

BOATING

On The
Hudson
& Beyond

APRIL 2017

MY BUCKET LIST OF THINGS TO SEE & DO IN GREENE COUNTY



2017 STRIPED BASS TOURNAMENT | APRIL 28TH, 29TH, 30TH
AT THE CORTLANDT YACHT CLUB - INFO INSIDE

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BOATING

On The
Hudson
& Beyond

April

2017



4

8

20



About the Cover,

PURE JOY, The smile on the two ladies says it all. Soft breezes, smooth water, spectacular scenery, and a good running boat. Most importantly, a Bucket List Destination to go to! What could be better? We suffer through all the bad weather for just these kinds of days on the magnificent Hudson River. Mrs. Allison Filipowski on the left and Mrs. Gina Mann on the right.

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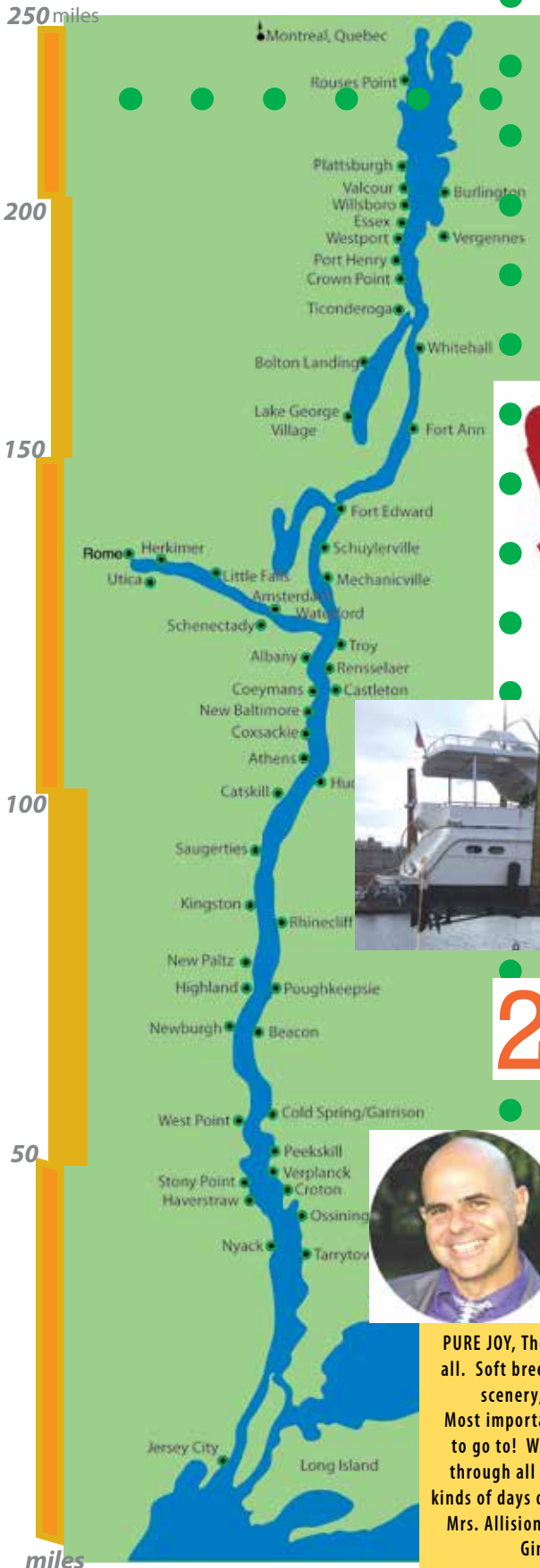
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DESTINATION

BASIN HARBOR RESORT

and BOAT CLUB

I will tell you of a great destination for your summer vacation or club rendezvous.



The destination is Basin Harbor Resort and Boat Club on Lake Champlain.

by Al Rudolf

The trip from the Hudson River through the NYS Canal is one that I have written about before. It is fun, scenic and very different from what some of us are used to. The canal system is very boater friendly with marinas and the canal locks which act as a park for your enjoyment. On your trip through the locks you will have many locations for mooring for the night and most are for free. The Basin Harbor Club is more than a marina, it is a resort with much to offer. They have just completed updating the docking to accommodate more boats and increase the ease of docking. Floating docks, power, and water are available for each boat. Fuel and pump out is available nearby. For the boaters with smaller boats, or if you just want to stay on land for a while, cottages or rooms in the main inn are available. I have stayed in the main inn several times while visiting on a bicycle trips through the Champlain Valley, but I have always enjoyed staying aboard our trawler "Redhead" in the harbor. While in the harbor most of the activity is within sight of your boat.





Enjoying the amenities
of Basin Harbor Resort &
Yacht Club over the years.

The resort was started by the Beach Family in 1886. Today it is still operated by the 4th generation Beach family and this resort has much to offer to the boating family. Let's start with the waterfront. There are about 60+ docks which can accommodate larger yachts as well as cruisers. The docks are located in a tree-lined protected harbor. Also at the Harbor bicycle rental, and small boat rentals such as sunfish sailboats, kayaks, or paddle boards are available for rent. A sandy beach with plenty of comfortable lounge chairs line the water. Several paddle boats and smaller rowboats are kept on the beach for the children to use. A diving board is located in 12 feet of water and just off from there is a huge water trampoline.

Back on land the "Burgee Bar" offers drinks during the afternoons, and quality craft beer is available at all the restaurant locations at Basin Harbor. Just past the bar is the north dock which hosts special dinners 3 times a week. On Tuesday "The Harbor Fair" is a themed event in which families can enjoy a grand buffet dinner with activities for the younger children such as games, a hayride, and toasting s'mores. On Sunday night a band will play music while you enjoy the "Farm to Table Dinner" which features great foods on the buffet table from the local farms. Thursday night is every boater's favorite, the Lobster Dinner. The dinner will also have other favorites on the buffet table for



Al and Cathy passing through a Champlain Canal lock.

A lifetime of memories in any trip to Basin Harbor Resort and Boat Club.



you as well as the band for entertainment. All dinners are topped off with several deserts and a campfire. Be sure to try my favorite, Grandma Beach's Apple Crisp for desert.

Just up from the water is a large field with croquet, badminton, and disc golf. The Harbor Master can also supply fishing gear if needed. Nearby the waterfront is the Harbor Store where ice cream and candy is available in the afternoons. A small gift shop is also located in the main building stocked with Basin Harbor items and some essentials. Just about half way to the airport is the fitness center where exercise equipment is available in a climate controlled room.

The resort offers "Kids Camp" with 4 age specific groups each day beginning at 9:30 am. The children play games with other children their age for 4 hours. They can also choose to have lunch with their camp buddies. At dinner time "Kids Table" is also available for the camper to meet up again in the main dining room. My children enjoyed the camp for many years and still talk about today.

A short walk from the waterfront is the airport and the Lake Champlain Maritime Museum. The airport is a short grass strip with a few single engine planes landing each day. The Museum is a must see for boaters. Exhibits included are of the rich history of the Lake Champlain area.

The fun continues to the balance of the resort which includes a 18 hole golf course with club rentals if needed. A heated 25 yard pool with diving board is located near

the main building and is open till late September. There are 3 restaurants for dining. The main dining hall is the more formal restaurant. For more casual dining the Red Mill is located at the airport which is just a short walk from the waterfront. The Red Mill has a bar with several Vermont craft beers on tap. The menu features culinary delights of New England as well as traditional "comfort food". The Ranger Room, which is near the pool, serves lunch daily. The Resort has a large network of trails for cycling, walking, exploring and running. The area roads are located in a rich farming area where several cycling route will take you exploring. One can cycle north or south along the Lake, or head inland 7 miles to Vermont's smallest city Vergennes. For the more aggressive cyclists the Champlain Valley is a excellent place to ride for the day. Cycling routes in the area are from 25 to over 100 miles and are not very hilly as one might expect for Vermont. A favorite ride for me has been to cycle north up to Charlotte which is about a 40 mile ride. The ride parallels the lake for most of the ride.

The fun continues into the evening with many other events such as night golf using glow in the dark balls, bingo, movie night, and the bar at the Red Mill Restaurant is open late.

Our family has visited the wonderful resort many times in the past 25 +years. It is the best resort on the Lake and will make a great stop for your boat club rendezvous or destination for you family vacation. Visit <http://www.basinharbor.com> for more info and pictures.

So what's the big deal about a Bucket List?

The Bucket List, identities, promotes and brings business to individual marinas, restaurants, tourist venues, farms, and other locations specifically! It provides a vehicle, 'THE BUCKET LIST' that allows our readership a direction to spend a day, weekend or month throughout the year as your leisure time should be spent, enjoying the magnificent Hudson River, Lake George and other lakes in the Catskill and Adirondacks to their fullest.

There are destinations Bucket Lists, where you can tie up your boat, then travel to other venues within an hour of your boat or closer.

As you will see amongst these April pages, Liberty Landing Marina is an outstanding destination Bucket List. So is Hagar's Restaurant and bar located on the Athens waterfront half way between New York Harbor and Albany. While Hagar's has only been reopened 7 months from years of sitting closed, the owners are doing an outstanding job of providing a wonderful location to tie up, enjoy the amenities of Hagar's, or leave your boat to travel to Blackhorse Farm, The Cole Museum, Catskill, Hunter Mountain, Windam Mountain and other places.

For any further information regarding this terrific concept please email Vargojhvargo@gmail.com or call 845-401-2699



Greene County, NY Bucket List-page 24



Dutchess County Bucket List -page 30



Liberty Landing Marina Bucket List - page 20

MacDonald Marine Features Top of the Line Manitou Pontoon Boats



Manitou Pontoon Boat

A family run business since 1967 MacDonald Marine on beautiful Lake Mahopac, NY sells top of the line Manitou Pontoon Boats.

These boats have won many awards for their innovative style and technology.

Lansing, Michigan – Manitou Pontoon Boats is delighted to announce that they are once again a recipient of a Customer Satisfaction Index (CSI) Award from the National Marine Manufacturers Association (NMMA) for exceptional customer service. The 2017 Marine Industry CSI Award in the Pontoon Boats category marks the 16th consecutive CSI awarded to Manitou Pontoon Boats. This makes it every year since the awards inception.

The NMMA, the nation's leading boating trade association, represents a wide range of businesses in the marine industry. They recognize manufacturers that actively monitor and measure customer

satisfaction levels and then take actions to further improve customer satisfaction. The CSI Awards only recognize boating manufacturers that maintain an independently measured standard of excellence of 90 percent or higher in customer satisfaction.

"Receiving the 16th consecutive award is an honor. We have built pontoon boats for over 30 years now; we would not be able to say that without happy customers. The CSI program allows us to monitor our product satisfaction in near real time which is invaluable to improvement" said Scott VanWagenen, President of Manitou Boats.

Manitou understands that connecting with its customers to identify their personal needs on their pontoon boats is essential to providing them with the best customer service experience possible. We use this information to more accurately grade a customer's opinion of their new pontoon boat, and to improve customer satisfaction moving forward.

Call Ken MacDonald at 845 628 2333 or go to their website at www.macdonaldmarineny.net

Picking Night Crawlers, (Earthworms) in April... at Night



by John H. Vargo, Publisher

I have been picking night crawlers at night all my life. Nothing makes my backache as much as bending over and trying to grab a night crawler before it zips back into its hole!

To many, going out in April, with snow still under the evergreens, the peepers peeping, and the air temperature 60 degrees and a damp night is a ritual not to be missed.

It has taken me a long time to catch on to the most important part of this activity, but now I have the secret to my aching back.

It is a 6 year old who has not yet caught on to the fact that snatching night crawlers off the lawn is not fun. The mysteries of the universe still fill his young mind, and he can easily be talked into picking night crawlers. It is good for at least an hour of his time!

He is close to the ground, and, if he is the inquisitive type, a bond will soon develop between grandpas, the worms and the light that grandpa is using just in front of the 6 year old. As soon as he grabs his first night crawler that is half out of his worm hole he will realize that pulling on the worm too hard will only break it in half, but grabbing it and holding on to it the worm will relax and can be put into the can that grandpa is holding. In this manner both the 6 year olds hands are working the lawn, your back is not breaking, and the young man is getting a good lesson in picking Night Crawlers.

Night crawlers are one of the best baits you can possibly get for all types of fishing. From large mouth bass, small mouth bass, sunfish to perch and beyond, night crawlers, especially free night crawlers are the best.

Beside the 6 year old that is really going to do the picking while you stand up straight and instruct him is a light. The light and the way you hold it is very important, as to bright and the night crawler will disappear down his hole before even a 6 year old can grab it. So holding the flashlight with your fingers over the lens, which breaks up the direct light, and by casting the light just ahead of the 6 year olds hands you enable him to see the night crawler without scaring the worm down the hole before he can grab it. The night crawler feels vibrations; both from your voice and your feet stepping on the ground. Training the 6 year old to this fact makes it much easier for him to see the worm. Another secret is to walk on the sidewalk and cast the light onto the grass just in front of the 6 year old. Once he catches his first night crawler it is game on. How many can he catch and how fast.

Even better is to have another 6 year old competing with the first one. Now the two of them are totally unaware that grandpa's back is being saved by this little con.

Done right, this operation will provide plenty of bait for future fishing trips. If a large box with black dirt and leaves is kept in a cool dark place the night crawlers will live a long time.

I can assure you that the 6 year old will never forget the experience for the rest of his life.

IF YOU DO NOT FISH IN ANY OTHER STRIPED BASS TOURNAMENT THIS SPRING, YOU MUST BE IN THIS ONE.

by John H. Vargo,
Publisher

For the first time ever the Cortlandt Yacht Club has opened their facilities to a striped bass derby. The Clubhouse, free dockage for all three days, hot showers, a Holiday Inn close by and an attitude about striper fishing that has all but disappeared on the Hudson River.

In addition a major party on Thursday night April 27 for those who have registered. (Participates and sponsor only). There is also a big awards party on Sunday afternoon where all the

prizes will be given out!

Best of all there will be plenty of FRESH, FRESH BAIT, and BUNKER for everyone to enjoy the wonderful fishing on Haverstraw Bay.

The focus is on children, prizes and enthusiasm for children ot participates and understands this wonderful heritage.

The principals running the contest are sons of commercial fisherman who know what it is all about.

No secrets here, they will be delighted

to tell you exactly where the bass are so that you will have the best chance possible to catch that striper over 40 inches.

Westerly Marine of Ossining, NY donates outstanding gift of 2.5hp Mercury outboard to the 2017 Striped Bass Derby at the Cortlandt Yacht Club April 29. The committee gratefully accepts the prize to be awarded for the three day grand total winner.



Tom Calandro , Pat Harbolic right giving A prize to young winner



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BOAT TALK WITH

Alex Salomatoff



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

Hi Alex, when my straight shaft, 1985 20' Shamrock is in slow speed, I can hear a knocking that sounds like it is coming from the transmission. What can it be?

Alex: It could be the tranny but there are plenty of other areas of the propulsion system to check first.

- The propeller: Is it bent or damaged in some way?
- The shaft itself could be out of alignment.
- The cutlass bearing that holds the shaft that is located just before the rudder could be worn. My guess is that is where the problem is. If you can shake the shaft sideways or there is play in that area, or you know for a fact that it has never been changed, then my guess is that is where the noise is coming from.

If we were to replace the cutlass bearing we would probably disconnect the shaft from the transmission, there are some set-screws that go into cups on the shaft. It is very important that you mark the shaft and coupling before you take it apart so that you can put it back together accurately when you replace the cutlass bearing.

We may have to remove the rudder as well as it is usually directly behind the propeller and will not allow the shaft to come back out all the way.

Once the shaft is out it is fairly easy to use a cutlass-bearing remover to push the old bearing out of the strut. (You can also cut the bearing however you had better be careful in doing this.)

Now you may say to yourself, "What the hell! I am not going to do this! It's too much work, I will just live with the noise!"

Bad idea as the wobbling in the shaft is going to start harming your transmission and that my friend is not a cheap fix!

Please note: There is a kit that is specific to removing cutless bearings on a propeller shaft. It is very expensive and few locations have one!

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Alex Salomatoff is the Owner and an Extraordinarily Exceptional Mechanic at Alex's Marine Plus in New Windsor, NY. If you have any questions at all about your boat, your trailer or your Jet-Ski, Simply Call or Text Lex Now at 845-363-0004 to arrange a time ASAP to ask your question directly to Alex "On The Air."

