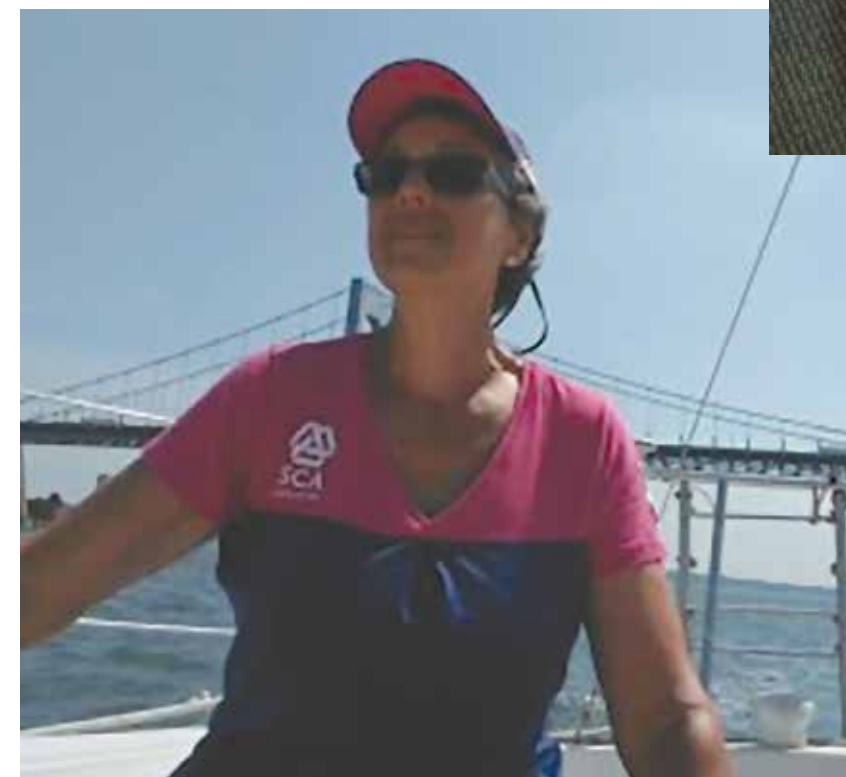
Annika Savio will teach an introduction to marine electrical systems for the conference. Savio got her start as a student sailor with the Sea Education Association and then went on to crew on educational tall ships, including as engineer on sloop Clearwater and Spirit of South Carolina.

Event chair Deb Medenbach, the current Cruise Committee Chair for KSC, has served as an Adventure Sail skipper in Boston for the National Women's Sailing Association and has been a boat transport crew member from Antigua to Bermuda. She has raced with the Kingston Sailing Club for 20 years.

"I know so many fine sailors who have served in every position on their boats but have a tough time taking the helm. The more



Annika Savio, an engineer aboard the Sloop Clearwater, will teach an introduction to marine electrical systems at the Riverport Women's Sailing Conference on March 25.



Jody Taffet Sterling at the helm of Taffy Girl. Sterling will teach a class on buying your first boat and spring boat preparation at the Riverport Women's Sailing Conference. Photo provided.

you know, the more confidence you have," Medenbach said. "We welcome Ann Loeding, a tugboat captain, who will give a workshop on navigation and safety for sailors around large vessels, which is of increasing importance as more barges transport on the Hudson River."

Registration is limited to 60 participants. Register by March 11. Sailors from out of area are welcome and special hotel rates have been secured at the Best Western Plus in Kingston. Registration is \$65; \$60 HRMM members. To register, go to hrmm.org. For course questions, email dmedenbach@gmail.com.

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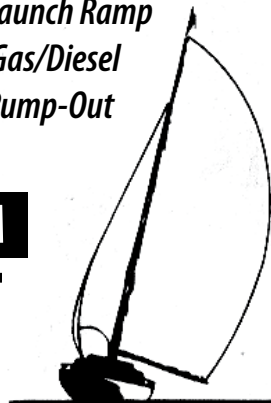
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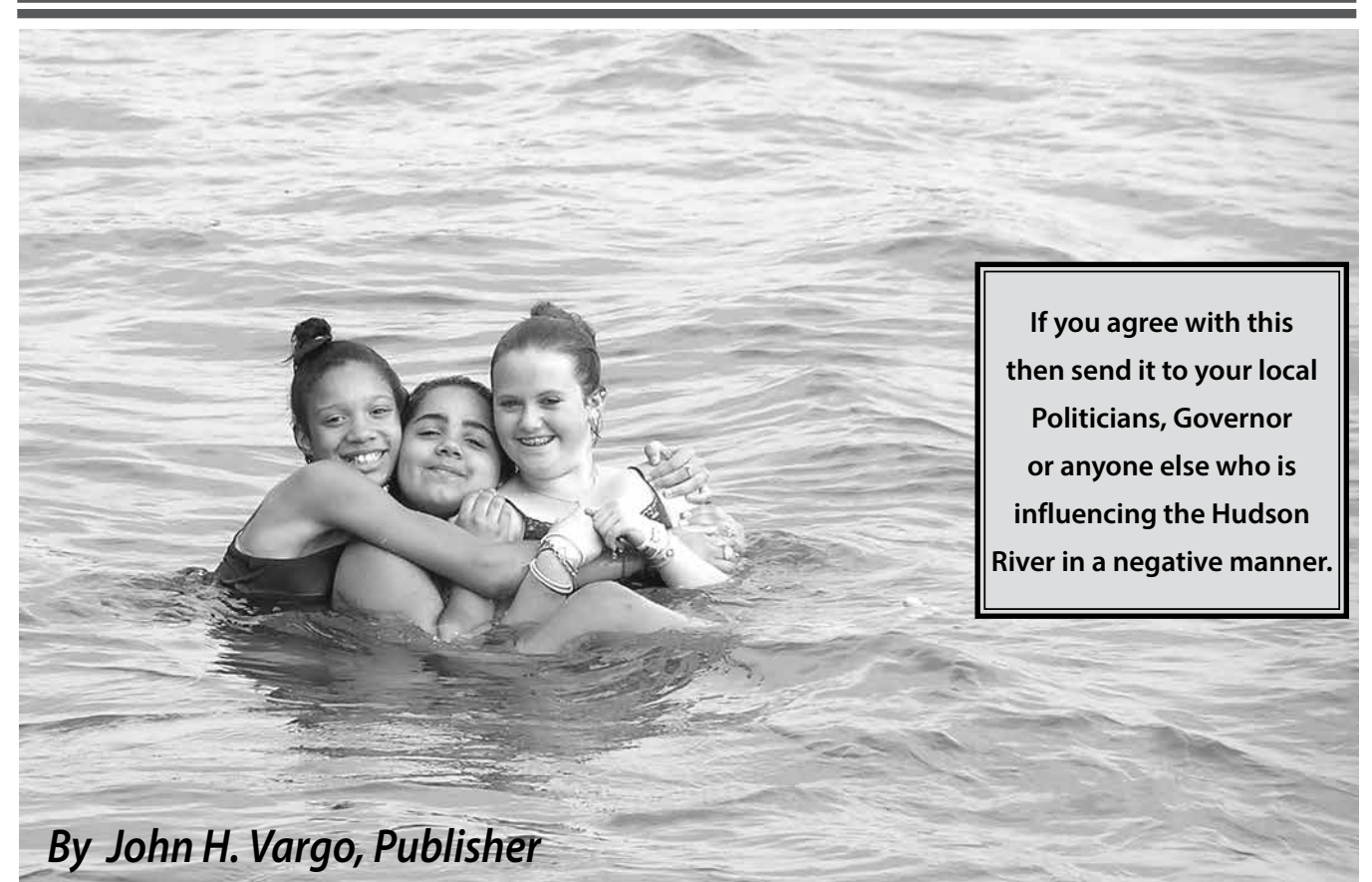
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STOP BEATING THE DRUMS, I WANT TO HEAR SOME MUSIC!



If you agree with this
then send it to your local
Politicians, Governor
or anyone else who is
influencing the Hudson
River in a negative manner.

By John H. Vargo, Publisher

Not a soul I speak to who has visited the Hudson River, it's shores, or the many restaurants, beaches or canals, comes back with a sad tale to tell.