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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 Sat			6:38 -0.3	No AM High	6:45 -0.1	12:39 4.8
2 Sun			7:40 0.0	12:55 5.3	7:49 0.3	1:41 4.6
3 Mon	☉		8:48 0.1	1:57 5.1	9:00 0.4	2:43 4.5
4 Tue			9:55 0.2	3:01 4.9	10:10 0.5	3:48 4.4
5 Wed			10:55 0.1	4:09 4.8	11:10 0.3	4:54 4.5
6 Thu			11:50 0.0	5:17 4.8	No PM Low	5:56 4.7
7 Fri	☽		12:06 0.2	6:19 4.8	12:41 -0.1	6:50 4.9
8 Sat			12:58 0.0	7:11 4.9	1:28 -0.2	7:38 5.2
9 Sun			1:47 -0.1	7:56 5.0	2:13 -0.2	8:20 5.3
10 Mon			2:34 -0.2	8:38 5.0	2:55 -0.2	9:00 5.4
11 Tue	☽		3:18 -0.2	9:18 4.9	3:35 -0.1	9:38 5.3
12 Wed			3:59 -0.2	9:58 4.8	4:12 0.1	10:15 5.2
13 Thu			4:39 -0.1	10:39 4.6	4:48 0.3	10:53 5.0
14 Fri			5:18 0.1	11:22 4.4	5:21 0.5	11:31 4.8
15 Sat	☽		5:56 0.4	No AM High	5:53 0.8	12:06 4.2
16 Sun			6:36 0.6	12:10 4.6	6:22 1.1	12:51 4.0
17 Mon			7:22 0.8	12:50 4.5	7:00 1.3	1:36 3.9
18 Tue			8:21 1.0	1:33 4.3	8:16 1.4	2:22 3.8
19 Wed	☉		9:25 1.0	2:20 4.3	9:38 1.4	3:11 3.8
20 Thu			10:22 0.9	3:15 4.3	10:40 1.1	4:05 4.0
21 Fri	☽		11:13 0.6	4:16 4.4	11:35 0.8	5:03 4.2
22 Sat			No AM Low	5:20 4.5	12:01 0.3	5:57 4.6
23 Sun			12:26 0.4	6:17 4.8	12:47 0.0	6:46 5.1
24 Mon			1:18 0.0	7:09 5.1	1:34 -0.3	7:31 5.5
25 Tue			2:08 -0.3	7:57 5.3	2:21 -0.5	8:15 5.8
26 Wed	☉		2:59 -0.6	8:45 5.4	3:09 -0.6	9:00 6.0
27 Thu	☽		3:49 -0.8	9:35 5.4	3:57 -0.6	9:49 6.1
28 Fri			4:39 -0.8	10:29 5.2	4:45 -0.5	10:42 6.0
29 Sat			5:30 -0.7	11:29 5.1	5:35 -0.3	11:41 5.8
30 Sun			6:25 -0.5	No AM High	6:31 0.0	12:31 4.9

Spuyten Duyvil

DATE	DAY	Moon	AM LOW TIME/HEIGHT	AM HIGH TIME/HEIGHT	PM LOW TIME/HEIGHT	PM HIGH TIME/HEIGHT
1 Sat			7:26 -0.3	12:47 4.6	7:33 -0.1	1:31 4.0
2 Sun			8:28 0.0	1:47 4.5	8:37 0.3	2:33 3.9
3 Mon	☉		9:36 0.1	2:49 4.3	9:48 0.3	3:35 3.8
4 Tue			10:43 0.2	3:53 4.1	10:57 0.4	4:40 3.7
5 Wed			11:43 0.1	5:01 4.0	11:58 0.3	5:46 3.8
6 Thu			No AM Low	6:09 4.0	12:38 0.0	6:48 3.9
7 Fri	☽		12:54 0.2	7:11 4.0	1:29 -0.1	7:42 4.1
8 Sat			1:46 0.0	8:03 4.1	2:16 -0.2	8:30 4.4
9 Sun			2:35 -0.1	8:48 4.2	3:01 -0.2	9:12 4.5
10 Mon			3:22 -0.2	9:30 4.2	3:43 -0.2	9:52 4.5
11 Tue	☽		4:06 -0.2	10:10 4.1	4:23 -0.1	10:30 4.5
12 Wed			4:47 -0.2	10:50 4.0	5:00 0.1	11:07 4.4
13 Thu			5:27 -0.1	11:31 3.9	5:36 0.3	11:45 4.2
14 Fri			6:06 0.1	No AM High	6:09 0.4	12:14 3.7
15 Sat	☽		6:44 0.3	12:23 4.0	6:41 0.7	12:58 3.5
16 Sun			7:24 0.5	1:02 3.9	7:10 0.9	1:43 3.4
17 Mon			8:10 0.7	1:42 3.8	7:48 1.1	2:28 3.3
18 Tue			9:09 0.8	2:25 3.6	9:04 1.2	3:14 3.2
19 Wed	☉		10:13 0.8	3:12 3.6	10:26 1.2	4:03 3.2
20 Thu			11:10 0.8	4:07 3.6	11:28 0.9	4:57 3.4
21 Fri	☽		No AM Low	5:08 3.7	12:01 0.5	5:55 3.5
22 Sat			12:23 0.7	6:12 3.8	12:49 0.3	6:49 3.9
23 Sun			1:14 0.3	7:09 4.0	1:35 0.0	7:38 4.3
24 Mon			2:06 0.0	8:01 4.3	2:22 -0.3	8:23 4.6
25 Tue			2:56 -0.3	8:49 4.5	3:09 -0.4	9:07 4.9
26 Wed	☉		3:47 -0.5	9:37 4.5	3:57 -0.5	9:52 5.0
27 Thu	☽		4:37 -0.7	10:27 4.5	4:45 -0.5	10:41 5.1
28 Fri			5:27 -0.7	11:21 4.4	5:33 -0.4	11:34 5.0
29 Sat			6:18 -0.6	No AM High	6:23 -0.3	12:21 4.3
30 Sun			7:13 -0.4	12:33 4.9	7:19 0.0	1:23 4.1

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DATE	DAY	Moon	AM LOW TIME/HEIGHT	AM HIGH TIME/HEIGHT	PM LOW TIME/HEIGHT	PM HIGH TIME/HEIGHT
1 Sat			8:35 -0.2	1:44 3.9	8:42 -0.1	2:28 3.4
2 Sun			9:37 0.0	2:44 3.7	9:46 0.2	3:30 3.2
3 Mon	☉		10:45 0.1	3:46 3.6	10:57 0.3	4:32 3.1
4 Tue			11:52 0.1	4:50 3.4	No PM Low	5:37 3.1
5 Wed			12:06 0.3	5:58 3.4	12:52 0.1	6:43 3.1
6 Thu			1:07 0.2	7:06 3.4	1:47 0.0	7:45 3.3
7 Fri	☽		2:03 0.1	8:08 3.4	2:38 -0.1	8:39 3.4
8 Sat			2:55 0.0	9:00 3.4	3:25 -0.1	9:27 3.6
9 Sun			3:44 -0.1	9:45 3.5	4:10 -0.1	10:09 3.7
10 Mon			4:31 -0.1	10:27 3.5	4:52 -0.1	10:49 3.8
11 Tue	☽		5:15 -0.1	11:07 3.4	5:32 -0.1	11:27 3.7
12 Wed			5:56 -0.1	11:47 3.4	6:09 0.1	No PM High
13 Thu			6:36 -0.1	12:04 3.6	6:45 0.2	12:28 3.2
14 Fri			7:15 0.1	12:42 3.5	7:18 0.3	1:11 3.1
15 Sat	☽		7:53 0.3	1:20 3.4	7:50 0.6	1:55 2.9
16 Sun			8:33 0.4	1:59 3.2	8:19 0.8	2:40 2.8
17 Mon			9:19 0.6	2:39 3.1	8:57 0.9	3:25 2.7
18 Tue			10:18 0.7	3:22 3.0	10:13 1.0	4:11 2.7
19 Wed	☉		11:22 0.7	4:09 3.0	11:35 1.0	5:00 2.7
20 Thu			No AM Low	5:04 3.0	12:19 0.6	5:54 2.8
21 Fri	☽		12:37 0.8	6:05 3.1	1:10 0.4	6:52 2.9
22 Sat			1:32 0.6	7:09 3.1	1:58 0.2	7:46 3.2
23 Sun			2:23 0.3	8:06 3.4	2:44 0.0	8:35 3.6
24 Mon			3:15 0.0	8:58 3.6	3:31 -0.2	9:20 3.9
25 Tue			4:05 -0.2	9:46 3.7	4:18 -0.3	10:04 4.1
26 Wed	☉		4:56 -0.4	10:34 3.8	5:06 -0.4	10:49 4.2
27 Thu	☽		5:46 -0.6	11:24 3.8	5:54 -0.4	11:38 4.3
28 Fri			6:36 -0.6	No AM High	6:42 -0.3	12:18 3.6
29 Sat			7:27 -0.5	12:31 4.2	7:32 -0.2	1:18 3.6
30 Sun			8:22 -0.3	1:30 4.1	8:28 0.0	2:20 3.4

TIDES April

Haverstraw

DATE	DAY	Moon	AM LOW TIME/HEIGHT	AM HIGH TIME/HEIGHT	PM LOW TIME/HEIGHT	PM HIGH TIME/HEIGHT
1 Sat			9:20 -0.2	2:10 4.0	9:27 -0.1	2:54 3.5
2 Sun			10:22 0.0	3:10 3.8	10:31 0.2	3:56 3.3
3 Mon	☉		11:30 0.1	4:12 3.7	11:42 0.3	4:58 3.2
4 Tue			No AM Low	5:16 3.5	12:37 0.2	6:03 3.2
5 Wed			12:51 0.4	6:24 3.5	1:37 0.1	7:09 3.2
6 Thu			1:52 0.2	7:32 3.5	2:32 0.0	8:11 3.4
7 Fri	☽		2:48 0.2	8:34 3.5	3:23 -0.1	9:05 3.5
8 Sat			3:40 0.0	9:26 3.5	4:10 -0.2	9:53 3.7
9 Sun			4:29 -0.1	10:11 3.6	4:55 -0.2	10:35 3.8
10 Mon			5:16 -0.2	10:53 3.6	5:37 -0.2	11:15 3.9
11 Tue	☽		6:00 -0.2	11:33 3.5	6:17 -0.1	11:53 3.8
12 Wed			6:41 -0.2	No AM High	6:54 0.1	12:13 3.5
13 Thu			7:21 -0.1	12:30 3.7	7:30 0.2	12:54 3.3
14 Fri			8:00 0.1	1:08 3.6	8:03 0.4	1:37 3.2
15 Sat	☽		8:38 0.3	1:46 3.5	8:35 0.6	2:21 3.0
16 Sun			9:18 0.5	2:25 3.3	9:04 0.9	3:06 2.9
17 Mon			10:04 0.6	3:05 3.2	9:42 1.1	3:51 2.8
18 Tue			11:03 0.8	3:48 3.1	10:58 1.1	4:37 2.7
19 Wed	☉		No AM Low	4:35 3.1	12:07 0.8	5:26 2.7
20 Thu			12:20 1.1	5:30 3.1	1:04 0.7	6:20 2.9
21 Fri	☽		1:22 0.9	6:31 3.2	1:55 0.5	7:18 3.0
22 Sat			2:17 0.6	7:35 3.2	2:43 0.2	8:12 3.3
23 Sun			3:08 0.3	8:32 3.5	3:29 0.0	9:01 3.7
24 Mon			4:00 0.0	9:24 3.7	4:16 -0.2	9:46 4.0
25 Tue			4:50 -0.2	10:12 3.8	5:03 -0.4	10:30 4.2
26 Wed	☉		5:41 -0.5	11:00 3.9	5:51 -0.5	11:15 4.3
27 Thu	☽		6:31 -0.6	11:50 3.9	6:39 -0.5	No PM High
28 Fri			7:21 -0.6	12:04 4.4	7:27 -0.4	12:44 3.7
29 Sat			8:12 -0.6	12:57 4.3	8:17 -0.2	1:44 3.7
30 Sun			9:07 -0.4	1:56 4.2	9:13 0.0	2:46 3.5



Peekskill

DATE	DAY	Moon	AM LOW TIME/HEIGHT	AM HIGH TIME/HEIGHT	PM LOW TIME/HEIGHT	PM HIGH TIME/HEIGHT
1 Sat			9:41 -0.2	2:23 3.5	9:48 -0.1	3:07 3.1
2 Sun			10:43 0.0	3:23 3.4	10:52 0.2	4:09 2.9
3 Mon	●		11:51 0.1	4:25 3.3	No PM Low	5:11 2.9
4 Tue			12:03 0.3	5:29 3.1	12:58 0.1	6:16 2.8
5 Wed			1:12 0.3	6:37 3.1	1:58 0.1	7:22 2.9
6 Thu			2:13 0.2	7:45 3.1	2:53 0.0	8:24 3.0
7 Fri	S		3:09 0.1	8:47 3.1	3:44 -0.1	9:18 3.1
8 Sat			4:07 0.0	9:39 3.1	4:31 -0.1	10:06 3.3
9 Sun			4:50 -0.1	10:24 3.2	5:16 -0.1	10:48 3.4
10 Mon			5:37 -0.1	11:06 3.2	5:58 -0.1	11:28 3.5
11 Tue	○		6:21 -0.1	11:46 3.1	6:38 -0.1	No PM High
12 Wed			7:02 -0.1	12:06 3.4	7:15 0.1	12:26 3.1
13 Thu			7:42 -0.1	12:43 3.3	7:51 0.2	1:07 2.9
14 Fri			8:21 0.1	1:21 3.2	8:24 0.3	1:50 2.8
15 Sat	A		8:59 0.3	1:59 3.1	8:56 0.5	2:34 2.7
16 Sun			9:39 0.4	2:38 2.9	9:25 0.7	3:19 2.6
17 Mon			10:25 0.5	3:18 2.9	10:03 0.8	4:04 2.5
18 Tue			11:24 0.6	4:01 2.8	11:19 0.9	4:50 2.4
19 Wed	●		No AM Low	4:48 2.8	12:28 0.6	5:39 2.4
20 Thu			12:41 0.9	5:43 2.8	1:25 0.6	6:33 2.6
21 Fri	N		1:43 0.7	6:44 2.8	2:16 0.4	7:31 2.7
22 Sat			2:38 0.5	7:48 2.9	3:04 0.2	8:25 2.9
23 Sun			3:29 0.3	8:45 3.1	3:50 0.0	9:14 3.3
24 Mon			4:21 0.0	9:37 3.3	4:37 -0.2	9:59 3.5
25 Tue			5:11 -0.2	10:25 3.4	5:24 -0.3	10:43 3.7
26 Wed	●		6:02 -0.4	11:13 3.5	6:12 -0.4	11:28 3.8
27 Thu	P		6:52 -0.5	No AM High	7:00 -0.4	12:03 3.5
28 Fri			7:42 -0.5	12:17 3.9	7:48 -0.3	12:57 3.3
29 Sat			8:33 -0.4	1:10 3.8	8:38 -0.2	1:57 3.3
30 Sun			9:28 -0.3	2:09 3.7	9:34 0.0	2:59 3.1

Newburgh

DATE	DAY	Moon	AM LOW TIME/HEIGHT	AM HIGH TIME/HEIGHT	PM LOW TIME/HEIGHT	PM HIGH TIME/HEIGHT
1 Sat			10:41 -0.2	3:41 3.4	10:48 -0.1	4:25 3.0
2 Sun			11:43 0.0	4:41 3.3	11:52 0.2	5:27 2.9
3 Mon	●		No AM Low	5:43 3.2	12:51 0.1	6:29 2.8
4 Tue			1:03 0.3	6:47 3.0	1:58 0.1	7:34 2.7
5 Wed			2:12 0.3	7:55 3.0	2:58 0.1	8:40 2.8
6 Thu			3:13 0.2	9:03 3.0	3:53 0.0	9:42 2.9
7 Fri	S		4:09 0.1	10:05 3.0	4:44 -0.1	10:36 3.0
8 Sat			5:07 0.0	10:57 3.0	5:31 -0.1	11:24 3.2
9 Sun			5:50 -0.1	11:42 3.1	6:16 -0.1	No PM High
10 Mon			6:37 -0.1	12:06 3.3	6:58 -0.1	12:24 3.1
11 Tue	○		7:21 -0.1	12:46 3.3	7:38 -0.1	1:04 3.0
12 Wed			8:02 -0.1	1:24 3.3	8:15 0.1	1:44 3.0
13 Thu			8:42 -0.1	2:01 3.2	8:51 0.2	2:25 2.9
14 Fri			9:21 0.1	2:39 3.1	9:24 0.3	3:08 2.7
15 Sat	A		9:59 0.3	3:17 3.0	9:56 0.5	3:52 2.6
16 Sun			10:39 0.4	3:56 2.9	10:25 0.7	4:37 2.5
17 Mon			11:25 0.5	4:36 2.8	11:03 0.8	5:22 2.4
18 Tue			No AM Low	5:19 2.7	12:24 0.6	6:08 2.4
19 Wed	●		12:19 0.9	6:06 2.7	1:28 0.6	6:57 2.4
20 Thu			1:41 0.9	7:01 2.7	2:25 0.6	7:51 2.5
21 Fri	N		2:43 0.7	8:02 2.7	3:16 0.4	8:49 2.6
22 Sat			3:38 0.5	9:06 2.8	4:04 0.2	9:43 2.9
23 Sun			4:29 0.3	10:03 3.0	4:50 0.0	10:32 3.2
24 Mon			5:21 0.0	10:55 3.2	5:37 -0.2	11:17 3.4
25 Tue			6:11 -0.2	11:43 3.3	6:24 -0.3	No PM High
26 Wed	●		7:02 -0.4	12:01 3.6	7:12 -0.4	12:31 3.3
27 Thu	P		7:52 -0.5	12:46 3.7	8:00 -0.4	1:21 3.3
28 Fri			8:42 -0.5	1:35 3.8	8:48 -0.3	2:15 3.2
29 Sat			9:33 -0.4	2:28 3.7	9:38 -0.2	3:15 3.2
30 Sun			10:28 -0.3	3:27 3.6	10:34 0.0	4:17 3.0

TIDES April



JOIN NOW!