What I do get is a calm voice, low murmur, and plenty of smiles as one boater after another says, "What a wonderful trip we had this year. We visited the Champlain Canal, Lake Champlain, and back down the Hudson to home!" We had another couple on board and they said the same thing, "How come there are not more boats out doing the same thing?"

What has happened, and no one from the political or beaurcratic spectrum is willing to stand up and say anything about it, is that the past 40 years of beating the drums has branded the river and not in a positive way.

Whole careers are still being built on negativity, both political and bureaucracy!

The financial crash of 2008 contributed, the seven years of harassment by law enforcement, (now seemingly ended), two

major hurricanes, Irene and Sandy, all contributed to the decline, but, beyond all that there is still a constant drum beat that is keeping the brand, the Hudson River, from recovering.

At 81 years old I can fondly remember the enthusiasm to get a boat, to be on the river. Generally speaking young people today have no such dreams, instead are focused on their hand held mobile devices.

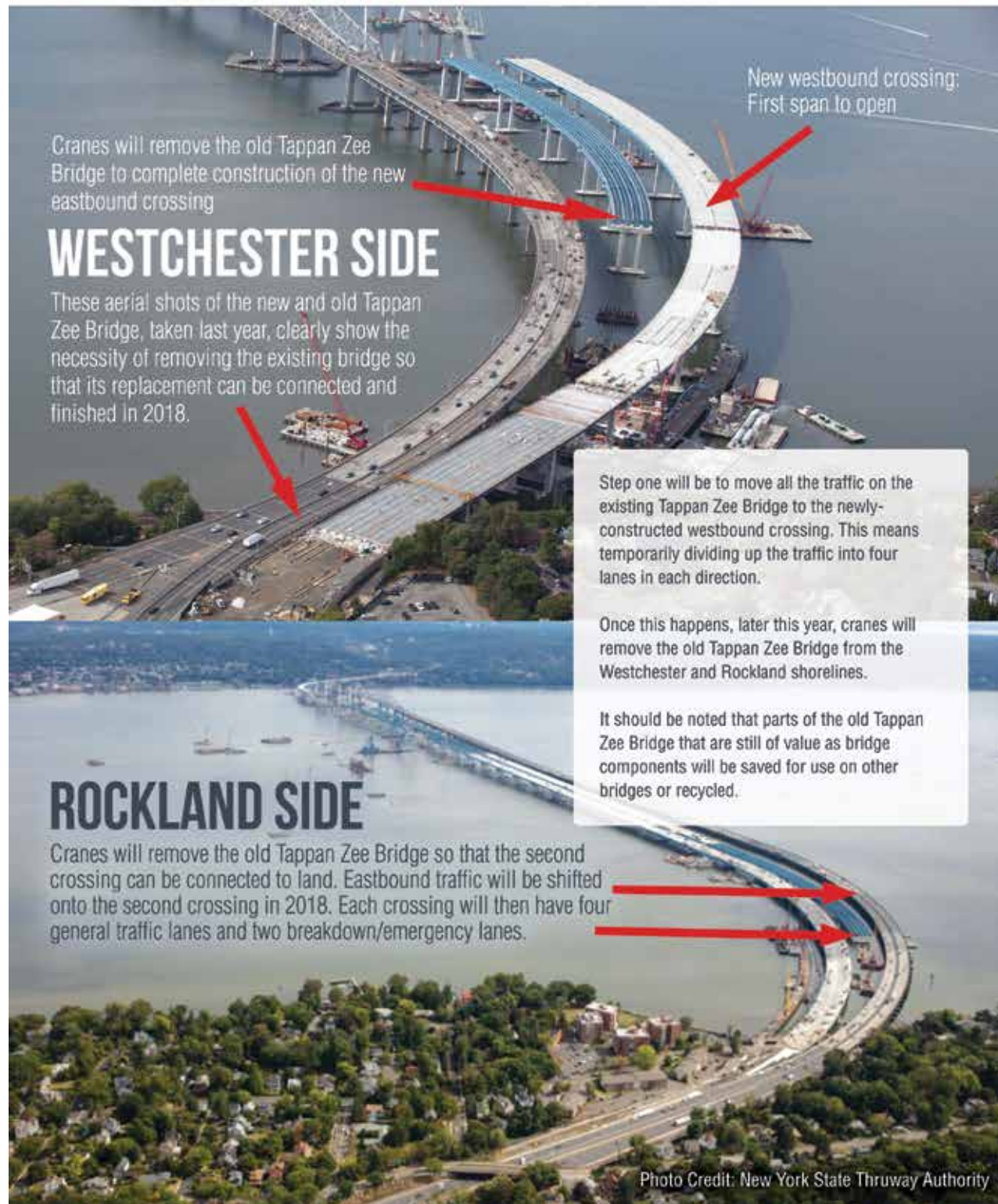
The will to take back our river is all but lost, and, at the same time the drum beaters are at a loss as well, as the very thing they expounded on has come to pass, a clean, pollution free river, full of fishes, and wildlife.

Are there problems, sure there will always be problems, the point is that the constant drum beating has killed and is still killing recreation on the Hudson River.

Nowhere else in New York State is the rhetoric as bad as it is here. It must stop, someone better wake up and listen to the music, it is playing but no one is listening.

WHY THE OLD TAPPAN ZEE BRIDGE NEEDS TO COME DOWN, BEGINNING THIS YEAR

BY JOHN H. VARGO, PUBLISHER



COEYMANS LANDING MARINA

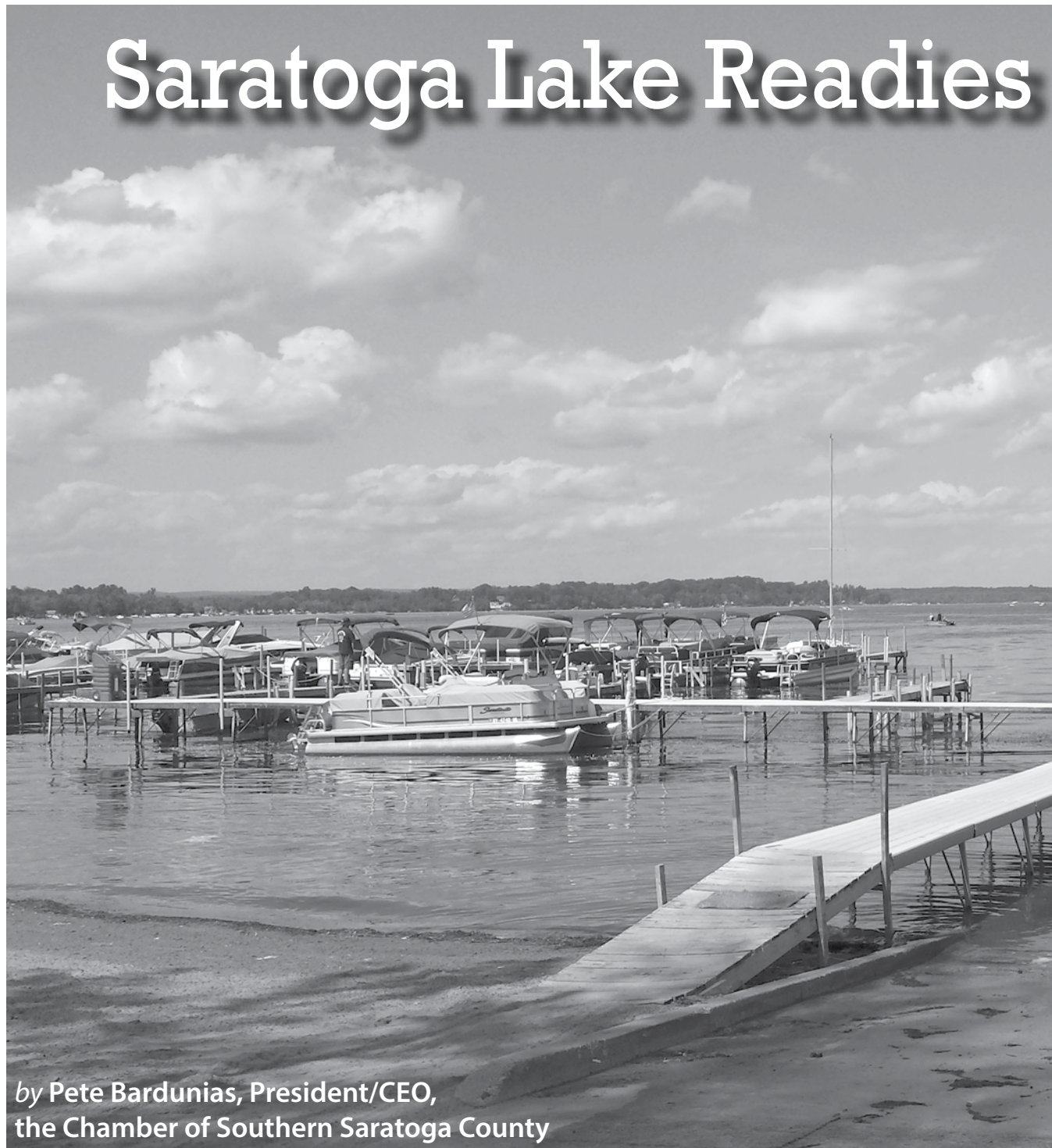
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Saratoga Lake Readies

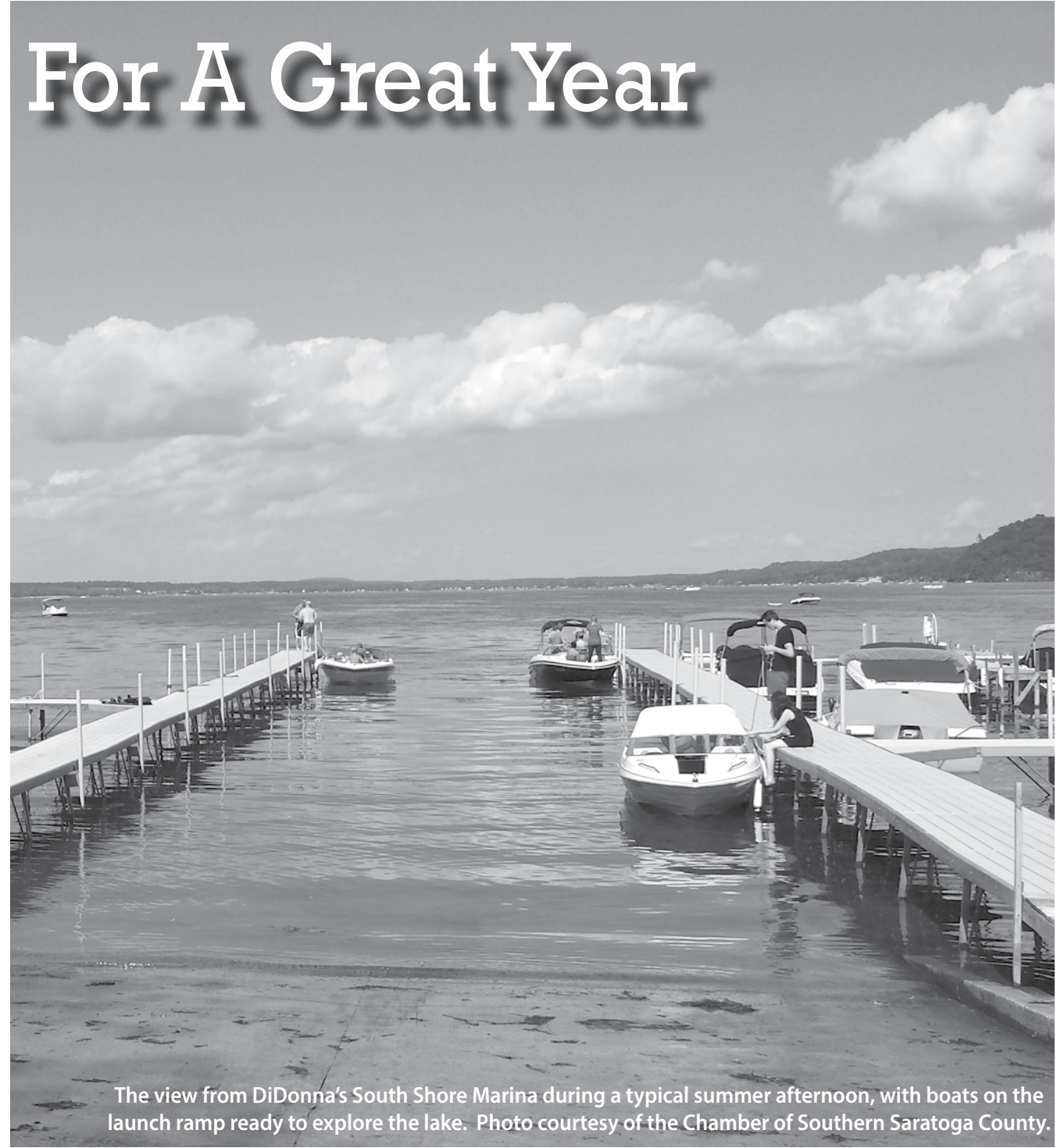


by Pete Bardunias, President/CEO,
the Chamber of Southern Saratoga County

As boaters head north on their vessels towards Lake Champlain, or tow their trailers up I-87 to Lake George, Lake Placid and other destinations, a beautiful treasure is often overlooked. Saratoga Lake, the closest trailerable powerboat-friendly lake north of Albany and the Hudson Valley, provides great recreational fun, whether it be cruising its beautiful water, sailing on its smooth surface, kayaking/paddling up the Fish Creek, swimming, or even indulging in something called “waterflight”.

“Saratoga Lake has gorgeous sunrises, sunsets and sceneries,” says Judith Banks, Membership Chair of the Saratoga Lake Association (SLA), which promotes and enhances the health, safety, sanitation, recreation and environmental quality of the Lake and its extensive watershed. This seems like a tall order, but Board President Alan Richer leads a strong, dedicated organization. He notes its proximity to the tourist mecca of Saratoga Springs. “Saratoga Lake is the other facet that makes

For A Great Year



The view from DiDonna’s South Shore Marina during a typical summer afternoon, with boats on the launch ramp ready to explore the lake. Photo courtesy of the Chamber of Southern Saratoga County.

Saratoga the gem that it is,” says Richer. “Saratoga Lake is the place to be! That is why I am building my new home there!” adds Scott Rajeski, Vice President & CFO of Latham Pool Products and a past chair of the Chamber of Southern Saratoga County.

Trailer boaters will note that the Lake is an excellent place to enjoy a sunny afternoon, or even a weekend retreat. There are launch ramps at both north and south ends of the Lake, with rooms available at places like The Nest, part of

the Brown’s Beach complex in Stillwater (next to Dock Brown’s Lakeside Tavern and the public beach) or DiDonna’s South Shore Marina (at 125 slips, the largest marina member of the Chamber of Southern Saratoga County, adjacent to Nostalgia Ale House and Wine Bar), and several other locations. The Lake is considered some of the best bass fishing waters in the country by local experts.

Fishermen and paddlers will enjoy the expansive Fish Creek on the north end of the Lake. Navigable for several miles (speed



restrictions apply), it transforms into a pristine, quiet setting with only paddles making rippling sounds, birds flying overhead and other wildlife surrounding the observer.

Care to "Go Your Own Way" on Saratoga Lake? Consider piloting a waterflight board available at Extreme Hydro Flight, LLC (HYPERLINK "http://www.extremehydroflight.com" www.extremehydroflight.com), which can literally strap the propulsion to your feet and let you fly 5 to 15 feet above the water – open Memorial Day to Labor Day.

Saratoga Lake has it all – for information on local events visit www.SaratogaLake.org. The SLA's Banks hopes more people will get involved with the organization and continue its legacy of stewardship, advocacy and information sharing about this wonderful treasure: "Become a member of the Saratoga Lake Association," she says, "and keep informed as to what is happening on and around beautiful Saratoga Lake!"

For more on upstate New York waterways visit www.southernsaratoga.org, visit the Southern Saratoga Information Center at the Clifton Park Rest Area on the I-87 Northway at Exit 9, or call (518) 371-3763.

An example of the beautiful wildlife on Saratoga Lake.
Photo courtesy of Gail Welter.