800-4-SEATOW

seatow.com

Poughkeepsie

DATE	DAY	Moon	AM LOW TIME/HEIGHT	AM HIGH TIME/HEIGHT	PM LOW TIME/HEIGHT	PM HIGH TIME/HEIGHT
1 Sat			11:24 -0.2	4:29 3.7	11:31 -0.1	5:13 3.3
2 Sun			No AM Low	5:29 3.6	12:26 0.0	6:15 3.1
3 Mon	●		12:35 0.2	6:31 3.5	1:34 0.1	7:17 3.1
4 Tue			1:46 0.3	7:35 3.3	2:41 0.1	8:22 3.0
5 Wed			2:55 0.3	8:43 3.3	3:41 0.1	9:28 3.1
6 Thu			3:56 0.2	9:51 3.3	4:36 0.0	10:30 3.2
7 Fri	S		4:52 0.1	10:53 3.3	5:27 -0.1	11:24 3.3
8 Sat			5:44 0.0	11:45 3.3	6:14 -0.1	No PM High
9 Sun			6:33 -0.1	12:12 3.5	6:59 -0.1	12:30 3.4
10 Mon			7:20 -0.1	12:54 3.6	7:41 -0.1	1:12 3.4
11 Tue	○		8:04 -0.1	1:34 3.7	8:21 -0.1	1:52 3.3
12 Wed			8:45 -0.1	2:12 3.6	8:58 0.1	2:32 3.3
13 Thu			9:25 -0.1	2:49 3.5	9:34 0.2	3:13 3.1
14 Fri			10:04 0.1	3:27 3.4	10:07 0.3	3:56 3.0
15 Sat	A		10:42 0.3	4:05 3.3	10:39 0.5	4:40 2.9
16 Sun			11:22 0.4	4:44 3.1	11:08 0.7	5:25 2.7
17 Mon			No AM Low	5:24 3.1	12:08/11:46	6:10 2.7
18 Tue			No AM Low	6:07 2.9	1:07 0.7	6:56 2.6
19 Wed	●		1:02 1.0	6:54 2.9	2:11 0.7	7:45 2.6
20 Thu			2:24 1.0	7:49 2.9	3:08 0.6	8:39 2.7
21 Fri	N		3:26 0.7	8:50 3.0	3:59 0.4	9:37 2.9
22 Sat			4:21 0.5	9:54 3.1	4:47 0.2	10:31 3.1
23 Sun			5:12 0.3	10:51 3.3	5:33 0.0	11:20 3.5
24 Mon			6:04 0.0	11:43 3.5	6:20 -0.2	No PM High
25 Tue			6:54 -0.2	12:05 3.7	7:07 -0.3	12:31 3.6
26 Wed	●		7:45 -0.4	12:49 3.9	7:55 -0.4	1:19 3.7
27 Thu	P		8:35 -0.5	1:34 4.1	8:43 -0.4	2:09 3.7
28 Fri			9:25 -0.5	2:23 4.1	9:31 -0.3	3:03 3.5
29 Sat			10:16 -0.5	3:16 4.1	10:21 -0.2	4:03 3.5
30 Sun			11:11 -0.3	4:15 3.9	11:17 0.0	5:05 3.3

TIDES April

Kingston

DATE	DAY	Moon	AM LOW TIME/HEIGHT	AM HIGH TIME/HEIGHT	PM LOW TIME/HEIGHT	PM HIGH TIME/HEIGHT
1 Sat			No AM Low	5:15 4.8	12:12 -0.3	5:59 4.2
2 Sun			12:19 -0.1	6:15 4.7	1:14 0.0	7:01 4.0
3 Mon	●		1:23 0.3	7:17 4.5	2:22 0.1	8:03 4.0
4 Tue			2:34 0.3	8:21 4.3	3:29 0.2	9:08 3.9
5 Wed			3:43 0.4	9:29 4.2	4:29 0.1	10:14 4.0
6 Thu			4:44 0.3	10:37 4.2	5:24 0.0	11:16 4.1
7 Fri	S		5:40 0.2	11:39 4.2	6:15 -0.1	No PM High
8 Sat			6:32 0.0	12:10 4.3	7:02 -0.2	12:31 4.3
9 Sun			7:21 -0.1	12:58 4.6	7:47 -0.2	1:16 4.4
10 Mon			8:08 -0.2	1:40 4.7	8:29 -0.2	1:58 4.4
11 Tue	○		8:52 -0.2	2:20 4.8	9:09 -0.1	2:38 4.3
12 Wed			9:33 -0.2	2:58 4.7	9:46 0.1	3:18 4.2
13 Thu			10:13 -0.1	3:35 4.6	10:22 0.3	3:59 4.0
14 Fri			10:52 0.1	4:13 4.4	10:55 0.4	4:42 3.9
15 Sat	A		11:30 0.3	4:51 4.2	11:27 0.7	5:26 3.7
16 Sun			No AM Low	5:30 4.0	12:10/11:56	6:11 3.5
17 Mon			No AM Low	6:10 4.0	12:56 0.7	6:56 3.4
18 Tue			12:34 1.1	6:53 3.8	1:55 0.9	7:42 3.3
19 Wed	●		1:50 1.2	7:40 3.8	2:59 0.9	8:31 3.3
20 Thu			3:12 1.2	8:35 3.8	3:56 0.8	9:25 3.5
21 Fri	N		4:14 0.9	9:36 3.9	4:47 0.5	10:23 3.7
22 Sat			5:09 0.7	10:40 4.0	5:35 0.3	11:17 4.0
23 Sun			6:00 0.3	11:37 4.2	6:21 0.0	No PM High
24 Mon			6:52 0.0	12:06 4.5	7:08 -0.3	12:29 4.5
25 Tue			7:42 -0.3	12:51 5.1	7:55 -0.4	1:17 4.7
26 Wed	●		8:33 -0.5	1:35 5.1	8:43 -0.5	2:05 4.8
27 Thu	P		9:23 -0.7	2:20 5.3	9:31 -0.5	2:55 4.8
28 Fri			10:13 -0.7	3:09 5.4	10:19 -0.4	3:49 4.6
29 Sat			11:04 -0.6	4:02 5.3	11:09 -0.3	4:49 4.5
30 Sun			11:59 -0.4	5:01 5.1	No PM Low	5:51 4.3

Hudson

DATE	DAY	Moon	AM LOW TIME/HEIGHT	AM HIGH TIME/HEIGHT	PM LOW TIME/HEIGHT	PM HIGH TIME/HEIGHT
1 Sat			1:04 -0.3	6:53 4.8	1:50 -0.3	7:37 4.2
2 Sun			1:57 -0.1	7:53 4.7	2:52 0.0	8:39 4.0
3 Mon		☉	3:01 0.3	8:55 4.5	4:00 0.1	9:41 4.0
4 Tue			4:12 0.3	9:59 4.3	5:07 0.2	10:46 3.9
5 Wed			5:21 0.4	11:07 4.2	6:07 0.1	11:52 4.0
6 Thu			6:22 0.3	No AM High	7:02 0.0	12:15 4.2
7 Fri		☾	7:18 0.2	12:54 4.1	7:53 -0.1	1:17 4.2
8 Sat			8:10 0.0	1:48 4.3	8:40 -0.2	2:09 4.3
9 Sun			8:59 -0.1	2:36 4.6	9:25 -0.2	2:54 4.4
10 Mon			9:46 -0.2	3:18 4.7	10:07 -0.2	3:36 4.4
11 Tue		☉	10:30 -0.2	3:58 4.8	10:47 -0.1	4:16 4.3
12 Wed			11:11 -0.2	4:36 4.7	11:24 0.1	4:56 4.2
13 Thu			11:51 -0.1	5:13 4.6	No PM Low	5:37 4.0
14 Fri			Mid N	5:51 4.4	12:30 0.1	6:20 3.9
15 Sat		☽	12:33 0.4	6:29 4.2	1:08 0.3	7:04 3.7
16 Sun			1:05 0.7	7:08 4.0	1:48 0.5	7:49 3.5
17 Mon			1:34 0.9	7:48 4.0	2:34 0.7	8:34 3.4
18 Tue			2:12 1.1	8:31 3.8	3:33 0.9	9:20 3.3
19 Wed		☉	3:28 1.2	9:18 3.8	4:37 0.9	10:09 3.3
20 Thu			4:50 1.2	10:13 3.8	5:34 0.8	11:03 3.5
21 Fri		☾	5:52 0.9	11:14 3.9	6:25 0.5	No PM High
22 Sat			6:47 0.7	12:01 3.7	7:13 0.3	12:18 4.0
23 Sun			7:38 0.3	12:55 4.0	7:59 0.0	1:15 4.2
24 Mon			8:30 0.0	1:44 4.5	8:46 -0.3	2:07 4.5
25 Tue			9:20 -0.3	2:29 4.8	9:33 -0.4	2:55 4.7
26 Wed		☉	10:11 -0.5	3:13 5.1	10:21 -0.5	3:43 4.8
27 Thu			11:01 -0.7	3:58 5.3	11:09 -0.5	4:33 4.8
28 Fri			11:51 -0.7	4:47 5.4	11:57 -0.4	5:27 4.6
29 Sat			No AM Low	5:40 5.3	12:42 -0.6	6:27 4.5
30 Sun			12:47 -0.3	6:39 5.1	1:37 -0.4	7:29 4.3

Castleton

DATE	DAY	Moon	AM LOW TIME/HEIGHT	AM HIGH TIME/HEIGHT	PM LOW TIME/HEIGHT	PM HIGH TIME/HEIGHT
1 Sat			2:34 0.7	7:47 6.3	3:28 0.5	8:51 5.7
2 Sun			3:29 0.9	8:52 6.1	4:26 0.6	9:54 5.6
3 Mon		☉	4:28 0.9	10:02 6.0	5:26 0.7	10:57 5.6
4 Tue			5:30 1.0	11:11 5.9	6:25 0.6	11:59 5.7
5 Wed			6:33 0.9	No AM High	7:23 0.5	12:17 5.9
6 Thu			7:33 0.8	12:58 5.9	8:18 0.4	1:19 5.9
7 Fri		☾	8:31 0.6	1:54 6.1	9:09 0.3	2:15 6.0
8 Sat			9:25 0.5	2:45 6.3	9:57 0.3	3:06 6.1
9 Sun			10:15 0.4	3:33 6.5	10:42 0.3	3:52 6.1
10 Mon			11:03 0.4	4:17 6.6	11:24 0.5	4:36 6.1
11 Tue		☉	11:47 0.5	4:59 6.5	No PM Low	5:19 5.9
12 Wed			12:03 0.7	5:39 6.4	12:30 0.7	6:02 5.8
13 Thu			12:39 0.9	6:17 6.3	1:12 0.8	6:46 5.6
14 Fri			1:13 1.2	6:53 6.2	1:54 1.0	7:31 5.4
15 Sat		☽	1:44 1.3	7:24 6.1	2:36 1.1	8:18 5.3
16 Sun			2:14 1.5	7:42 6.0	3:20 1.3	9:08 5.2
17 Mon			2:49 1.6	8:10 6.0	4:08 1.4	9:59 5.1
18 Tue			3:36 1.7	8:53 5.9	5:00 1.4	10:53 5.1
19 Wed		☉	4:39 1.8	9:48 5.7	5:56 1.4	11:47 5.1
20 Thu			5:52 1.8	11:08 5.6	6:52 1.4	No PM High
21 Fri		☾	7:01 1.7	12:41 5.3	7:46 1.3	12:34 5.6
22 Sat			8:04 1.4	1:32 5.5	8:37 1.1	1:36 5.7
23 Sun			9:02 1.2	2:18 5.8	9:26 0.9	2:28 5.8
24 Mon			9:57 0.9	3:00 6.1	10:14 0.8	3:17 5.9
25 Tue			10:49 0.6	3:39 6.4	11:00 0.7	4:03 6.0
26 Wed		☉	11:41 0.5	4:18 6.6	11:46 0.7	4:50 6.0
27 Thu			No AM Low	4:58 6.7	12:32 0.4	5:41 5.9
28 Fri			12:34 0.8	5:42 6.7	1:23 0.4	6:36 5.8
29 Sat			1:23 0.8	6:33 6.6	2:16 0.4	7:36 5.8
30 Sun			2:15 0.9	7:33 6.4	3:11 0.5	8:38 5.7

TIDES April

Albany

DATE	DAY	Moon	AM LOW TIME/HEIGHT	AM HIGH TIME/HEIGHT	PM LOW TIME/HEIGHT	PM HIGH TIME/HEIGHT
1 Sat			3:03 0.7	8:04 6.3	3:57 0.5	9:18 5.7
2 Sun			3:58 0.9	9:09 6.1	4:55 0.6	10:11 5.6
3 Mon		☉	4:57 0.9	10:19 6.0	5:55 0.7	11:14 5.6
4 Tue			5:59 1.0	11:28 5.9	6:54 0.6	No PM High
5 Wed			7:02 0.9	12:16 5.7	7:52 0.5	12:34 5.9
6 Thu			8:02 0.8	1:15 5.9	8:47 0.4	1:36 5.9
7 Fri		☾	9:00 0.6	2:11 6.1	9:38 0.3	2:32 6.0
8 Sat			9:54 0.5	3:02 6.3	10:26 0.3	3:23 6.1
9 Sun			10:44 0.4	3:50 6.5	11:11 0.3	4:09 6.1
10 Mon			11:32 0.4	4:34 6.6	11:53 0.5	4:53 6.1
11 Tue		☉	No AM Low	5:16 6.5	12:16 0.5	5:36 5.9
12 Wed			12:32 0.7	5:56 6.4	12:59 0.7	6:19 5.8
13 Thu			1:08 0.9	6:34 6.3	1:41 0.8	7:03 5.6
14 Fri			1:42 1.2	7:10 6.2	2:23 1.0	7:48 5.4
15 Sat		☽	2:13 1.3	7:41 6.1	3:05 1.1	8:35 5.3
16 Sun			2:43 1.5	7:59 6.0	3:49 1.3	9:25 5.2
17 Mon			3:18 1.6	8:27 6.0	4:37 1.4	10:16 5.1
18 Tue			4:05 1.7	9:10 5.9	5:29 1.4	11:10 5.1
19 Wed		☉	5:08 1.8	10:05 5.7	6:25 1.4	No PM High
20 Thu			6:21 1.8	12:04/11:25	7:21 1.4	No PM High
21 Fri		☾	7:30 1.7	12:58 5.3	8:15 1.3	12:51 5.6
22 Sat			8:33 1.4	1:49 5.5	9:06 1.1	1:53 5.7
23 Sun			9:31 1.2	2:35 5.8	9:55 0.9	2:45 5.8
24 Mon			10:26 0.9	3:17 6.1	10:43 0.8	3:34 5.9
25 Tue			11:18 0.6	3:56 6.4	11:29 0.7	4:20 6.0
26 Wed		☉	No AM Low	4:35 6.6	12:10 0.5	5:07 6.0
27 Thu			12:15 0.7	5:15 6.7	1:01 0.4	5:58 5.9
28 Fri			1:03 0.8	5:59 6.7	1:52 0.4	6:53 5.8
29 Sat			1:52 0.8	6:50 6.6	2:45 0.4	7:53 5.8
30 Sun			2:44 0.9	7:50 6.4	3:40 0.5	8:55 5.7

Troy

DATE	DAY	Moon	AM LOW TIME/HEIGHT	AM HIGH TIME/HEIGHT	PM LOW TIME/HEIGHT	PM HIGH TIME/HEIGHT
1 Sat			3:13 0.7	8:12 6.3	4:07 0.5	9:16 5.7
2 Sun			4:08 0.9	9:17 6.1	5:05 0.6	10:19 5.6
3 Mon		☉	5:07 0.9	10:27 6.0	6:05 0.7	11:22 5.6
4 Tue			6:09 1.0	11:36 5.9	7:04 0.6	No PM High
5 Wed			7:12 0.9	12:24 5.7	8:02 0.5	12:42 5.9
6 Thu			8:12 0.8	1:23 5.9	8:57 0.4	1:44 5.9
7 Fri		☾	9:10 0.6	2:19 6.1	9:48 0.3	2:40 6.0
8 Sat			10:04 0.5	3:10 6.3	10:36 0.3	3:31 6.1
9 Sun			10:54 0.4	3:58 6.5	11:21 0.3	4:17 6.1
10 Mon			11:42 0.4	4:42 6.6	No PM Low	5:01 6.1
11 Tue		☉	12:03 0.5	5:24 6.5	12:26 0.5	5:44 5.9
12 Wed			12:42 0.7	6:04 6.4	1:09 0.7	6:27 5.8
13 Thu			1:18 0.9	6:42 6.3	1:51 0.8	7:11 5.6
14 Fri			1:52 1.2	7:18 6.2	2:33 1.0	7:56 5.4
15 Sat		☽	2:23 1.3	7:49 6.1	3:15 1.1	8:43 5.3
16 Sun			2:53 1.5	8:07 6.0	3:59 1.3	9:33 5.2
17 Mon			3:28 1.6	8:35 6.0	4:47 1.4	10:24 5.1
18 Tue			4:15 1.7	9:18 5.9	5:39 1.4	11:18 5.1
19 Wed		☉	5:18 1.8	10:13 5.7	6:35 1.4	No PM High
20 Thu			6:31 1.8	12:12/11:33	7:31 1.4	No PM High
21 Fri		☾	7:40 1.7	1:06 5.3	8:25 1.3	12:59 5.6
22 Sat			8:43 1.4	1:57 5.5	9:16 1.1	2:01 5.7
23 Sun			9:41 1.2	2:43 5.8	10:05 0.9	2:53 5.8
24 Mon			10:36 0.9	3:25 6.1	10:53 0.8	3:42 5.9
25 Tue			11:28 0.6	4:04 6.4	11:39 0.7	4:28 6.0
26 Wed		☉	No AM Low	4:43 6.6	12:20 0.5	5:15 6.0
27 Thu			12:25 0.7	5:23 6.7	1:11 0.4	6:06 5.9
28 Fri			1:13 0.8	6:07 6.7	2:02 0.4	7:01 5.8
29 Sat			2:02 0.8	6:58 6.6	2:55 0.4	8:01 5.8
30 Sun			2:54 0.9	7:58 6.4	3:50 0.5	9:03 5.7

TIDES April

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“Local Boy Makes Good”

by Ralph J. Ferrusi
and Ralph J. Ferrusi III

Saturday night, January 28, 2017, at the New York B.A.S.S. Chapter Annual Awards Banquet at the Hilton Garden Inn in beautiful downtown Auburn, New York, Ralph Joseph Ferrusi III proudly accepted the Non-Boater Luncker*** of the Year award.

Some years (decades...) earlier, Ralph went fishin' on Oscawanna Lake with his grandfather, Ralph Joseph Ferrusi I (Pops), and caught his first-ever fish, a White Perch. Here's how Ralph III tells it:

“...man was Pops proud !!...we put it in a bucket to take home and I was so happy and I just couldn't leave it alone....well...the bucket spilled in the backseat and the fish slipped down behind the seat and I started howlin and Pops wasn't quite as happy/proud as he was just seconds earlier....we got home and got the Perch out from behind the seat...unfortunately...Mr. Perch had expired, but we showed him off to Grams, then he got buried in Pop's tomato garden...”

Ralph III's been a fisherman his entire life.

Around the same time, Pops took his son, Ralph Joseph Ferrusi II (“Junior”) fishin' out on the Hudson in a small, leaky, borrowed wooden rowboat. Ralph II wasn't lucky at fishin', but boating caught on, and he has been a “boater” his entire life, once upon a time zooming all up and down the Hudson in his 14' fiberglass runabout, currently canoeing all up and down the Hudson (and Beyond) in Kevlar or Royalex racing canoes.

Back to Ralph III:

“I joined Ulster County Bassmasters in 1997, won my first Angler of the Year award in 2000, then went on to win the Angler of the Year award 12 more times in a row from 2005 up to 2016 for my “lucky 13th” time..... I've been fishing in the New York Bass Federation



on and off since 1998 when I found out about it through my Club.... Bass fishing has totally changed my entire life....”

Saturday morning, January 28, we picked up Ralph III and Ruby the Wonder Dog in Saugerties and headed for the Thruway to Albany. We unanimously agreed not to take the Thruway west from Albany: we'd take “the path less traveled”, and experience a slower-paced, quieter Americana on Route 20. (A word to the wise here: we jumped off Exit 23 into Albany to pick up 20. It seemed pretty innocent on the map, but Albany's western suburbs went on and on and on, with endless traffic lights about every block or so). It seemed to take forever for Route 20 to become a country road, but finally, we were cruising through 1950's Americana: farms and small villages; hardly any traffic at all. Amazin'..

Then, between Duanesburg and Esperance, traffic was stopped, dead, for a long distance ahead: flashing red and blue lights all over the place, on both sides of the road. We crept along, stop and go, at about two miles per hour, and finally could see something enormous up ahead, creeping along, pretty much taking up both sides of the road. What the heck??? Long story short, a small STATE BRIEFS article in the Friday, February 3rd Poughkeepsie Journal revealed it was a 350,000-pound (175 tons...) General Electric-built steam turbine on a 20-foot-wide 350-foot-long truck, on it's way to Pennsylvania.

It stopped dead in Esperance, and while we were stopped Ralph figured out a back-roads route that might allow us to get ahead of it, and we finally popped out on now-four-lanes Route 20, cruising up and down long rolling hills, often,



This Striper was caught up by the Federal Dam across the Hudson in Albany, in the 90's.

more freshwater coastline than any other New York State County.

Some name-dropping: Auburn was once the home of William H. Seward, co-founder of the Republican Party. Abner Doubleday, baseball's founder, spent much of his life in Auburn. Harriet Tubman settled in Auburn after the Civil War. Millard Fillmore, 13th US President, was born near the village of Moravia, just south of Owasco Lake. Henry Wells, founder of Wells Fargo and American Express, began his career in Port Byron, just north of Auburn.

Back to the Skaneateles Inn on 20: we checked in, cleaned up—there was plenty of nice hot water and nice thick white towels—relaxed a bit, then around 5:00 our Garmin led us to the Hilton Garden Inn. As we walked in, we ran into Chris, a fellow N.Y. B.A.S.S. Federation angler, that Ralph knew from the tournaments: good start. The banquet room was nicely set up, with a big table full of cheese, crackers, and veggies.

There were three speakers, all with different Bass-fishing slants: the first speaker provided all kinds of interesting facts and figures on how big fishing was in New York State, and how many billions of dollars it brought into the State's economy. Next, Joseph Sancho, from New Windsor, a Pro whose career Ralph had followed, elaborated on the pros—and cons—of becoming a fishing "pro". Finally there was a taped video of a Skeeter Boats sales rep, describing thousands of dollars in incentives if you placed in a tournament and used one of their boats.

amazingly in this day and age, the only car on the road, past big farms and through small towns and villages—Richfield Springs, Sangerfield, Cazenovia, Pompey—and finally into ultra-charming Skaneateles. By the way, somewhere along the way it started snowing: steady but light "lake effect" snow. Halfway between Skaneateles and Auburn we reached our night's lodging, Sue Dove's quiet, clean, comfortable Skaneateles Inn on 20.

A few words about Auburn and Cayuga County: Auburn—a great decent-sized upstate city, a place I might like to live—is perched right above, but not directly on Owasco Lake, the third (from the east) of eleven Finger Lakes. A quick geography lesson: The Finger Lakes, east to west: Otisco (small), Skaneateles, Owasco, Cayuga (the longest—40 miles), Seneca, Keuka, Canandaigua, then the much smaller, Honeoye, Canadice, Hemlock, and Conesus. All the lakes flow north into Lake Ontario.

Cayuga County is named for the Cayuga—"people of the wetlands"—Indian tribe, part of the Iroquois Federation. It has

Then, after a nice, filling buffet dinner, awards were handed out, and Kath and I beamed with pride as Ralph accepted the nifty Non-Boater Luncheon of the Year plaque and check from Federation president Peter Knight. Pops woulda been sooo proud.

There were raffle tables full of fishin'"stuff" on both sides of the hall. Kath had bought some tickets, and the next thing we hear is "46026": that's us! 46026 popped up several more times, and we left the hall with about \$300.00 worth of "swag"; Kath gave most of it to RIII.

The 24 Hours of Daytona was on TV back at the cozy motel. Later, I slept like a brick. We had a nice breakfast at the eat-where-the-locals-eat Hunter's Dinerant perched over the Owasco River on Genesee Street in Auburn, then headed over to the gigantic Bass Pro Shop on the other side of town. Finally ,we headed east on Route 20, but jumped on the Thruway before the endless west Albany suburbs.

Let there be **LIBERTY**

by Jeff Sublett

for All.



A Bucket List Destination

They call it Liberty State Park and it includes Liberty Landing Marina, Liberty Science Center, Liberty House Restaurant, the Statue of Liberty and much more. If you are in the lower Hudson River, north of the Statue of Liberty and Manhattan's Battery Park City is to your east, you are there. From the west side of river you can't miss the huge Colgate clock at the base of a giant glass obelisk that is the Goldman Sachs tower on the north corner of the entrance to Morris Canal. Follow the buoys west up the canal and you will soon arrive at the gas dock of the 520 slip Liberty Landing Marina or Lat 74-02.59W and Long 40-42.64N on your GPS. Before you land, it's a good idea to contact the marina ahead of time as you enter the canal. They monitor VHF ch72, and telephone at 201-985-8000 just for that purpose. The entire south side of Morris canal is the Liberty Landing Marina. Unless otherwise instructed by the staff, go to the gas dock first and meet Senior Dockhand Kwame, a seventeen-year veteran of Liberty Landing and probably the most famous dockhand in the area, he'll take good care of you.

The canal gets busy at times, especially on a nice weekend, so it's good to know where you plan to go once in the canal. For your boating needs, this is truly a full service marina. ValvTect gasoline and diesel are pumped at the gas dock 24/7. There's a well stocked marine center at the top of the gangplank, and just in case you run into any boat or engine problems navigating through the New York Harbor area they maintain a full service yard and haul out facility at the western end of the canal. In the canal, the water is still, deep, the breezes are muted and you will have courteous and skilled staff to assist you on the dock. All this makes getting your boat docked a piece of cake. Once your boat is secure, head off to explore, there is far more than you can see with a Dock-n-Dine stop, but it's a good start. By the way, the first two hours are free of charge, courtesy of Liberty Landing Marina, so lets get started. If you decide to stay longer, please inform the Dockmaster, Carolyn Lyman, as we would all like to see that D-n-D courtesy continue.



Kwame, the dockhand.

It's hard to know where to begin, you'll probably be in the transient slips south of the gas dock, so let's start right there on the docks. If you've never had any experience with Jet Skis or are an old hand, "Sea The City" has jet skis waiting to take you out for a most unique way to see the city, riding a jet ski in New York Harbor. After a full briefing on Jet Ski safety, you are off on the tour of your life seeing the City from a totally different perspective. Take them up on the option of a wet suit If the weather is cool. Adam Schwartz the founder of SEA THE CITY, and your guide will take you to all the sites of lower Manhattan, from the World Trade Center and up the East River to the South St. Seaport and up to the Williamsburgh Bridge, then along the Brooklyn waterfront to Governors Island and out to the Harbor to see the Statue of Liberty and Ellis Island. If you want to see more there is also a 2.5 hour tour all around Manhattan to take in all the sites, including the views up the Hudson. Adam has over 30 years of experience on the waterways and harbor of New York, through his knowledge and experience, he will make sure your trip is exciting, fun and SAFE.

New York Media Tours

A little further up the dock you'll see the boats of the "NEW YORK MEDIA BOAT" company, looking like something the Navy Seals might use but are there to take you on an exciting adventure sightseeing tour of the city. The powerful 24 foot boats are quite fast but the aim is not a thrill ride where you have to hang on to feel comfortable. The boats can reach speeds of 25-30 knots conditions permitting which allows passengers visit some 40 sights around the local waterways, with stops for photo opportunities within the 90 minute tours. They only take six passengers per boat so everybody has a seat and never feels crowded. Life jackets are provided and wind/waterproof pants and jackets are available for everyone aboard. The Captains, Bjoern, Eric, Ken, Joel and Matt are all Coast Guard certified to operate these boats and all have licenses, skills and experiences far beyond anything that might be needed or that we have space to enumerate.



Liberty Landing Marine Store

Through the gate at the top of the gangplank directly in front of you is the fully stocked marine center for all your boating needs. They have everything to outfit your boat as well as your crew, even a replacement for that elusive bolt you dropped overboard or in the bilge. Apparel and accessories, safety and cleaning products, spares, flares, you name it, all just up the dock from your boat. If you have any questions call or visit manager Ivan Garcia or his associate Irene, they are thoroughly knowledgeable about the stock, and a wide range of other boating products. I got my new topsiders there opening day, my wife looked at the old ones I was wearing and insisted.



Maritime Parc

Right down the hall from the Marine Center, in the same unique octagonal shaped building, is an upscale restaurant and event space, Maritime Parc. Executive Chef and owner Chris Siversen told me they bring "food and service like that of the "W" hotels of Manhattan" to Liberty Landing. One step inside and you know these guys are serious about bringing the style and sophistication of NY City to Jersey City. Look for a menu emphasizing seafood and fresh produce from local sustainable farms and a clean, open, nautically inspired decorating theme featuring natural materials with a large casual outdoor dining space over looking the marina. There's nothing I enjoy more than good food and drink sitting outside on a nice day with a view of my boat. They will even provide you with gourmet take out if want eat on your boat for a true Dock-n-Dine experience.



Liberty House Restaurant and Banquet Facility.

If you're hungry for a more traditional fare, let's take a short walk East to The Liberty House Restaurant and Banquet Facility. Executive Chef Kenny Trickilo and his staff take their guests dining pleasure very seriously, as they have been doing for many years. Feel free to be adventurous and pick from the diverse menu, I promise you won't be disappointed. It may be fairly traditional, but I love the Sunday Brunch, that great view, live jazz, Eggs Benedict, and a Mimosa work for me every time, by boat or car. There's a good chance you will be greeted by, or seated by Carlo Santini, the restaurant manager, he seems to be there all the time and delights in making you feel right at home. As a matter of fact, under the guidance of General Manager, Orlando Ramos, the entire staff is so friendly and attentive you'll feel like you're coming home, you know, "come in, sit, eat, drink, enjoy!" Owner Jeanne Cretella, reminded me that they'll have live summer music concerts and classic movies on a 35 foot outdoor screen in their beautiful gardens again this year. The gardens are indeed spectacular, there is always outdoor seating for drinks and casual dining, and the views of the city will have

you speechless. I always enjoy Liberty House, and I think even one visit will have you agreeing with me. Yes, I'm a fan of the Liberty House family, meet them and you will be too.

As we leave Liberty House, walk out the back doors, and stroll through the lush gardens toward the river. Take time for a solemn moment at the Empty Sky September 11th Memorial, it's a powerful statement commemorating our tragic loss that day. On the path to the twin stainless walls is a sculpture created with iron girders from the original Twin Towers. A few steps East are the walls of names lost on 911 and when you are standing between them looking towards lower Manhattan you are pointed to the space where the Twin Towers once stood tall, now empty sky. It will be a moving stop along your way.

Keep going and when you get to the river look to your right at the gateway to The Historic Trilogy of Liberty State Park, the historic Central Railroad of New Jersey Terminal, the Ellis Island Immigration Station, and The Statue of Liberty. Step through the doors of the Station and into history, from 1890 to 1915 this station was the gateway to America for thousands of Ellis Island immigrants. Catch a ferry to Ellis Island and walk the same floors that between 1900 and 1914 saw a flood tide of 5000-7000



immigrants a day, over 12 million immigrants entered the United States through Ellis Island from 1892 to 1954. That same ferry will also take you to Liberty Island where you will stand before Lady Liberty holding her torch 305 feet in the air as she has since 1886, welcoming visitors to New York harbor, including those of us Boating on the Hudson today. A bronze plaque at the base of the statue reads:

*Give me your tired poor,
Your huddled masses yearning to breathe free
The wretched refuse of your teeming shore.
Send these, the homeless,
Tempest-tossed to me,
I lift my lamp beside the golden door.*
Emma Lazarus

I can't even imagine the emotions the immigrants felt coming into New York Harbor seeing the Statue with her torch held high, but I can tell you how happy I was to see her after a long wet slog up the Jersey coast in an open center console, she was definitely a welcome sight and her message is even more poignant today. How about that, a living history excursion arrived at on your own

boat, you'll never feel the same about boating in the lower Hudson again. What a great way to get the kids involved with boating and history, and their parents.

While we are feeding our brains, lets not forget that a mile or so west of the marina by New Jersey Transit shuttle bus is one of the nations premier hands on science centers for kids of all ages. More than a few years back when my daughter was a youngster, we spent many a happy and informative Saturday at the Liberty Science Center and it has only gotten better. Since those days the museum has expanded, adding the nation's largest Imax dome theater, 3-D movies, and more staff and exhibits than I could have imagined. If you want to know the real deal, stop at the welcome desk, these folks know the who, what, where and when of everything going on at the museum and they'll get you right to what you need. They wouldn't let me leave without seeing the "Our Hudson Home" exhibit on the 4th floor, and I need to thank them. If you got here by boat you were "on" the river, here's a chance to see, understand, and share with the kids what's going on "in" the river, eyes, hands, and brains on. See the fish and other river inhabitants that live under your boat, learn hands on how the river constantly shapes and reshapes the land, and maybe develop a great science project for the kids. There are four floors of terrific exhibits and activities at the center, you can't do them all justice in one day, so check with the staff to make a plan before you start. As the they say "WELCOME! Explore, Learn, Play".