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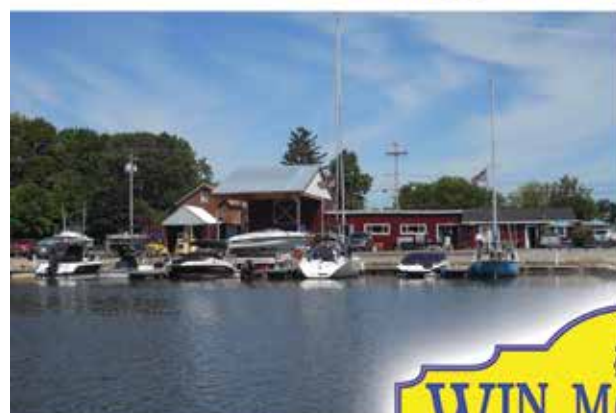
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Boating Safety Initiatives from New York State Parks



Alan Mapes kayaking on the Hudson River.

Photo Courtesy of Michael Kalin.

New York State Parks has rolled out new initiatives to encourage greater safety (and fun!) out on the water.

Free stickers and decals are being given out to paddlesport enthusiasts. The "If Found" Stickers are for identification of owners of non-powered watercraft such as kayaks, canoes, rowboats, standup paddleboards, and sailboats. They help search and rescue personnel to quickly determine if an emergency response is needed when a boat is found on the water without an operator or if a boat is just accidentally drift and can be returned to the owner. "Safe 'n Sight" decals are reflective and meant to go on each of the four sides of a kayak paddle blade. As the kayak paddle moves through the water, the sun will reflect off the decal, making kayakers easier to spot by other passing boaters.

To receive these free stickers and decals, send a self-addressed business-size envelope to: NYS Parks, Marine Services Bureau, Safety Stickers, Albany, N.Y., 12238.



"If Found" sticker.



Safe 'n Sight decal on paddle.

Coming up in March is Spring Aboard, a week that encourages boaters to enroll in a boating education course. NYS Parks is expanding upon this event through a "Super Spring Aboard" week, occurring from March 18 to 26, so that boaters have two full weekends on each end of Spring Aboard week in order to complete their course. Boaters can check the NYS Parks website (www.nysparks.com) for a list of boating education courses across the state.

With the waning days of winter comes the desire to experience warmer temperatures and get on the water. Even when the weather on land is warm, the water temperature can still be at levels that make exposure dangerous. Exposure to the water as the result of capsizing, swamping or falling out of your boat will be immediately dangerous. Between November 1 and May 1, anyone on vessels less than 21 feet, regardless of age, are required to wear a lifejacket. This includes kayaks, canoes, rowboats, stand up paddleboards, sailboats and motorboats. Although State Parks recommends that boaters and paddlers wear a lifejacket at all times of the year, it is especially recommended when the water temperature is below 70°F.

For more boating safety tips and information on boater education classes, please visit www.nysparks.com/recreation/boating/.

State Parks hopes everyone stays safe and has fun on the water this year!



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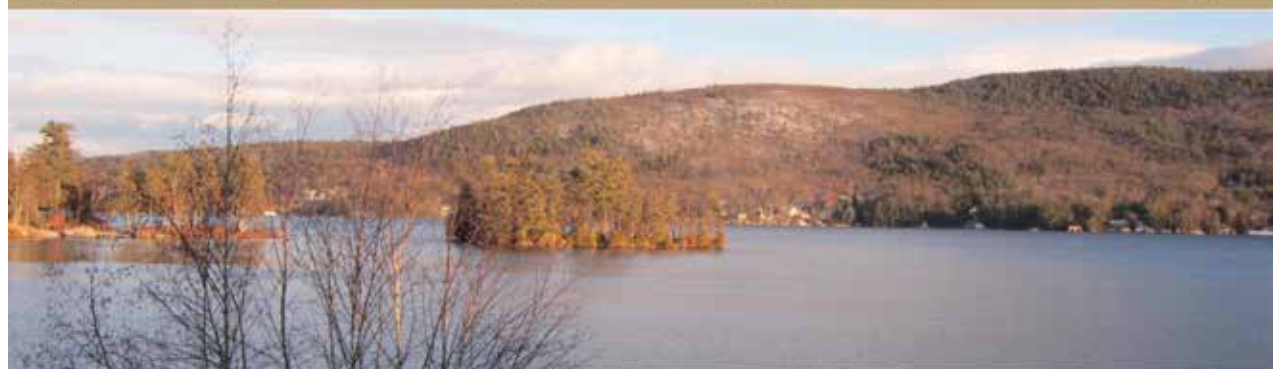
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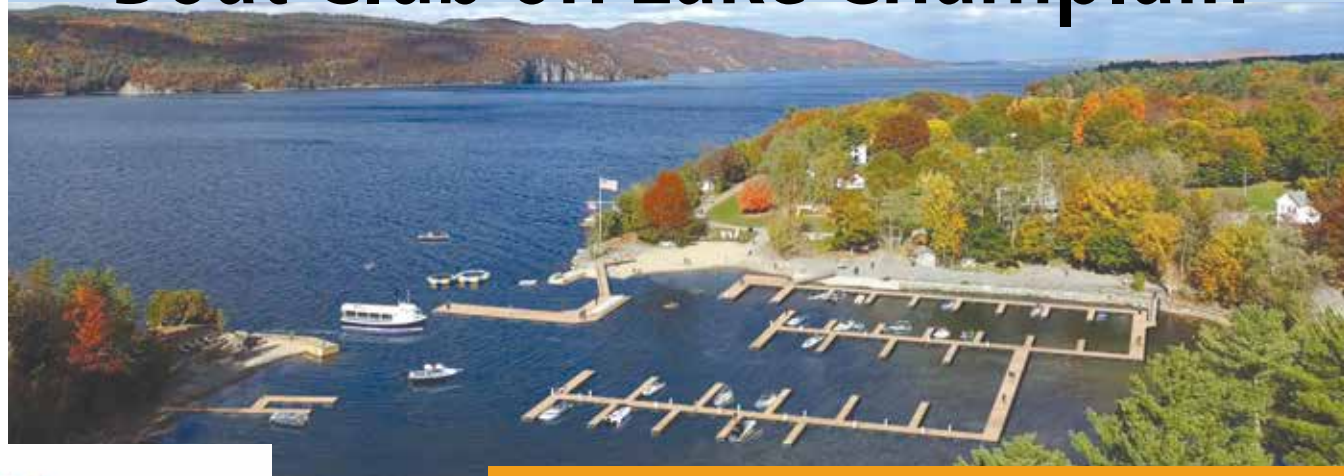


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A NEW DESTINATION: Basin Harbor Introduces First-Ever Boat Club on Lake Champlain



The lakefront Vermont resort will launch new docking system in time for spring 2017.



The Boat Club
AT BASIN HARBOR

by Sadie Stone

Spring 2017 brings a new resort boating experience for mariners on Lake Champlain. Basin Harbor, now formally known as Basin Harbor Resort & Boat Club, will introduce the lake's first-ever Boat Club in time for the historic Vermont resort's 131st season, which begins in May 2017. The resort's brand-new, 60-slip docking system will give travelers arriving by boat access to 400 acres of resort amenities, including golf, spa, boating, swimming, dining, and more.

"Boaters from all over Vermont, Montreal, and beyond drop anchor here and enjoy our unique offerings," said Jen Wyman, Director of Resort Marketing for the 700-acre, family-owned and operated resort. "Our Boat Club is the only destination of its kind on Lake Champlain that allows guests to dock and experience all of the resort amenities while staying on their boat."

When construction is completed, the docking system will feature four stacked rows of inlets, accommodating boats up to 70 feet. There will also be shower facilities and a Swim Dock to provide a defined area for all resort guests who want to swim in the lake and lounge on beach chairs along the sandy shoreline.

Guests can stay overnight on their boat for \$100 per night, per boat plus per foot charges in July and August. During May, June, September and October, the overnight fee is \$55 per night, per boat, plus per foot charges. The fee provides full access to the property, welcoming boaters to an array of complimentary recreation and other amenities.

Directly by the dock at Basin Harbor, guests enjoy paddle boating and paddleboarding as well as kayaking and canoeing in the shadow of the Green Mountains. On land, they can play croquet and badminton on a grassy lawn or go hiking and bicycling to appreciate woodland beauty and small-town charm. Golf and massage treatments are available too; inquire about rates. For exceptional cuisine, guests are welcome to dine at Ardelia's or The Red Mill Restaurant. Basin Harbor Resort & Boat Club offers 45 comfortable accommodations in four distinctive guest houses as well as 74 private cottages.