Liberty Science Center

If we took the long way from the historic East end of Liberty State Park to the futuristic Science Center at the West end of the park we would have passed through a lush 1200 acre park boarded on the East by the Hudson River Waterfront Walkway affording stunning views of the harbor, Ellis Island and the Statue of Liberty. Along the route you would have passed at least a half dozen gardens featuring various specialty landscapes and playgrounds winding up at the visitors center, the overlook lawn, and Liberation Monument in the South East corner of the park. Continuing North West on the Walkway we will end at

the boat launch ramp in the western corner of the park which is open to the public for trailers up to 23 feet with a permit from the park office. At this point we've encircled the park but if space permitted we could cover more of the picnic, fishing and crabbing, and event spaces in the interior of the park, call ahead and check their website as part of your planning.

I may have started out talking Dock-n-Dine, and that's still a good way to get to know Liberty Landing Marina, and again, the first two hours are on the house. It should be obvious by now that two hours will only wet your appetite. It might be good to plan a few visits or an overnight stay, maybe a weekend. If you do plan a longer stay, and want to include some Manhattan adventures as well, the Liberty Landing Ferry water taxi shuttles passengers back and forth to lower Manhattan from the marina every half hour from 6:00 Am to 8:30 PM weekdays and 9:00 AM to 7:30 PM on weekends, about a 15 minute ride into the city. The ferry will also take you across Morris Creek to downtown Jersey City for another assortment of landside eating, drinking and entertainment opportunities.

All the amenities, activities and services are way to extensive to cover fully in any one article, so check the websites below for more in depth information. For more marina and marine center info go to www.libertylandingmarina.com; for the Maritime Parc restaurant try www.maritimeparc.com; the Liberty House Restaurant at www.libertyhouserestaurant.com; the Statue of Liberty and Ellis Island try www.statuecruises.com; the Liberty Science Center at www.lsc.org; for Liberty State Park in general www.njparksandforests.org; for New York Media Boat Tours go to www.NYmediaBoat.com; for jet ski harbor tours go to www.seathecity.com; for Liberty Landing ferry go to www.libertylandingferry.com;

All that's left to do is drop your lines and let the adventure begin, head to Liberty Landing Marina in the incredible Liberty State Park. As always, have a happy, healthy, and safe boating season.

Liberty Science Center



GREAT NORTHERN CATSKILLS OF GREENE COUNTY



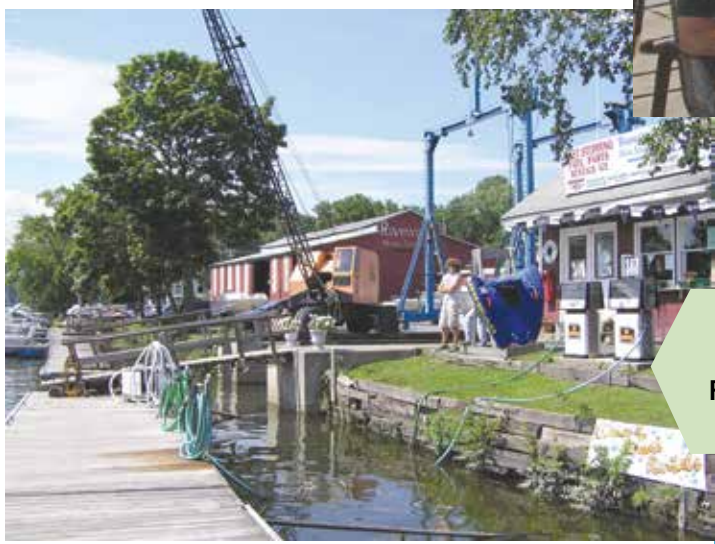
A Bucket List Destination

Focusing specifically on venues within Greene County accessible by boat is a unique concept available to young and old alike!
 All of Greene County can be reached within an hour of the waterfront. Your trip to Athens, Catskill or New Baltimore is only part of the adventure. Once you have arrived there are plenty of venues close by. (Arrangements for transportation should be made in advance with local taxi.)
 This means that using your boat anchored or tied up on the Greene County waterfront, such as Hagers Harbor in Athens, the Athens waterfront park, Riverview Marina on Catskills Creek allows you to venture out to all the interesting locations within a few minutes or less than an hour from your boat.



Stewart House on the waterfront, There is free tie-up on the Athens Waterfront Park adjacent to the Stewart House.

Hager's Harbor Bar and Restaurant has a long dock and free tie-up.



Riverview Marine at the entrance to Catskill Creek, fuel, tieup, and a full service Marina. From here many locations are accessible in the Village of Catskill and the surrounding area.

Destination Bucket Lists

by John H. Vargo, Publisher

A unique new concept & feature. Destination Bucket Lists for boaters and cars alike. Boating on the Hudson & Beyond Magazine has Traditionally done a Launch Ramp issue, a Fuel issue and a Dock & Dine issue. In many ways this new concept of Bucket List Destinations with a specific county that borders the river or Lake George, NY has been developed so that boaters can enjoy the best of both worlds. Boating and interesting tourist and historic destinations along our waterways. It is the convenience of this combination of boat and land transportation that makes a weekend trip so much more productive in terms of getting as much enjoyment as much as possible from a boat trip. I want to thank Heather Bagshaw, Marketing Manager of Greene County Tourism, for so much help in bringing this



Heather Bagshaw, Marketing Manager of Greene County Tourism

to fruition. The Grant County Tourism Group was the first to recognize all the possibilities of such a Campaign. Riverview Marine in Catskill was also very encouraging to us and for that we thank you. Riverview Marine, Hagar's Harbors Bar and Restaurant directly on the Hudson River, with its long docks, are perfect for visitors to Greene County destinations. So, also is the waterfront at the Athens Park. And, best of all, if everything

is filled up if is very easy to anchor near the island along the waterfront and have a calm, peaceful weekend, going to the Greene County shore only less than a quarter mile away. The main shipping channel is on the other side of the island.

For further information on any location within Greene County call (518) 943-3223. For general information on the Hudson River call John H. Vargo, Publisher 845-401-2699

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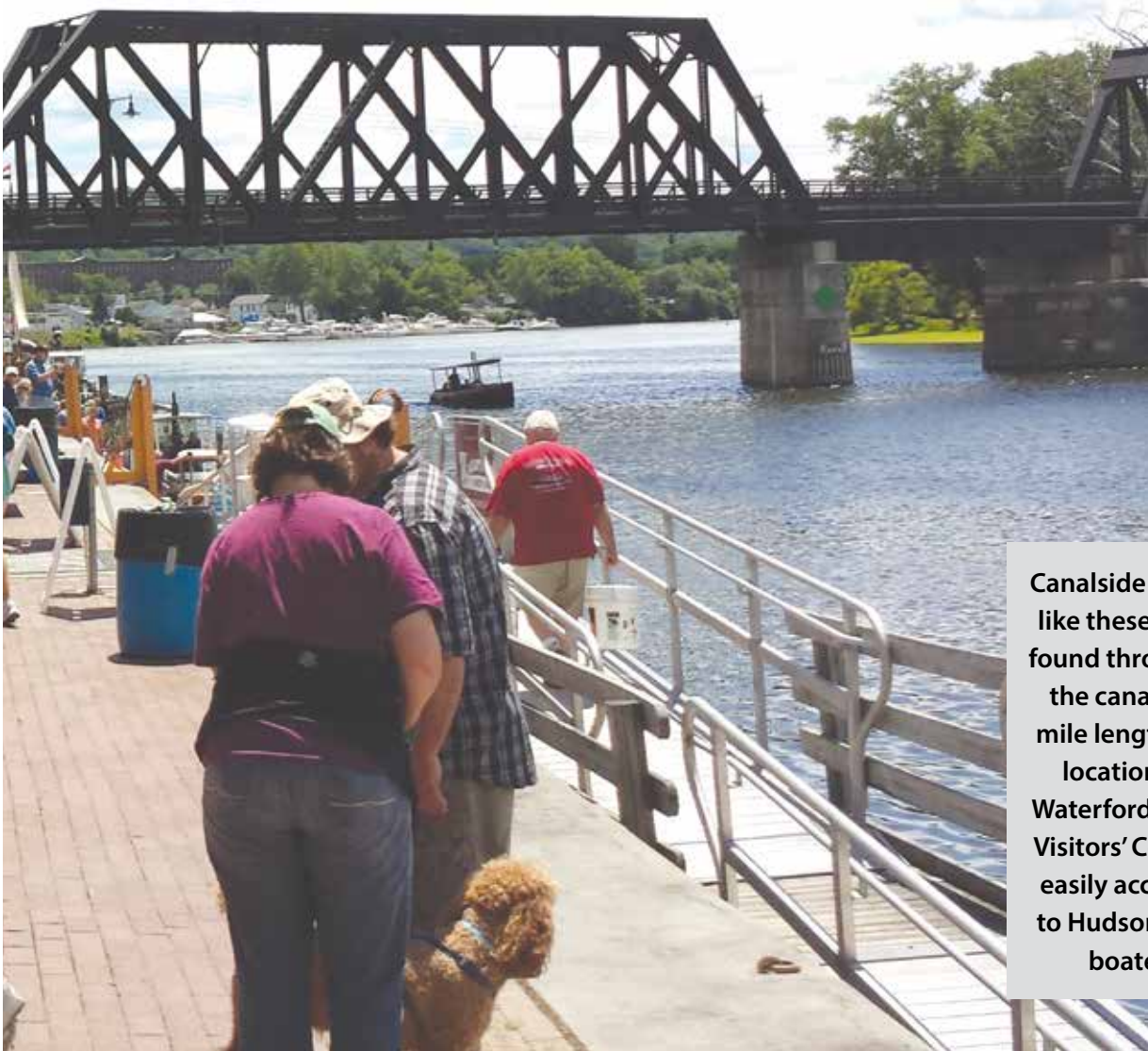
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by **Pete Bardunias,**
President/CEO,
the Chamber of
Southern Saratoga County

The New York State Canal System has been officially recognized as something any of us who travel its waters know already – it is among the premier historic sites in the United States, of exceptional value and quality that illustrates our nation's heritage. Thanks to a recent act by the National Park System and the Secretary of the Interior, over 450 miles of canal system have now been so recognized. National Historic Landmark status shines a spotlight on the canal corridor as a destination and helps it better compete with other cultural heritage destinations.

New York State Canal System Receives National Historic Landmark Designation



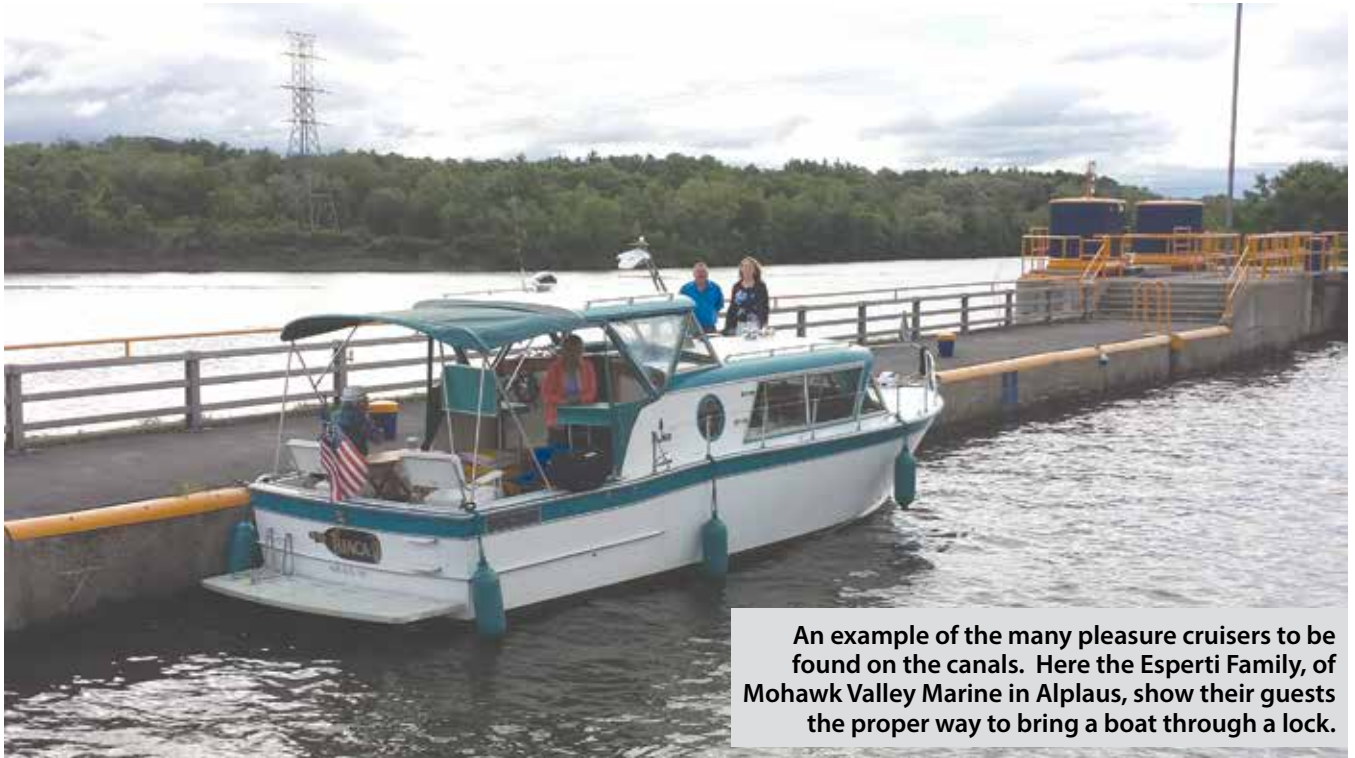
Canalside festivals like these can be found throughout the canal's 524 mile length. This location, the Waterford Harbor Visitors' Center, is easily accessible to Hudson Valley boaters.

It makes the waterway especially attractive to cultural heritage travelers who are looking for authentic experiences. Research shows that these travelers tend to spend more and stay longer than other types of travelers.

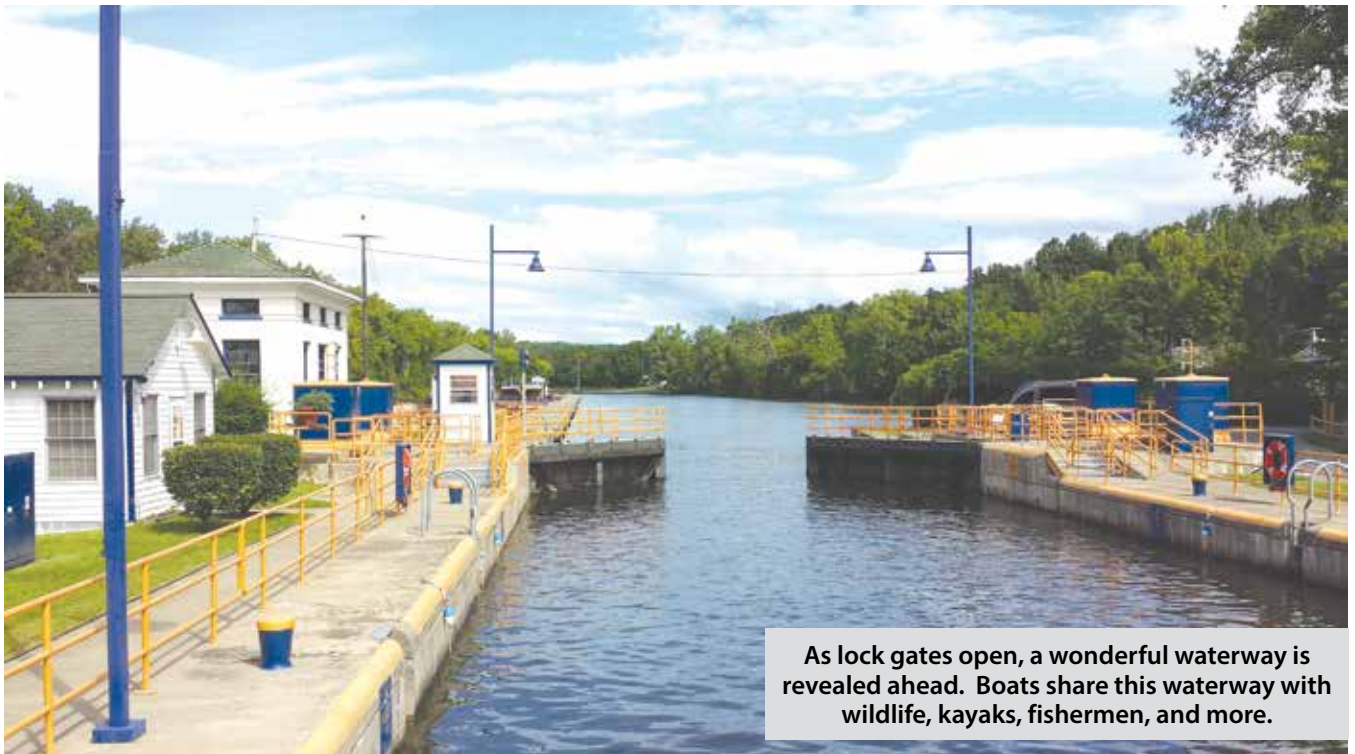
The timing of this announcement was very appropriate given that this is the 200th Anniversary of the start of the canal's construction in 1817. Numerous bicentennial activities and tours will take place in 2017, giving communities the opportunity to capitalize on the canal and visitors who will be

coming here for events this year. "It is easy to become familiar with something that has been part of the landscape for two centuries," says New York State Canal Corporation Director Brian Stratton. "You walk along it, you drive over it, you work and live next to it – and it can become so ever-present that it becomes ordinary, but what we celebrate today is the ultimate validation of what we all know – that this iconic waterway is truly extraordinary."

Considerable investment has been made by economic



An example of the many pleasure cruisers to be found on the canals. Here the Esperti Family, of Mohawk Valley Marine in Alplaus, show their guests the proper way to bring a boat through a lock.



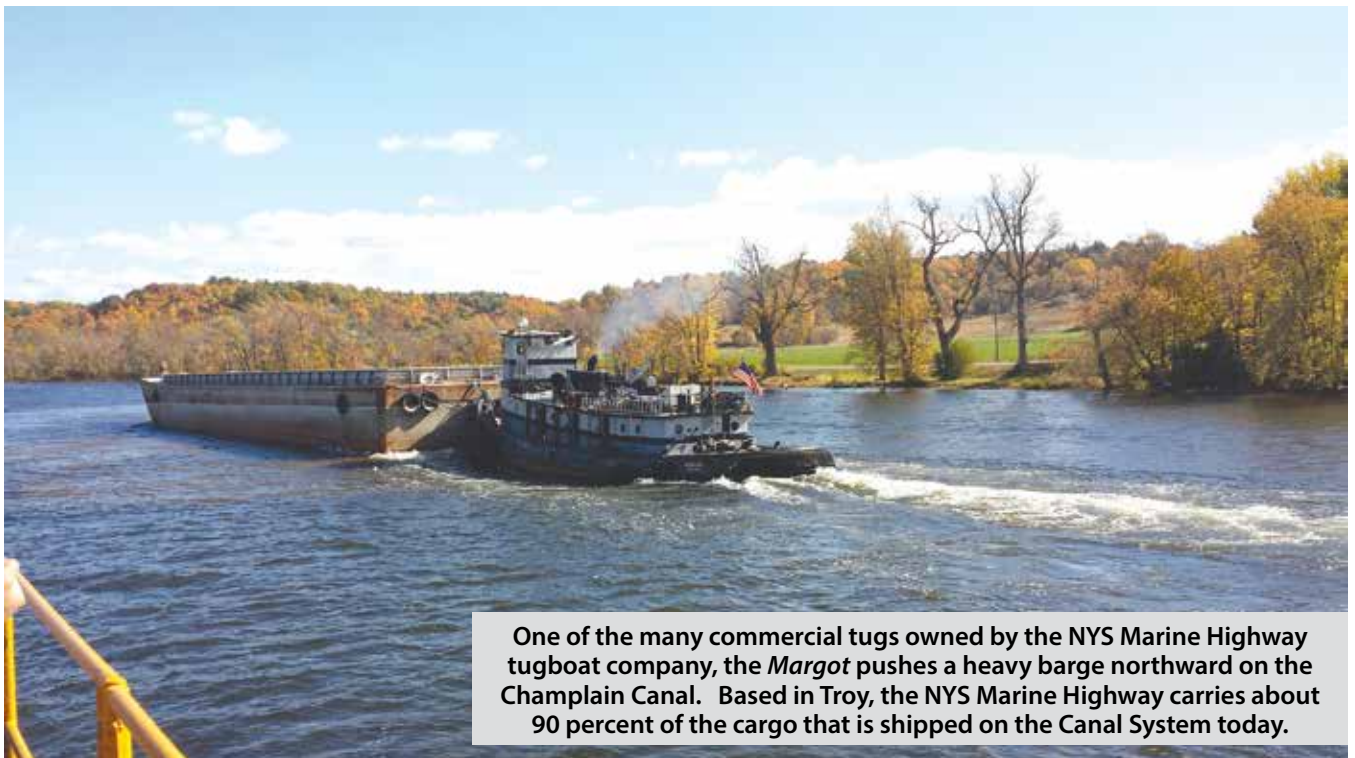
As lock gates open, a wonderful waterway is revealed ahead. Boats share this waterway with wildlife, kayaks, fishermen, and more.

development entities throughout the state in recent years, as Regional Economic Development Councils funded more than a hundred projects totaling millions of dollars in 2016 that will contribute to the canal system and community improvement. Funded projects include events, historic preservation and adaptive reuse of historic buildings, community revitalization, arts, recreation and park projects, trails, and tourism. From a commercial perspective, one might wonder if the new designation and so much emphasis on historic preservation

and recreation might hinder the utilization of the Canal for its originally intended purpose, namely the efficient transportation of finished products, raw materials and people across the state. Assurance has been given that the National Historic Landmark designation carries with it no additional stipulations which would affect commercial marine operation. This is a good thing, considering that the tonnage moved along the Canal System has been growing in recent years.



This rather unusual looking cruise ship was designed to handle the famous low bridges of the New York State Canal System.



One of the many commercial tugs owned by the NYS Marine Highway tugboat company, the *Margot* pushes a heavy barge northward on the Champlain Canal. Based in Troy, the NYS Marine Highway carries about 90 percent of the cargo that is shipped on the Canal System today.

Perhaps that is the best legacy of New York State's canals – in the fast paced, high tech world of the 21st Century, the venerable waterway continued mostly as it has since its “modern” re-imagination circa 1915. As Director Stratton puts it, “Much credit for the canal’s historical integrity can be attributed to generations of state canal workers who have operated and maintained the system for the past 100 years. The ongoing stewardship of lock and bridge operators, bank walkers, and tug and dredge crews,

engineers and administrators has preserved this nationally significant resource in remarkable condition.”

The above information has been adapted from a release by the Erie Canalway National Heritage Corridor (www.eriecanalway.org). For more information on the Canal System visit www.canals.ny.gov or the Chamber of Southern Saratoga County website at www.southernSaratoga.org.

Norrie Point Marina

Opening for Striper Fishing



Norrie Point Marina, located within Mills-Norrie State Park in the Town of Hyde Park, will open early for striped bass fishing, subject to weather conditions. While the official operating season for the marina is May 1 to Oct. 31, marina staff will attempt to open the marina by the middle of April to coincide with the beginning of striper season. Boaters are encouraged to call the marina at 845-889-4200 to confirm the operating schedule in April.

Each spring, adult striped bass make their way from coastal waters up to the fresh tidal waters of the Hudson River to spawn. Most of the spawning occurs in the area between West Point and Kingston, with the area near Norrie Point being a hot spot for striper fishing. Marina staff members have observed that most fishermen leaving from Norrie are fishing for stripers on the west side of the Hudson, in the area between the marina and the Esopus Meadows Lighthouse. For boaters who don't catch a record fish, they'll still have a chance to enjoy the river along one of its most tranquil and scenic stretches.

For the most current striper fishing regulations or to obtain a fishing license, please visit the website for the NYS Department of Environmental Conservation, www.dec.ny.gov. There is a daily catch limit of one striped bass that meets the minimum total length. The use of circle hooks is encouraged in order to decrease the mortality rate of fish that are being released back into the river.

Boat launch fees at Norrie Point Marina are \$7. Seniors aged 62 and over are free on non-holiday weekdays. Empire Passes, which cover unlimited boat launches and vehicle entry fees at State Parks and DEC facilities, are available for purchase at www.nysparks.com. The traditional Empire Pass vehicle decals are available for \$65. Newly-launched Empire Pass cards, which can be used by all family members in any vehicle, are available for \$80.

For those wishing to dock their boat at Norrie Point during striper season, the cost is \$101 per week. Slips for the May through October season are available starting at \$800.

Norrie Point Marina, nestled within Mills-Norrie State Park, is located in Staatsburg, N.Y., a short drive from the downtown areas of Hyde Park and Rhinebeck. Norrie Point is home to the marina, an environmental center operated by the DEC, as well as Atlantic Kayak Tours, a concessionaire offering guided outings on the river. Mills-Norrie State Park also contains tent camp sites, cabins, miles of hiking trails, the 18-hole Dinsmore Golf Course and the Mills family's mansion at Staatsburgh State Historic Site.



A Bucket List Destination

From the Publisher:

Norrie Point Marina is on the east shore, approximately 8 miles south of Kingston. It is located in Dutchess County.

This Dutchess County Tourism Hudson River location is outstanding. The striper fishing is par excellence, the staff at the marina are exceptional and the launch ramp fee very reasonable. You will not burn a tank of fuel all season striper fishing from this location. The "bass" are right out in front and opposite the marina at Black Creek or to the north at the Esopus Lighthouse.

Norrie Point Marina is one of the most under utilized locations on the Hudson River. I fondly remember Striper fishing from here.

On one excursion we ran out of "blood worms" the iconic striper bait of all time. Pulling up to Black Creek I saw a lady in a 13' Boston Whaler, fishing. I said, "excuse me could we buy a few of your blood worms please we are all out?" She said, "Here I'll give you one!" I took the worm threaded it on the hook, tossed it over the side and wham a 12 lb. striper grabbed it. The lady, furious at our instant luck threw the rest of her bloodworms in the water, pulled up her anchor and took off up river. We, roaring with laughter thought it was the funniest thing that happened to us in a long time.

The striper fishing in this area is drifting bloodworms at the level that the fish are at on your "screen", or trolling with down riggers.

Being here in mid-April is truly a wonderful experience and one thing on your "Dutchess Tourism Bucket List" not to be missed.

If you wish more personal information regarding Norrie State Park give me a call at 845-401-2699.

John H. Vargo, Publisher





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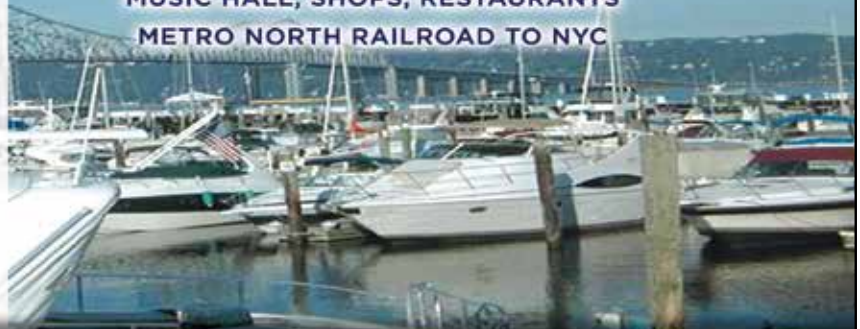
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HRMM's Riverport Wooden Boat School in 2017

Continuing the Course for Tradition on the Hudson

Ninety or so miles north of New York City or "Mannahatta" (as the indigenous peoples called it) lies the waterfront town of Kingston, nestled comfortably in Ulster County along the shores of the majestic Hudson River and the Rondout Creek.

Like many other towns that share this historic waterway, it can be said that Kingston has amazing resilience and ingenuity - much like the Hudson River Maritime Museum and its young prodigy, the Riverport Wooden Boat School. Together, along with the Kingston Home Port and Education Center, the museum's waterfront campus is located along the Rondout Creek with a protected deepwater port - making the property or complex a perfect complement to the downtown district.

The museum has its own story of evolution and "coming back", and if ever there were an organization which has seen it all -- changes in leadership and mission; rising waters and storm surges from the likes of "Sandy" and "Irene"; the profound impact from unsuccessful Urban Renewal attempts in the 60s - the drill is well-known by this museum.

But through all of the transition and growing pains, the Hudson River Maritime Museum has stayed the course - made it safely to port - while practicing the fine art of course correction.

The 2012 building of the Kingston Home Port and Education Center has since provided the sloop *Clearwater* with a winter home, allowing maintenance work to be done in a more conducive environment while the vessel is not plying the Hudson, spreading its environmental mission.

Among the many additional accomplishments of this museum that "tells the river's story" is its developing Riverport Wooden Boat School. This tremendous undertaking, beginning in 2015/16, has become a good example of meaningful transformation.

Much of this transformation occurred during the ten years or so tenure of now retired Executive Director (but still involved as Exhibits Curator) Russell Lange, who guided the museum through some of its most strategic phases. Through insightful vision amongst the leadership - a skillful combination of board, staff and volunteers - the museum has crafted a bona fide wooden boat school which now is engaged in educating and training both youth and adults in the revered tradition of woodworking and wooden boatbuilding.

Lange remarks, "The school has certainly enhanced the historic Rondout neighborhood, transforming the defunct restaurant next door into a bustling center for teaching woodworking to a new generation of artisans. Our Riverport Wooden Boat School is on a steady course, providing a reinvigorated creekside venue with first-rate classes and restoration work performed by some of the finest shipwrights and woodworking instructors this country has to offer."

The boat shop also restores vessels which have required extensive and painstaking restoration or those that some considered were beyond repair. The 2015/16 massive rebuild of



An adult student enrolled in the Riverport Wooden Boat School's "Building a Sassafras Canoe" class in August, 2016 works on the fine details of his canoe.

Photo: Lana Chassman, Hudson River Maritime Museum

the Hudson River sloop Clearwater and the current restoration of the Beacon Sloop Club's Woody Guthrie are just two examples of the caliber of vessels entrusted to the shipwrights of HRMM's boat shop.

Jim Kricker, shipwright and director of the Boat School and Shop, notes that this team has a "true passion for the long-held tradition of boatbuilding and masterful restoration. There's something about the rhythm of working with one's hands – even when guiding power tools in the shop – the mind directs the action but the soul guides the creativity."



Jim Kricker and Wayne Ford work inside the "Clearwater's" midship during its massive 2015/2016 rebuild and restoration at the Hudson River Maritime Museum

Photo courtesy: Jim Kricker, Hudson River Maritime

The museum, home port and boat school also maintain a symbiotic partnership with its burgeoning local community, working with other small businesses and not-for-profits to continue attracting locals and visitors from around the world, many who want to learn about Kingston, Hudson River history and its traditional industries.

Another key component of these accomplishments is perseverance. Museum board members like Jack Weeks, who took on this massive project after his retirement from the medical profession remarks, "The museum wanted to ensure that this Riverport Wooden Boat School would be a real investment in the local economy by impacting tourism dollars as well as having a positive focus on education and learning. I believe that we did our homework before opening the school yet we feel comfortable making modifications both to our facility and curriculum as needed."

Executive Director Lisa Cline adds, "The constant ebb and flow of activity in the Boat School is contagious, with offerings ranging from "Introduction to Drawing", "Old World Carving", and "Building a Sassafras Canoe" for adults.

Our education team along with volunteers and staff has done a marvelous job crafting the direction of the school. We have worked closely with the local Ulster County BOCES and their Transitional Occupation Program or TOP" which meets three mornings a week.

This spring the museum started its Riverport YouthBoat after-school program for local teens, many of whom are from the neighborhood. YouthBoat provides high school students from diverse backgrounds to be part of an alternative education program designed to empower youth, build character and foster aspects of teamwork through the traditional craft of boatbuilding and on-the-water activities.

These students, who went through an application and interview process with our education department, are putting STEM skills to work as they follow building plans, use specialized tools and materials, and solve building problems. Shop, water and boating safety are emphasized.

Ultimately, these students will build full-sized traditional rowing and sailing boats that will be added to the museum's growing fleet of small craft. Riverport YouthBoat students will then use these vessels as they learn to navigate the waters of the Rondout Creek and Hudson River. They are continuing the tradition of wooden boatbuilding and water skills while also developing a keen sense of self-confidence and practical skills for life.

First Annual Hudson River Boatbuilding Challenge @ Hudson River Day

Another related activity has been added to the museum's ever-expanding roster – the 1st Annual Hudson River Boatbuilding Challenge will be the featured attraction at the museum's annual "Hudson River Day" which encourages everyone to Get Out on the River! Saturday, June 24 is the date for this free, family-friendly event which is the museum's way of saying thank you to our community for their support.

From 11:00 am until 5:30 pm, there will be fever-pitched activity under the big tents directly across the street from the museum. Ten two-person teams will compete to build the best 12' Caroline bateau within four hours. Afterwards they must successfully row their boat in a rowing regatta against the other competitors.

The Kingston event is marked as a qualifying event for the fastest boatbuilder in the world. Award-winning teams of builders



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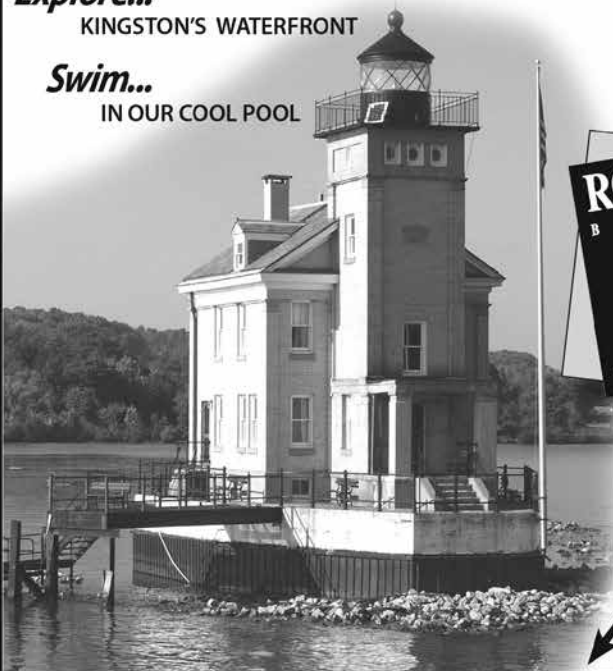
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will be traveling to Kingston to compete, including winners from previous challenges such as Bobby Staab, winner of the Beaufort, NC challenge. Staab intends to prove HE is the fastest boatbuilder on the Rondout waterfront in downtown Kingston!