Located in Vergennes, VT, Basin Harbor lies across from the Palisades Cliffs in Adirondack Park, NY and can be approached in two ways: from Canada via the St. Lawrence River or from the Atlantic Ocean via the Hudson River. Seasonal memberships for Basin Harbor's Boat Club will be available, too.

For rates, reservations and more information, please visit BasinHarbor.com or call 800.622.4000. Follow Basin Harbor Resort & Boat Club on social media: Facebook.com/BasinHarbor; Twitter @BasinHarbor; Instagram #BasinHarbor, or Pinterest: BasinHarbor.

About Basin Harbor Resort & Boat Club

Basin Harbor was established in 1886 by Ardelia Beach and has remained family owned for 131 years. Today, guests are greeted by fourth generation hosts, Pennie Beach and Robert H. Beach, Jr. and fifth generation Sarah Morris, Director of Sales. Originally a 225-acre working farm catering to summer boarders, the resort has expanded to cover 700 acres on Lake Champlain, encompassing the main lodge, cottages, a private golf course, spectacular gardens, a 3,200-foot grass airstrip and serving food grown by Vermont farmers.




Eagle Scout Jimmy McCarthy, his father Dan and mother Mitra at Jimmy's Eagle Scout swearing in ceremony in Fall of 2016. For a terrific story go to page 28.


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Beef Bone Broth; Biologically Better or Buzzword Bull\$#!T?

NATURAL AND NATURALLY. Two years ago, as it turned out, the way weird things do, someone I love, fell sick on a day that I had that big pot of bone broth already on the stove. I got the phone call; gathered up what I would need and packed a granny-sized bag full of beef broth. He ended up living on the stuff. I have been keeping a full stock on hand and try to refill his stash every chance I get. The broth freezes terrific and will last several days thawed in the refrigerator. While I had the first big pot on the stove that day, I was chatting with our darling clever Boating on the Hudson friend Allison. She recommended adding some apple cider vinegar to the batch. I had never heard of that before. Allison explained the vinegar helped to extract even more of the minerals and goodness from the bones during the cooking process. At first I was concerned about the taste. I love cider vinegar, but I didn't know how it was going to affect the broths flavor. It did not affect

it at all. I added a full shot glass of Braggs Apple Cider Vinegar and didn't taste even a hint of it in the resulting broth. Now, thanks to Allison, I will never make bone broth without it.

This column was a genuine trip. From its inception as an article it has taken turns and twists and given us gifts along the way. Something that started out as a simple stock, for winter stocking, ended up being not only a game changer; it's been a life changer. Hell, this time last year it was even a lifesaver. We wrote about the benefits of bone broth this time last year because of our dear, John. It's amazing how fast bone broth has caught on like a craze and that there is now a whole lot more to say. First I want to call bull\$#t on a couple of things. I was in the food store last week and saw a new book AND a food product based on the medicinal theories behind using bone broth as a comforting cure. They used things like cornstarch, fillers, preservatives, artificial color and ingredients I could not pronounce. The book spoke nothing of the origin of the bones. That is like giving an idiot half of an education. The point is NATURAL, natural bones from natural animals. Organic is becoming an almost controversial term, unfortunately making it open for personal interpretation. Advertising and marketing can make the consumer think they are buying something "healthy" which in real life amounts to nothing more than water salt and caramel coloring. If you think you are going into the store, buying a can of average broth off the shelves for medicinal purposes, you are mistaken. Unfortunately. I wish it were not that way but there is very little if any nutrition or protein in that can. Now, if the can is labeled organic or all natural and has minimal ingredients, give it a whirl. I like Muir Glenn and Pacific. But if you are going for a classic red and white can of beef broth, put it back on the shelves, you're better off buying orange juice. The bones and the marrow of the animal have to be clean because that is the location of its essential minerals. If the animal was raised in poor conditions, fed hormone laden feed and endured antibiotics and chemicals, that all resonates in their bones. And THAT right there is your argument for all natural food.

John (our Publisher) two years ago, is not the only one who got sick. This time last year we almost lost another one of our Boating on the Hudson own. She was so ill and diminishing before our eyes, while suffering. It was too much to watch. I do not know how she endured. I developed a lot of opinions about our medical industry during that time. I was watching my dearest friend, waste away, while doctors watched with no solutions but a lot of offers of morphine. Which, by the way has no connection to stomach ailments. Once I brought her home from the hospital, I got bossy (imagine that!) and went about "fixing" her system, our selves. From where I stood, the doctors were about to kill her anyway so what worse could I do?? To add another obstacle, there was now FODMAP. Look it up, it will make your head spin. It's a no's and yes list of foods she can and cannot have. Onions, garlic, celery... regular aromatics used in say, soup.... not on the yes list. I needed a way to get liquid protein in her. I pulled out my biggest pot, raided the deepest reserves from my freezer and made beef bone broth out of nothing but beef bones, water and salt. Of course I used Ali's trick with the cider vinegar. The doctors and nutritionists told us there was no protein in beef broth, they were wrong. When doctors and nutritionists speak about food, they are talking about the lowest grade of food. What is available on the most average market shelf. When you are looking for something to heal you from the inside out, you need to look a little closer to home I guess. I know where my beef bones come from, do you? Try making this recipe at home from scratch and you will understand why it's worth

the trouble to seek out clean all natural beef. The difference it made was instant and amazing. She thrived. It was delicious. And very soon she went from weak to strong. That was the beef broth.

Making beef broth has always been an all day affair for me. Unlike chicken, beef takes a little longer to penetrate and release all of its yummy goodness. When I first learned this recipe almost thirty years ago, it was all thrown in raw and set on the stove for 8 hours. I thought it laborious and did not endure it often. I wonder what teenage me would have thought about this current execution? Probably think I was jack-nuts. Back then I had no idea how much I would care. But I do care now; very, very much. I care about the quality of my food, our food. I care about chemicals, hormones, pesticides and the insertion they have had into our population. I get preachy when it comes to the quality standards that are allowed in food. I have a food license, it was incredibly difficult to get; it took years and a small fortune (not to mention the multiple gray hairs). I twist myself into a pretzel insuring that my ingredients are pure and natural and when I see the long list of artificial ingredients on something as simple as a can of clear beef broth, my head spins. So, I make my own. From organic, local beef, I got converted through education and flavor.

The purpose in my house, for stock, broth or soup, is often nursing. If I feel poorly I reach into my freezer and pull out a small container of bone broth, it's instinct. Maybe being Jewish, I have an affinity for chicken soup as a cure for the common cold (or for the common life). However it is as a Mother that I have learned the value of a protein packed clear liquid when my children or Husband or any member of my village is sick. The minerals in the bones, the collagen from the marrow, the vitamins from the meat, all soothe our tummies, throats and tame our illnesses when the cold winter weather roars. Broth is medicinal; at least I believe it to be. So when I am cooking up a large batch to store up for the winter I reach for the finest of ingredients.

Shunpike Dairy is my current beef knuckle and marrowbone dealer. Liz not only has the best raw milk in the world, but also has the best tasting beef (as well as many other products ranging from eggs to pork and chicken). Shunpike Dairy's got the cleanest beef product I have ever worked with. Vicky and I met Liz and started drinking her milk, years ago. Her interests and her farm have grown and when we say "Liz meat" the kids roar with approval. They know a good meal is coming. We started with cross shank bones and slowly worked our way through neck bones, short ribs to tailbones and every bone in between. When you are using good quality beef, all the bones are good bones. Marrow bones are a particular favorite of mine. They are sexy and remind me of my youth. Liz, and her delights are available at Shunpike Dairy, Address: 1348 Shunpike, Millbrook, NY 12545
Phone (845) 702-6224 WWW.Shunpike.com

First, oil 'em up good, salt 'em generously and roast 'em on high in the oven. I use the largest roasting pan I can find, to get them all done at once. There will be a good deal of liquid at the bottom of the pan after the roasting, you are going to want that liquid to go into your broth so don't disregard or discard it. Second, when preparing the vegetables, peel them, but leave them whole. Beef takes time on the stove and you want the veggies to be able to hold up to the long term cooking. Also, I like a clear broth. Cutting up the vegetables and futzing with the soup once it's on the stove will result in cloudy, particle-filled broth. Which is just as tasty but has limitations as an ingredient. Say, as in, wanting to make French Onion Soup. (The recipe is on YouTube don't worry.)

Third, find your biggest pot. Fourth, cover with a lot of water and bring to a rolling boil. Fifth, after boiling for thirty to forty-five minutes, reduce to a simmer for a minimum of six hours.

So, you want beef and bones that are the highest quality. That means all natural or organic. It makes sense to invest in bones that come from high quality meat. It's going in your mouth! Being that we are using the bones and not cuts of sirloin, the cost should not be high and past frozen bones will work just as well as fresh. Most butchers are happy to sell their soup bones off. I keep several different cuts in my freezer. As for seasonings, I like bay leaf, whole black peppercorn, dried thyme twigs, loose thyme leaves, shallots and garlic. All are great flavorings for the beef; they seem to marry up nicely.

Cover the bones and veggies with lots and lots of water. To begin with I fill the pot up almost to the top. Bring the whole pot to a rolling boil and then reduce the heat to a simmer. This would be the time to remove what I refer to as the SCUZ. I am sure, in a fancy cooking school somewhere, there is a proper name for the white, to gray to brown foam that rises to the top of the pot as the water boils. Pay attention to the color of the scuz. First it will be white frothy and bubbly, then as the beef cooks and releases small particles that rise to the top and will eventually become brown. There are those, such as myself, that are particular about clear broth, so scuz is the enemy, I like to remove it with a flat spoon and keep a glass measuring cup on the side to spoon it into. Along with scuz, fat rises to the top and this process will help remove the fat as well. I like to separate and keep the fat for things like making popovers and sautéing. People also remove the scuz because it is ugly and therefore unappetizing. Vicky refused to put the cooking pot photo in our collage last year due to it's, as she put it, "unappetizing nature and general ugliness". You'll get a glimpse of what I'm talking about while watching our instructional video and it made it into the collage this time!

Once the simmering has started, set your timer for six hours if you plan to make beef soup or would like to use any of the beautifully stewed meat. Otherwise, DO NOT FUTZ WITH IT, DO NOT STIR OR POKE AT THE POT! After six hours, the meat tends to begin to dry out, losing some of its unctuous succulence. It still has lots of value in the pot as flavor for the broth but for eating, six hours is usually my limit. Since I like to keep my cauldron boiling overnight, I take the six hour mark as my opportunity to pick through the pot a little. Remove the carrots, any desired meat to reserve and remove any marrow from inside the bones (which also exposes the center of the bones to the stock). I love bone marrow on toast. If you have small soup containers, place the carrots and the pieces of beef into each container, cover with broth and you can freeze them for months. Yay, beef soup! After thoroughly picking through, place any and all remaining bones, fat, even gristle back into the stockpot. They have more to give to the flavor of the liquid. By the way, this would be the only acceptable time you would be messing around with the contents. Otherwise, leave the pot still and let the soup simmer gently. If I didn't make my point before, this will prevent cloudy broth. Check on the broth every few hours.

Refill the pot with more water if you see the liquid levels getting too low. Once the broth has finished cooking, separate the liquids from the solids and refrigerate the liquid overnight if possible to remove the layer of beef fat. This fat is perfect for sautéing onions, roasting potatoes and will hold up for a while if kept in the back of your refrigerator.

There is a simple instructional video that we made to walk you through the recipe. It is as simple as it is delicious. Just use your smartphone to scan the code and the video will pop right up! If you do not have a smartphone you can always look for the video on our website Boatingonthehudson.com or visit our channel on YouTube; [search for Ivey Levy](#).

Special thanks to Liz Baldwin and Shunpike Dairy,
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Enjoy!



The BONE BROTH SOUP that Ivey is describing to you here, as well as Ivey and Vicky played a HUGE part in my recovering from intestinal surgery, done in July of 2015. I am not going to go into all the details here, but as of this writing, and only four days after my second surgery, Ivey's Bone Broth, was what brought me back from the brink.....and I am not kidding.

As soon as you drink half a cup you can feel it going through your body. Where as any other food just sits in your stomach, this recipe flows through you healing you!

Stop smoking, (i never did), drink less or no alcohol, and pay attention to what you eat.

At age 80 I will be jet sking, boating, flying, and generally have a good time, especially putting this BoatingontheHudson magazine together. Thanks to Ivey and Vicky and all the help they gave me over the past 5 months.

John H. Vargo, Publisher



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BOATING PROFILE:

by Jeff Sublett

When curiosity got the best of me, a new kind of snowbird was revealed.

A Different Kind Of Snowbird

As I was about to leave Liberty Landing Marina by car on January 4th, something a little unusual peaked my interest. It was a beautiful Down East sedan coming past the fairway in a light snow. I stopped to check it out. As the boat got closer it executed a perfect landing. There was the captain, comfy at the wheel in a light sweater vest, and his lovely mate. She stepped onto the deck in winter garb, leaned over with the stern line, and snagged the dock cleat with a single wave of her arm. She then moved to the foredeck and did the same for the forward line... a winter boating ballet.

I made my way back to the marine center to find out who these new winter visitors were. I was fortunate enough to meet a great cruising couple, Bob Meng and Martha Comfort.

After a short exchange I knew there was more to know. They were kind enough to invite me to coffee on board "SIMPLICITY" their beautiful Back Cove 37 the following Saturday morning.

Another example of why we love boating, you get to meet really great folks. If you want to talk about a boating power couple, these guys are it.

When I arrived in my snow boots and winter parker, left at the door, Bob and Martha were cozy and warm on the settee with the temperature perfectly maintained by the reverse cycle HVAC systems on board. We began a wonderful Saturday morning of bagels, coffee and boat talk.

Martha is one of those people you meet and immediately think what a lovely person, grace and poise, and quiet style that instantly puts you at ease. That first impression might come from the kindness that beams from her smile, maybe it's her Quaker background, but you just know it's from the heart. What you can't get immediately is the depth and breath of her boating skill and experience.

Martha started her sailing life at twelve invited by her uncle to sail out of Nantucket Harbor for a week aboard the schooner "FLYING CLOUD". As part of the crew she was in charge of keeping all the oil lamps ship shape,



she was hooked. By 16 she had saved enough to buy a sunfish, the fact that it arrived in a box didn't slow her down a bit; she assembled the boat, and headed out onto Long Island Sound.

After finishing a degree in biochemistry at McGill University, Martha set out for a life at sea, starting as crew on a 44 foot charter yacht in St Thomas and from there to Europe as a deckhand on a 60 foot French charter vessel headed home. After a tour of Europe, the short story is, back home to Connecticut, racing in St Thomas, a husband and sailing the Pacific from California to Singapore where she spent eight years raising two children and building a very successful boating business.

Martha eventually landed in the Pacific Northwest to start a new chapter, which included a Master of Business Administration degree from the University of Washington. She now spends her professional life as Northwest Regional Manager and Lead Broker for Chuck Hovey Yachts, member and past Chairperson of the Washington Boating Alliance, and owner /President of the International Marine Management Institute. Our powerhouse sailor is also a Board Member and President Emeritus of the Freedom Project, a group that runs volunteer programs inside WA state prisons.

A published author, "The Guide to Buying a Boat", a trans Atlantic and trans Pacific Sailor and live aboard, she still spends her free time boating because she loves it so.

Bob, on the other hand, also a lifelong boater, starting at age 11 with a 14-foot runabout, has had to balance his interests in flying and boating. Even though in his teens Bob took his parents from Seattle up to Alaska in a 24 footer, flying won out professionally. After a 20-

year career as a commercial airline pilot, Bob decided on a career in the marine industry in 1988. He started his own marine services companies, ON-WATER TRAINING, and later, CONSOLIDATED MARINE SERVICES, AND YACHT SEATTLE, eventually covering all aspects of yacht service, management, and training. A US Coast Guard Merchant Marine Master, an ABYC and NMEA Master Marine Electrician and Electronics Installer, Marine Surveyor, Washington State Boating Standards Committee Member and Aviation and Marine Expert Witness and consultant, he still has an airplane, but we're glad to have you back on the water. After 20 years as a pilot for American and United Airlines and another 30 in the marine business, Bob decided to more or less retire.