HRMM Executive Director Lisa Cline comments, "This is quite an honor to be involved with an elite national boatbuilding challenge which has been run successfully in historic seaports like Beaufort, NC; Belfast Harbor, ME and Georgetown, SC. Thousands and thousands of visitors have been drawn to some of these ports. And, by using these proven boatbuilding challenge event models, we have no doubt that Kingston's 1st Annual Hudson River Boatbuilding Challenge will attract a significant number of visitors to our community as well."

Ten business-sponsored 2-person teams will build 12-foot Carolina Bateau rowing skiffs in less than 4 hours and produce 1 boat each which will then be raced in a rowing competition on Rondout Creek. Boatbuilding speed, craftsmanship and seaworthiness are requirements for winning. A practice build on Saturday, June 3 will spark community pride and enthusiasm.

So it will be "2 / 4 / 1 - build!" when that start whistle blows. The day's challenge will take place under a huge tent, amongst the docked vessels, with music, food, family and children-friendly activities and water-related demonstrations all assembled for the museum's boatbuilding challenge as a headliner of HRMM's annual "Hudson River Day".

Project Manager and HRMM board member Dan Proctor adds, "We are looking now for Sponsors: Event, Team and General as well as boatbuilders, some of whom may be in one profession by day but a master boatbuilder or talented woodworker by night! Boy Scouts, Girl Scouts, clubs, military veterans, community organizations and businesses are all invited to participate, sponsor or just come out on June 24 with family and friends, and have a great time on the waterfront by observing two Hudson River traditions: boatbuilding followed by a competitive rowing regatta."

Cost of a team's participation is \$200.

Cash prizes will be awarded. For more info about sponsorship and participation, please visit www.hrmm.org/boat-building-challenge or call 845.338.0071"



Beaufort, NC "National Boatbuilding Challenge". Team #14 – No Power Tools. Vic Fasolino, Bob Bailey, Tim Eisenberg.

Photo: Beaufort, NC National Boatbuilding Challenge.

Haverstraw Marina Open House April 8, 2017

by John H. Vargo, Publisher

No question about, this is going to be an early spring boating season, despite the infrequent cold snaps hitting between the highs of sixty degrees the sun is so strong that we now have it made, Spring is here for sure.

To welcome spring in all its glory Haverstraw Marina, the largest marina on the Hudson River, is going to have a one-day open house on April 8th.

The focus of this open house is to introduce new boaters and experienced boats to the many services, all in one place, that Haverstraw Marina offers.

Beginning with a huge parking lot, a world class restaurant, The Hudson Water Club, Samalot Marine, a large ships store and service organization focusing on sailboats of all types, Patino Canvas, supplying a complete canvas repair and new canvas to power boats and sailboats alike, to a full service repair facility.

The deep water at Haverstraw Marina means that boats of all sizes can be stored repaired and kept here during the boating season. The all aluminum docks are always clean, and well maintained making this a hassle free tie-ups at all times.



The Haverstraw Marina open house will be located at the Hudson Water Club's huge deck that leads to a series of floating docks. Yankee Boat with a showroom adjacent to the entrance of Haverstraw Marina will be providing demo rides to individuals interested Monterey Boats or to answer any questions a potential customer may have. There demo Monterey boats will be at these floating docks.

The main focus of the afternoon will be a talk given by a true genius of the Hudson River, Dr. Mark Mattson, PHD with over 40 years of experience working in management on the Hudson River.

Dr. Mattson is a Vice President and Principal Aquatic Ecologist at Normandeau who has supervised or conducted more than 75 fisheries and aquatic ecology projects over the past 32 years. He is a specialist in aquatic ecology/ fisheries field sampling design and in the application of population and community level statistics to measure anthropogenic effects on aquatic ecosystems. Dr. Mattson has also presented testimony on Clean Water Act §316 issues and on the development and application of periphyton and benthic macroinvertebrate community biocriteria to narrative water quality classification including designated uses and antidegradation.

He will be speaking at 2 PM in the main section of the Hudson Water Club's facilities. Also on Hand will be John H. Vargo, Publisher to answer questions and follow through on anything else folks might have in mind.

The focus of this open house is families and with that in mind, a egg hunt will be offered to children and adults that will have children and adult prizes in them. Just find the eggs with the clues offered, bring them back to the Hudson Water Club to redeem your prizes.

Most importantly don' forget to pick up your free drink pass at the Tiki Bar.

In addition there will be marine professionals on hand to answer any questions you may have and help you with your goals.

The staff of Haverstraw Marina will be on hand to give newcomers tours of all the facilities with Haverstraw Marina.



CROTON YACHT CLUB ENVIRONMENTAL SERIES 2017

These events begin at 7:30 PM in the main room of the Croton Yacht Club, Croton, NY

April 7th "The Great Hudson River Striped Bass Fishery"

Captain John Matthews of Halfmoon Charters will present a candid discussion of the Hudson River Striped Bass fishery. Captain John will discuss the remarkable story of the recovery of the Hudson River striped bass population which was long ago devastated by pollution and over-fishing. John has lived on or close to the shores of the Hudson his entire life. He has past experience working with commercial fishermen on the Hudson and is currently a licensed captain and fishes both the Hudson and the Sound for striped bass and other game fish. John will share his experience as a technician for Texas Instruments, who managed a striped bass tagging and restocking program in the 1980's and 1990's. He will also share tips on where, when and how to fish for striped bass on the Hudson and will share tips and techniques to improve your success. Even the most experienced striped bass fishermen will surely learn something from this insightful seminar. If you ever wanted to learn how to catch a trophy striped bass, you do not want to miss this opportunity to learn from one of the best.

March 26th – NYS Boating Education Classes

The Croton Yacht Club will again be sponsoring a New York State Boating Safety course on Sunday March 26th from 9 AM to 5PM. This certificate is required for anyone operating a PWC-Jet ski in the state of New York and boaters entering

New Jersey or Connecticut waters. Students must be a minimum of 10 years of age. The course fee is \$60 per person and pre-registration is required



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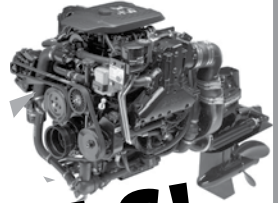
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through nyboatingsafety.com/nyboatingcoursedates/march26thcrotonhudson.html. Upon the successful completion of the course, you will be issued a New York State Safe Boater Certificate. This New York State Parks & Recreation course is approved by NASBLA (National Association of State Boating Law Administrators). If you are over 18 you will be required to pay NYS Parks a \$10.00 fee for your boating safety certificate. All Instructors are New York State and U.S. Coast Guard Auxiliary Certified.

A New Service at Westerly Marina

by *John H. Vargo,*
Publisher

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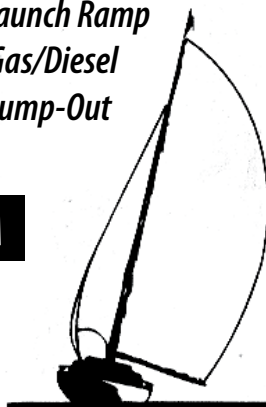
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Slot Limits on the Hudson River for Striped Bass

by Capt. Jimmy Samia

www.acecharters.com

In 2017, we will be experiencing our third season of the implementation of slot limits for breeding class striped bass that come every year to the Hudson River to spawn. For those who are new to this, the slot limit is set from 28"- 40" and works as such that any stripers that are within this slot must be released unharmed back into the river. So, how has it been working?

As a charter boat owner/operator for over 18 yrs. I must admit that I was a bit skeptical on how this slot limit for stripers would actually work out. On face value, it seemed to me that we would be releasing over 90 % of all the fish that my clients hooked up. My concern was how would my clients re-act to what would become a virtual catch and release fishery.

During the 2015 season, we got to experience the slot limit for the first time and the reaction of my clients to it. There were those fishermen that didn't seem very happy with releasing stripers that were in the slot. In the Coeymans' Landing area where we are headquartered, the majority of our fish fall within the upper limit of the slot, typically measuring in the 36-38" range. With the previous law





being only a one fish limit per person per day 18" or better, having to let these huge fish go seemed painful to some!

To appease those clients who wanted to keep fish, we changed our tactics and attempted to target smaller juvenile fish who were over 18" but less than 28". To some degree we were able to do this, especially earlier in the season when the water was cold. Once the water warmed up, this became increasingly harder to do. One adjustment we made to combat the effects of the slot limit was to inform potential new clients as well as the old that there would most likely be a lot of catch and release going on. Most clients seemed to be O.K with this when told up front about it.

In 2015, our clients boated two fish over 40". What do you think happened in 2016? First off, to my surprise, most people were O.K with practicing catch and release. In fact, our charter calendar on the Hudson was full and the fishing turned out to be fantastic! Our Ace Charters' clients boated eight fish over 40" with our biggest measuring 43" and tipping the scales at over 33lbs. We experienced many double digit days and had a blast battling upper slot limit fish. We had many fish that were in the 39" plus range and just short of that magic 40" mark. Our best group boated 21 fish and they were all in the slot.

I must admit that my earlier skepticism in regards to fishing quality and the client reaction to increased catch and release fishing has changed. The 2016 striper season on the Hudson

was a banner year in terms of quality and quantity of stripers. Many other fishermen that we converse with on a near daily basis were also experiencing great fishing for stripers as well. It was quite common to hear that fish just under 40" were being released back into the river almost daily. It reminded me back of the good old days when we first started fishing the Hudson in the mid-eighties. I'm hoping this year is at least as good as last year and perhaps maybe even better. There were a lot of fish last year returned to the river unharmed that were just less than 40". Imagine what affect another year of growth will have if these fish were able to survive!

Capt. Jimmy Samia owns and operates www.acecharters.com and operates his charter out of Coeymans Landing New York. He can be reached at 413-346-7675 or e-mailed at acecharters36@gmail.com

"The proper way to land a big Striped Bass."

Check this out on YouTube:



<https://www.youtube.com/watch?v=4Z8lczMtKuU>

Boat Delivery.... In February

by John H. Vargo, Publisher

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

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

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

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

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

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

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

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

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



Captain Rob Lewis.

A Hudson River Boat Trip to Remember



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

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

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

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

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

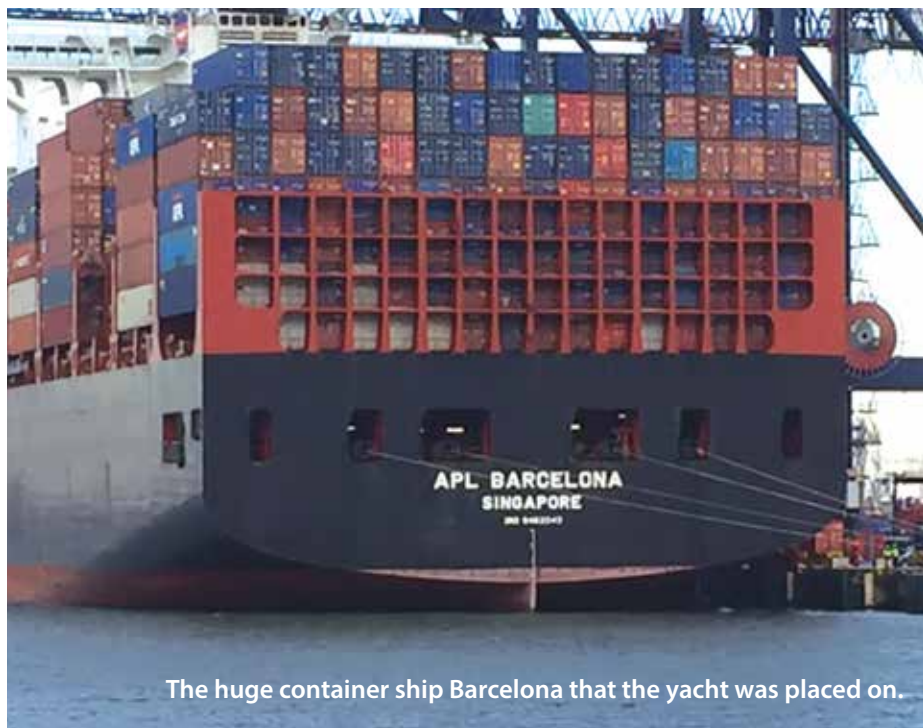
Fuzzy arrived at 4; 10 am at Captain Rob home and the two of them had a driver deliver them to Haverstraw Marina. "Fuzzy" as the other captain is called was ready for anything with insulated coveralls, heavy coat and gloves.

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

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

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

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



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



Boat in slings at the New Jersey port.

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

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

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

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

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

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



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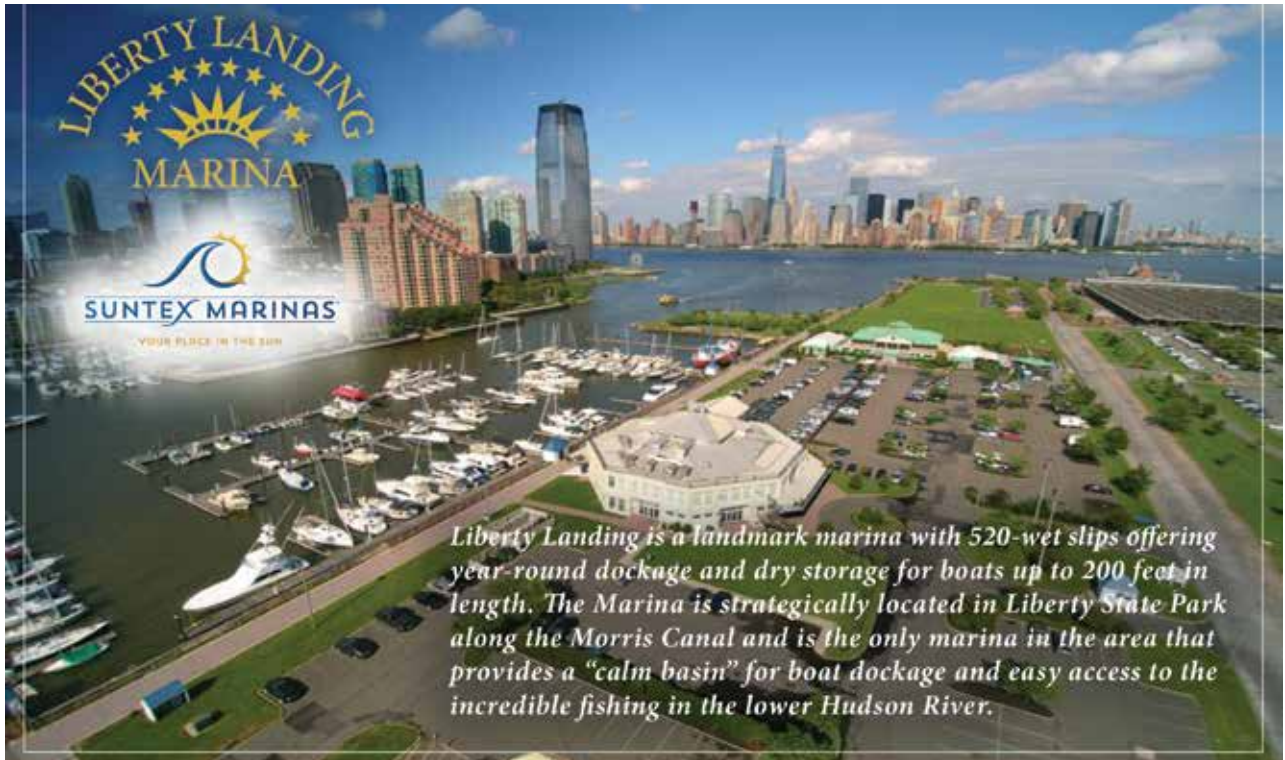
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Ivey's Got a Great Rack!



What was it we learned, back in school? March roars in like a lion and out like a rack of lamb. Oops, wait ...is that wrong?

Lamb, doesn't get anywhere NEAR the credit nor the play that it truly deserves. Lamb is a rich, satisfying, fulfilling and sexy food. I think lamb, in general, has unjustly gotten a bad rap. I have the thought that lamb has been taken, to be a little too... froofy maybe? Kind of like the meat version of quiche. But I must say, that in my extensive experience with men, as well as my knowledge of food, there has yet to be a gentleman to cross my path, culinary or otherwise, that did not get wide eyes

and drooled lips at the site of a nice big sweet juicy rack, all for himself.