About a year ago, relaxing aboard his 63 foot Ocean Alexander Pilot House Motoryacht in Seattle, Bob decided to simplify. His solution was naturally to buy another boat, you know that particular disease, and a lot of us have it. While active in his yacht management business he was commissioned to deliver a Back Cove 37 for a client on the West Coast. Bob was so impressed with quality of the build, the light and airy pilothouse, the performance, as well as second stateroom in a 37 footer that the Back Cove rose to the top of the list in his plan to "simplify". A new Back Cove 37 turned out to be the answer, and picking it up on the East Coast would create an opportunity to spend time here and explore new waters.

As fortune would have it, back in 2009 Martha engaged one of Bob's companies to aid in a boat delivery for her brokerage. Probably due to one of Bob's favorite stories about an invitation he received from an insurance group to speak at their conference because they discovered





that clients who used his services had zero claims in the preceding years.

Another thing you'll hear from Bob is how lucky he was to get that call to assist in sea trials for a boat Martha was brokering. To quote Bob, "we met under the hull of a 55 foot yacht and as the hired help he was very nervous about approaching such a beautiful woman for a date". He did, and as they say the rest is history. He continues to comment on how fate and Martha were so kind to him that day.

I soon found out how "SIMPLICITY" came to be in the fairway that January morning, a few days before they had cruised down from Essex, Connecticut in gale force winds and three to four footers.

Cruising comfortably in their Stidd helm seats at 18 knots, in part due to the extra oomph of the optional 600 horsepower Cummins Diesel below deck. Back Cove already a solid, well built and beautifully finished New England boat with a long list of standard features and with the options and accessories on "SIMPLICITY", Bob suggested they were cruising aboard "probably the best equipped Back Cove 37 out there today". Bob and Martha, both life long boaters, worked very closely with Back Cove on the details to make this the very special yacht I saw that day. As a result of a late addition to the auto pilot system, a Christmas gift, Bob, Martha and "SIMPLICITY" left Essex, Connecticut January 2nd bound for Liberty Landing Marina in Jersey City which will be "SIMPLICITY's" home till spring. They left on the 2nd because winds were down to around 15 knots and the seas were reported to be a 1-2 foot chop, as boaters you well know, things change. When they pulled into Glen Cove they had seen winds of 20-25 knots and nasty 4-5 seas, which they described as a "good test run". After a short stop in Flushing Bay to assure good timing transiting the East River Bob, Martha and "SIMPLICITY" arrived at liberty Landing late afternoon on January 4th, all ship shape as expected. I

suspect due to excellent and thorough preparations, and following the tenants of what they practice in their professional lives. According to Back Cove documentation, 18knots would be 2200 RPMs and about 13.5 GPH, at 46% engine load. If speed is what you need, she tops out at about 28 knots and 3000 RPM, but the max suggested continuous cruise would be 2700 RPM, about 25 knots and 70% power with a range of about 320 nautical miles at 18 gals/hour

During the back and forth of the purchase process, Back Cove became aware of the depth of Bob's knowledge and experience in the marine industry and they made a deal. Bob would be allowed to commission his own boat in exchange for a complete and detailed report and evaluation of their delivery process, including any changes or improvements that might be made in the boat. The boat, a Back Cove 37 aptly named "SIMPLICITY", was delivered to Pilots Point Marina in Westbrook, Conn. Feb. 2016 for Bob to commission it his way. Bob's way, developed as core principles of his yacht management business, is "risk management and safety", a holdover from his time as a commercial pilot. With the boat on the hard at Pilots Point the commissioning began. "SIMPLICITY" was polished several times to a well-protected high luster; her bottom was soda blasted and several epoxy barrier coats applied. The prop, though new, was removed and sent out for a final tuning and polish, all through hulls, hoses and clamps, and wire and plumbing runs were double checked and a few were modified to make sure his Back Cove complied with all current standards before the boat hit the water in April 2016 for sea trials. Keep in mind Back Cove is a very high quality yacht builder and most owners will never find issues with their boats but Bob is very detailed with an eye to dealing with issues he thinks may have even the possibility of becoming problems.

And as per his deal, he communicated regularly with, Jason Constantine, Guy Seiberts, the Customer Relations point person at Back Cove in Maine as well as the CEO as part of their Product Research and Modification program.

Just another example of how a quality builder like Back Cove operates, they saw this as an opportunity to possibly make a great boat even better.

Being a systems expert, Bob chose equipment and brands based on thousands of miles of yacht deliveries, cruising both oceans in some of the worst conditions. Bob thought the only criteria for choosing equipment should be "reliability, customer support, and ease of use". Based on his theory that the mind works in blocks of three, the equipment was set up to need a maximum of three steps to operate, believing that steps 4 and 5 are soon forgotten. As a result, some of Bob's findings and recommendations will find their way into future builds as a way of increasing customer satisfaction. After a summer of in water sea trials, in between time spent on the West Coast for business, Bob began the installation and testing of the electronics in October 2016. "The electronics and equipment was chosen was based on being able to cruise at any time whether east coast or west coast or to the last frontier of remote Alaska, safe and comfortable in any conditions the boat itself can handle.

Now for an example of "Bob's Way" when it comes to electronics. "I chose to go with Furuno as the main backbone, I knew that every component had to be Nemea 2000. This would allow for simplicity, reliability, and ease of installation".

"I started with the Furuno Nav Net 12" TZT2 as the central system for GPS, Depth and Radar, as it is compatible with all other major component manufacturers. This includes our Fusion AV 750 stereo, audio and visual, Cummins Engine Instruments, Airmar ultrasonic Weather and the list goes on. It also uses the Max C charts, not charts that are only proprietary to one manufacturer".

"The helm station console consists of The Nav Net TZT2 -12 inch and the Stealth 15 inch Multipurpose monitor accompanied by a Furuno FA50 AIS Transponder, Furuno DDS Radar, Airmar WX 220 Ultrasonic weather station, Simrad AP44 autopilot with the new NAC3 Computer".

"As an Airline Pilot and Captain of much larger and commercial vessels, I felt it mandatory to also have a PC driven navigation system on board in addition to the Furuno Nav Net. Not only as a backup but to free up screen space that can get too crowded to share with all the vital information required for safe cruising on one screen".

"The PC is a miniature, high powered solid state hard drive with Windows 7 for reliability, Nobeltec Professional V 3 Navigation software, and MS Office 365 installed and connected to the Stealth Monitor as the primary navigation screen. All vessel manuals are also stored on this computer along with a sophisticated custom maintenance log book system custom designed by Alliant Marine Group of Seattle, WA. Having this vessel information at your fingertips is a great advantage to increased safety. In addition, this computer has Long range Wi-Fi antenna system that allows for easy updates of navigation and vessel system software. The long-range Wi-Fi antenna also enables the vessel to have a router for all guests to access Wi-Fi. A network hub is also installed to allow other manufacturer systems to talk to the Furuno Nav -Net and the PC. Using NMEA 2000 allows all information including data, depth, engine data and performance information, weather, autopilot, radar to be shared AND viewed and overlaid onto the Stealth monitor".

"A carefully designed and well thought out system install, without taking any shortcuts, pays off in zero downtime and reliability of all systems, "Bob's Way".

Many of the modifications to the boat were to accommodate the electronics package and insure a clean wiring run up to the antenna forest on the saloon roof. In some cases where additional holes were needed to get antenna wiring in place, lights were installed, with added advantage of having a brighter cabin. An idea to keep in mind when you are adding equipment, wish I had met Bob a few months earlier. After spending time with Bob and Martha I learned a lot and have certainly adjusted my "To Do List".

I can't thank Bob and Martha enough for sharing their insights, hospitality, and information in writing this profile. As always, have a happy, healthy and safe boating season.





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At this time of year, our agency receives several phone calls from some of our watercraft insurance customers asking if they can temporarily cancel their policies, since they are not using their boats. For many reasons this is a bad idea. On January 1st of this year at a marina in New Rochelle, a boat caught on fire and damaged other boats and there was an injury. Without boat insurance that includes your hull and machinery, your own boat would not have coverage, and the subsequent damage the fire caused to the other boats would not be covered as well as the injury. Your watercraft liability insurance, also sometimes called protection and indemnity would provide legal defense and payment to the other boat owners for the damage to their boats and pay the medical costs of the injured, if you were found to be negligent. An electrical malfunction due to a faulty connection or old wiring that should have been replaced could be instances where you might be determined to be negligent. I don't know if the cause has been determined of that fire yet, but I hope the owner of the boat where the fire started had hull, machinery and liability insurance. Most marinas and yacht clubs require you have at least liability insurance. What is your liability limit? As you can see, your exposure to being sued for a large amount of money could be a potentially more common occurrence than you think, rather than a remote one. Your liability limit should be more than the total of all of your assets and future earnings. Other causes of loss that can occur to your boat off season would be vandalism, wind or theft. Storm Sandy caused many boats to lift off their jack stands, topple over and suffer severe damage. In some cases the boats were determined total losses. Also for cost reasons, letting your policy cancel and then having to start it again with a lapse can mean the replacing insurance company will charge more as the continuous discount is lost.



photo: newrochelletalk.com

Unrelated to this topic, but equally important to keep in mind as the boating season approaches, is to be sure you always have more than enough fuel. Whether you have a large cruiser, fishing boat, sailboat or a jetski, if you run out of gas there is a possibility of floating around in a dangerous area, being exposed to weather elements or darkness (often without appropriate clothing or food and water). At minimum, this event can spoil your day. Running out of gas is one of the most common causes of emergency towing calls. It is both a very inconvenient and expensive event. In some cases, it can be dangerous and life-threatening for you and your passengers. The U.S. Coast Guard will not help you unless you have an event where people's lives are in danger and you have to make a "mayday" call. You may have towing coverage on your boat policy, so see what the limit is. Sea Tow and other vendors can often offer a higher limit in terms of cost and/or more miles they will pay for a tow. Why do boats run out of fuel? First, fuel gauges on boats are notoriously inaccurate. Gauges are affected by many things. The float in the tank can get stuck, the angle of the boat in the water will change giving the gas level a false reading. Fuel tanks are rarely symmetrical. Depending on the tank shape and contour, a reading of one half may actually be closer to one quarter. Many other factors will affect your gas consumption. A big load of passengers and gear will cause you to burn more fuel. Wind, waves and current and a dirty barnacle covered bottom will drive up consumption also. Going on a trip? One sound rule is to start with a full tank, allow one third to get to your destination, one third to return and one third as a



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GREAT UPSTATE BOAT SHOW!

by John H. Vargo, Publisher



The 12th Annual Great Upstate Boat Show: March 31-April 2, 2017

Some of the best memories are created on the water and if you've been thinking about buying a boat or trading up to a newer model, you don't want to miss the 12th Annual Great Upstate Boat Show at Adirondack Sports Complex in Queensbury - it's the three best days of the year to SAVE!

Don't miss the biggest boat show and sales event between New York City and Montreal! The most reputable dealers and lifestyle boating vendors throughout the Northeast will be showcasing the latest boats, technologies, and boating lifestyle accessories, all in one location.

Boats being displayed include: Bowriders, Deck Boats, Jet Boats, Ski Boats, Aluminum & Fiberglass Fishing Boats, Classic Wood Boats, Pontoons, Cuddy Cabins, and Cruisers. Personal Watercrafts, Docking Systems, and Engine Outboards will also be on display at this year's show.

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

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"With the coming of spring, I am calm again"

Gustav Mahler

"I should buy a boat!"

If that's what you're thinking there are important things to consider when choosing the color boat you want whether it is new or pre-owned. I have advised many people over the years on this subject and feel it's important to bring up again as we look to another boating season!

WHITE VS. blue-red-yellow-orange-green-black-grey What's the best choice?

My answer is white. My boat is white...

From a professional repairer's point of view and for ease of repair the best color boat to buy would be one that is white. One reason is white reflects the heat from the sun far better than any other high pigmented color. There is less fade, it's easier to match and has fewer pigments in it. In southern states, e.g. Florida you will see the majority

of boats docked are white. Darker colors especially dark navy blues, dark reds and greens absorb more heat. In addition the more complicated the color schemes the more challenging and longer it takes to repair thus increasing the repair cost. In the past we have removed darker colored gelcoat samples off older boats to have a computer match done to mix gelcoat and even a computer sometimes cannot get a perfect match. It may match one spot on the boat but not in another area. A good color match also depends greatly on how well the boat has been cared for and how much sun exposure it has had. During my repair process I always color restore the repair area(s) by compounding and if needed wet sand to get the original color back as best as possible. Often the entire sides of the boat are done. This helps to insure the new gelcoat will blend with the original and

helps to achieve a good color match and avoid blotches.

The most common material boats are built with is polyester resin. The material is inexpensive and lighter in weight than epoxy resin. Polyesters never stop curing and get brittle with age. The more exposure to the sun a boat gets the more brittle and bleached it becomes.

All gelcoat is porous; It needs regular maintenance. I've written this many times. You can clearly see boats on the water that are well maintained and those that are neglected. The sun's UV rays will penetrate the porous gelcoat quickly. The damage from sunrays can be slowed down by periodically applying a gelcoat sealer glaze followed by a good marine UV protecting wax. The best way to protect gelcoat is to keep it covered. Consider full canvas, roofed boat lifts, indoor storage, etc. Your investment is expensive protect it as best as possible.

In the spring when boats are prepped for summer use the owners uncover them and they are washed down; some use soaps such as Dawn liquid dish washing detergent. While it's good for grease and dishes, it's not a good choice to clean porous gelcoat. It strips the wax and the sealer glaze making the gelcoat vulnerable to UV light penetration and fade. The best cleaner to use to wash your gelcoat is a good boat soap made especially for boats.

There are situations when a harsh cleaner is needed such as "On-Off" an acid cleaner that removes waterline stains, algae, rust and gas stains. This type of cleaner will definitely remove the protecting sealer glaze and wax. The hull will be susceptible to water seepage and osmotic blistering.

There are two ways to help eliminate this problem. The first is to apply Epoxy barrier on the hull starting at the waterline down. Epoxy barrier paint is as close to impervious of a paint you can apply to protect the hull from water intrusion as you are going to get. You can also acid wash the epoxy barriered hull and not worry about any damage that may occur. An alternative way to



Chalked with light scratches.



Color restoration complete.



Unfortunate storm damage on well kept 2007 Chaparral.





Starboard stern storm damage.



Chaparral repairs complete
New white gelcoat is perfect match to original!



protect your hull and gelcoat is to be sure to apply a good coat of sealer glaze and marine wax on the hull after every time it is cleaned with harsh chemicals.

Some boat manufacturers are now recommending barrier coat if you are going to leave your boat in the water all season. If you purchase a new boat be sure to check your gelcoat and hull warranty carefully!

Manufacturers are designing boats with a goal of appealing and attractive colors understandably but do not always think about long lasting beauty and repairing damaged gelcoat designs. I have come across repairing gelcoat damage so complicated that even the manufacturers did not want the boat back to repair!

We have a high standard of repair. There are repair shops that are "patching" gelcoat damage. There is a big difference between a "patch" and a repair. You can see a "patch": we do a repair!

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Dark navy blue
Cobalt chalk
and fade.



After color
restoration.



Dark blue Moomba color
restoration in progress.

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ADVERTISER'S INDEX

Albany Yacht Club.....	35	Nick Roberti	57
Alex's Marine Service	6	Norrie Point State Park	65
American Boat Restoration	34	Panco Petroleum	72
Coeyman's Brokerage	59	Precision Propeller	35
Conroy's.....	59	PT Surplus	58
Dianne Minogue	29	River Grill	58
Hudson Boat Delivery Service.....	13	Riverview Marine Services	72
Hudson GMC -- hudsonpontiac.com.....	57	Rob Lewis	65
Hyde Park Marina	63	Roger Phinney.....	44
In Our Thoughts, Cortlandt Yacht Club	27	Rondout Yacht Basin	11
Ivey's in MY Kitchen.....	40	Sallies Boat Canvas.....	36
Karas Insurance	55	Samalot Marine	6
Lou's Boat Basin	13	Schuyler Yacht Basin.....	59
MacDonald Marine	41,63	Seafarer Canvas.....	56
McCaffrey Realty	27	Sea Tow	14-19
Newburgh Yacht Club	32	Sea School.....	65

Glossy Color Pages

Cortlandt Yacht Club
Basin Harbor Resort and Boat Club
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