I'm known for mine. I've got the best rack around. I know a few of you jokers think I'm talking about my 36 Double D's. (Which, while bountiful and luscious, they are nothing compared to my rack of lamb.) My rack is known far and wide across this beautiful country of ours for its succulent, satisfying perfection. I get requests every time I travel, and I can take on multiples all at one time, just by my little ol' self. Now THAT's talent. And what a dish!

Who knows why lamb is not appreciated? Maybe the lack of appreciation has something to do with by those silly white frilly things they dress the lamb rack tips up with at the butcher counter? That makes it appear so fancy-schmancy. Maybe even inaccessible or complicated, I don't know. All I know is that it is high time AND the right time of year to pull lamb out of the restaurant shadows and show it for what it really is...a delectable, mighty fine and easy, tasty meal to make at home. With finger licking, bone sucking ability and endless possibilities.

When buying your rack, SIZE MATTERS. (Doesn't it just always?) Look for one that is heavy for it's size and has a generous layer of fat across the top. If you are buying from a butcher, or the supermarket, ask them to "French" the rack for you. That is to remove the meat between the bones at the top. It looks nice and makes the individual chops easier to pick up with your fingers and eat. I realize that for the more polite of heart, eating with your hands is a big no-no but as far as I'm concerned, the only true way to really enjoy lamb chops is to grab them by the bone and go to town, really gnaw on them. Hey, what? I said I was a cook, I never said I was a lady. And you all know it.....

One rack will serve two people if you have generous side dishes. I'm technically supposed to tell you that. If you're really hearty eaters (clearly, I am), I recommend one rack per person. You know your crowd. If you have leftovers, I'll teach you about Bar Mitzvah Style, later. It is so unbelievably good, especially for leftovers!!!! Also, it's broken record time again folk's...here I go,...pull out your digital probe meat thermometer for this recipe. I know a lot of you don't have one, get one. Put down this article and go get one. Polder makes the ones I like. There are many on the market now. Look for a digital probe meat thermometer that is simple and easy to read. The perfect rack of lamb is cooked to perfection (in my opinion) at medium rare, an internal temperature of 145 degrees. This takes into the account; the meat temperature will continue to rise a few degrees after being removed from the oven.

Ok, let's get started...

1 Rack of lamb

Approx. 2 Tbs. of Magic Oil (sub with pure olive oil)

Kosher Salt

1 Tbs. Sticks & Buds (sub w/dried rosemary & thyme)

1 or 2 Sprigs of Fresh Rosemary

Dijon Mustard – optional*

Rinse rack and pat dry. Using a sharp knife, score the top layer of fat in a diagonal criss-cross pattern.

Preheat oven to 425°

Coat the entire rack (both sides) with Magic Oil. I use a silicone basting brush or my hands. Sprinkle with Sticks & Buds and Kosher Salt and weave the fresh sprig of Rosemary between the bones on top.

* If you were to choose to use the Dijon mustard, cover the topside of the meat with it now.

Place lamb, fat side up in a shallow baking dish. If cooking two, you may lean them together like a tee-pee and cross the bones. Insert the meat thermometer dead center of the rack; making sure that the metal tip of the probe does not touch any of the bones or the bottom of the pan. Set the meat thermometer for 145°.

Roast until the thermometer beeps, approximately 25 - 30 minutes. Set aside and cover loosely with tin foil for 10-15 minutes - keep the probe in until you are ready to carve. If you remove it too soon it will drain out all the juices from the meat. I like to cook the racks to readiness ahead of time and then put them back in, to crisp up the top, right before dinner.

To do this, set your oven to 475 ° and put the racks into the oven. 8 to 12 minutes should just about do it. Carve into chops and serve with mint jelly or a simple Dijon gravy.

Lambchops Bar Mitzvah Style

When I was growing up, we the Pinsker's (that's my maiden name) had many unwritten traditions; we would always roll change, sitting on the floor in our pajamas on Thanksgiving. Whatever boy we were dating was always welcome to join us for dinner on Wednesdays but we, as daughters, were not permitted to miss "Wednesday night family dinner". I dated one guy who called it Prince Pinsker's Spaghetti night. Another Pinsker tradition was that at any catered event, someone had to lay in wait by the kitchen exit door for the "Lambchop Guy". Laying in wait, and ready to grab. The poor schnook never knew what hit him. If you have ever catered an event or attended one you know that lambchops are a commodity. There is always some, and always wanted but never enough to go around. And if you don't catch the Lambchop Guy right outta the gate, it's you who misses out. As he proudly parades with the precious, brimming, platter across the crowded room, that tray will be pounced upon, violated, invaded to empty by the time it reaches the room's end. They were there, everybody saw them and yet, not so much as a single chop left. There is, however, so much more fruit, crackers, cheese platters and crudité around.

Lambchops made for catering purposes are either the easiest thing to make or the worst. When dealing with whole racks it's easy, but chops, they dry out fast. And I believe that is how Bar Mitzvah Style was born. Once the whole rack has been cooked to perfection, reheating

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* You are left with a prepared dinner and a set table

options are limited. Some foods lend themselves to reheating, lamb is as delicious and rich as it is unforgiving. It has only two stages of perfection, medium rare and broiled to death. And as I said before, I believe one is a result of the other. Lamb is often described as "rich". That is because it has an intense flavor and a texture that can be cooked soft as silk or to crisply melting into your mouth. There's no in between, try, and you'll get gray meat.

Caterer's figured out long ago that to use the left over lamb from the event before by cutting it into chops, lubricating them up and broiling the living daylights out of 'em was frugal AND profitable. It made desirable rack of lamb available for the main menu and gave an opportunity, in using the leftovers to charge again for something that was already paid for by somebody else. Sneaky isn't it?? That's why we have no mercy for the Lambchop Guy. He is in on it. On more than one occasion, I've witnessed practical, tactical, tackling to get the last lambchop from the platter. Crispy Bar Mitzvah Style is worth the bodily harm. I introduced my Husband to the tradition of laying in wait for the Lambchop Guy and now he plays the game with us. (FYI, I only shared it with him after we were married.) He LOVES lambchops. I make sure to always cook one rack for each of us so that I can make Bar Mitzvah Style for him the next day. They need nothing except for oil and intensive heat. Wait, I lied, parchment paper, they need parchment

paper. It is essential here. Cut lambchops, even oiled, cooked on a high heat will stick to tin foil.

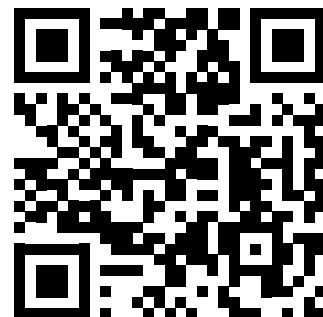
Only when they are crackling do I consider them done and dip them in mint jelly. If I'm not in the mood for mint jelly, for a juicy rack, I will mix Dijon mustard into the pan juices and drizzle as gravy. Take your pick and enjoy!

Use your smart phone to scan the codes and bring up our YouTube instructional video. The video can also be seen on our Boating on the Hudson website www.Boatingonthehudson.com

Also, visit us at www.Iveysinmykitchen.com" we are always happy to hear from you!

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A COMMON SENSE APPROACH

At our annual Hudson River Marine Trades Association Christmas dinner on December 13, 2016 there was an eye opening individual present, who by pure circumstance gave a realistic, down to earth perspective of what it is like to be on the Hudson River seven days a week working with the Hudson River Pilots. His name is Captain Joe Thomas, owner of Sea Tow Mid-Hudson and he patrols the Hudson River from Newburgh to Troy.

Captain Thomas works closely with the Hudson River Pilots' Association as operator of the pilot boat located at Norrie State Park. This pilot launch, the Sen. John E. Flynn, is responsible for changing out ship pilots coming upriver from Yonkers or down river from one of the marine terminals.

This pilot change is done as a safety precaution to ensure that a well rested pilot is in charge of the navigation of the vessel. The Norrie Point pilot boat also serves Hyde Park Anchorage, where ocean-going vessels regularly anchor awaiting favorable conditions and dock availability upriver. Hyde Park is the only Federal anchorage in the 109 nautical mile voyage between Yonkers and the Port of Albany. The Hudson River Pilots' Association is a small group of mariners responsible for safe passage of all commercial ships transiting the Hudson River. They board northbound vessels at the Yonkers pilot station via the Yonkers pilot boat, Trenton. The Hudson River pilot climbs up the side of the ship while it is underway, walks up to the bridge of the ship and relieves the Sandy Hook Pilot that boarded at



by John H. Vargo, Publisher



Ship closely following U. S. Coast Guard Icebreaker just south of Hudson, NY

Ambrose pilot station prior to entering New York Harbor. Ships come up the river at all hours, day and night, all throughout the year. These vessels travel to the Hudson River from ports around the world. They come to the ports along the river to load and discharge all sorts of cargoes. Grain, road salt, scrap iron, cement, wood pulp, asphalt, generators and steam turbines are some of the more common cargoes carried by these ocean-going ships.

Each of these ships has a full crew and a captain, the vast majority of these crews are foreign and the vast majority of them have never been to the Hudson River. In New York State, pilotage is required, the ship's captain must give full navigational control of his vessel to the Hudson River Pilot, an individual that he has most likely never met. This pilot will take the ship up to Hyde Park where the pilot will either be relieved by a fellow Hudson River Pilot who will continue upriver to a dock or the vessel will anchor at Hyde Park Anchorage to await tide or berth availability. The tug & barges we see transiting the Hudson River are U.S. flagged and don't normally require a pilot.

To communicate with other traffic and to give position reports the pilot uses VHF channel 13. Other pilots and captains on tugboats hear these "securite calls" and make arrangements for a safe location to meet or overtake. This is important because there are many areas throughout the river where large vessels avoid meeting. In the upper end of the Hudson River, above Kingston, the navigation channel is only 400' wide. While recreational vessels do not need to be within the confines of the channel, ships and tugboats must remain in this channel or they will go aground. Two 600'+ long ships that are each 106' wide meeting in the 400' channel create tremendous hydrodynamic forces. These forces between the two vessels and between each vessel and the sides of the navigation channel have an enormous effect on the handling of the vessels. A situation like this requires special ship-handling skills that Hudson River pilots must master prior to becoming licensed pilots. Before boarding the ship the pilot reviews the tide and current predictions because much of the work is tide dependent. The pilot will also check the weather predictions and the Local Notice to Mariners in order to be prepared for the transit. There are any number of pitfalls that could potentially complicate the transit. Fog is especially dangerous on the Hudson River. If the visibility is lost due to fog or blinding snow the pilots anchor once they can get the vessel to a suitable area. If the portion of the river they happen to be in is too narrow to anchor or contains buried cables or pipelines they must continue on until they reach a safe anchoring location. The radar is quite important in this situation. Once conditions improve they heave anchor and continue. In different areas of the river the currents have different effects on vessels. When the currents are strong such as during the spring run-off and during the full or new moon the forces on the vessel are greatly magnified.



This is further complicated by the fact that each ship has its own "personality" and each ship acts differently in the way it handles. The configuration of the propeller and rudder, the hull form, draft and several other factors contribute to how a ship handles. Some ships are better maintained than others but regardless the Hudson River Pilot must be "on his toes" at all times. Turning a large ship around at the port of Albany in spring freshet conditions when the snow melt and spring rains from the entire northern Hudson River watershed are flowing through the narrow reaches of the Hudson River at Albany highlight the shiphandling ability of the pilots.

A significant comment that Captain Joe Thomas made the evening of our party was the fact that the Coast Guard removes the regular navigation buoys from the shipping channel in autumn and replaces them with "ice buoys." The ice buoys are used because they are designed to survive the tremendous pressure and pounding that the Hudson River ice has on them. They are shaped in such a manner from years of Coast Guard experience to survive all winter. The ice buoys do

not all have navigation lights on them, nor do they have a good return on the ship's radar. In heavy ice they may be trapped beneath the ice or dragged off station.

Because of the ice, navigation on the Hudson River changes dramatically. For instance, shipping north of Kingston at night is generally not done during the winter months. Also, the colder it gets, the more ice forms, and the demand for heating oil that is transported on the Hudson River increases exponentially.

When the river is covered in ice it is common for vessels to get stuck in the ice. The daily

U.S. Coast Guard ice report and close communication with the dedicated crews of the Coast Guard ice breakers are invaluable during the winter months. When the ice is extremely heavy, commercial vessels often travel in a convoy up from Kingston and down from Albany. Normally the vessels will wait at Kingston until daybreak to start up together in the morning. Pilots can be on these vessels for days at a time during the winter. Many of the captains and crews of these ships have never seen ice covered waterways and are unfamiliar with ice navigation and shiphandling in ice. Meeting other vessels in heavy ice is a unique skill that the Hudson River Pilots must learn during their training. When two vessels are meeting in the ice, the weight of the ice surrounding the two vessels pushes them together. The pilots must carefully plan this maneuver with the opposing vessel since timing and location of the maneuver are key.

The Hudson River Pilots' mission is to safely get ships up and down the Hudson River while acting in the interests of New York State. The pilots, through their unique role are above commercial pressures and use their ship handling skills to protect the Hudson River and the environment. According to my interviews with Hudson River Pilots, the proposed anchorages are not intended as storage grounds for oil barges. The idea of having anchorages available for use in emergency "bailout" situations is not having them

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occupied unnecessarily. They must be available when needed! The pilots even recommended to the coast Guard that there be a 48 hour time limit on these newly proposed anchorages. The pilots also suggested that the additional anchorages at Yonkers only be opened when the Coast Guard declares heavy weather conditions in New York Harbor, thereby giving vessels a safe place to ride out storms.

The pilots also stressed that all vessels at anchor are manned and that this is an expensive proposition, these vessels have cargo that must be transported to it's destination. Vessels only anchor if necessary.

Another point worth mentioning is that vessels need these anchorages so that they have a place to anchor that is free from underwater obstructions. An increasing number of river crossings by pipelines and electrical lines are at danger of being damaged if a vessel drops an anchor (that can weigh over 15,000 lbs) on one. There are more cables coming, most notably the Champlain Hudson Power Express project. This cable is unique because rather than just crossing the river for a short distance plans are for it to run north to south from just below Catskill to the Harlem River entrance, exiting only to avoid Haverstraw Bay.

It appears from the many meetings and newspaper reports that people seem to be concerned about the crude oil trade. Crude is one of many cargoes shipped on the Hudson. The Bakken crude is controversial but regardless of individual opinions on this type of oil, having safe bail-out points spread along the river for vessels reduces the risks to the environment and allows crews to do their job safely.

The proposed anchorages are located in areas that have been historically used as bailout points and to await favorable conditions. One small anchorage in the 109 mile span does not adequately serve the need of vessels on the river.

The proposed anchorages have been used for decades and this proposal serves to make them official. This is something that should have been done long ago, safe waterways need safe anchorage areas. These anchorages are a tool that allows the Hudson River Pilots and the tugboat crews to continue to safely accomplish their mission.

I have heard concerns regarding recreational traffic and the impact these anchorages will have on the industry. By making these anchorages official there will be many benefits to the recreational boating industry such as increasing safety by giving commercial vessels a safe place to bail out rather than pushing ahead in foul weather. These anchorages becoming official also subjects commercial vessels to time time limits and other regulations enforced by the U.S, Coast Guard. Having these customary anchorage areas drawn on the nautical chart also improves boating safety.

The pilots and the tugboat crews do their vital job quietly. Up until now it seems that only a portion of the Hudson River interests have been heard in the anchorage hype and hysteria. I hope that this relieves some of the concerns. We must all be vigilant but the entire picture should be brought out before decisions are emplace.

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Insuring the Fun Stuff - Your Spring/Summer Toys & Activities

By the time you read this it will be officially the Spring season! Everyone in this part of the country seems to come out of hibernation and the sparsely populated boat clubs/marinas, bodies of water, walking and bike paths, dog parks and sports fields become bustling with activity and outdoor street fairs and parades are scheduled. Motorcycles, boats, personal watercraft, classic cars, RV's, bicycles and golf carts are back on the road. Vendors at street festivals may be selling items they have made at home such as baked goods, jewelry, toys, sewn or knitted items, art or items they have purchased from manufacturers such as condiments, spices, toys, or kitchen implements. What are the insurance implications of these activities? They are many insurance "worries" here, but I will briefly go over a few you may want to consider to protect yourself with insurance from a loss. The loss could be to a tangible item you own where you would suffer financially if it were stolen or damaged, or from a law suit where someone is claiming your negligence and has suffered bodily injury or property damage caused by you.



kittyhawkwatersports.com

BOATS & PERSONAL WATERCRAFT - How much did you pay for your vessel? Have you added upgrades, additional equipment or done repairs? Is your hull and machinery limit sufficient? Check your policy to see what type of coverage you have for hull and machinery. Is it on a replacement cost basis, which is the best, or an actual cash value basis, with depreciation for age taken into consideration? With an older vessel, a claim where depreciation for age is taken into consideration, there could be a big reduction in your claim payment, which will already be subject to your deductible.

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MOTORCYCLES - Some of these cost the same or more than some car models! Did you add chrome or any other options that were not factory standard? If this is the case, without a special endorsement you may have no coverage for this optional equipment. If you have an "antique" or "classic" bike and it is insured on a regular policy, you may have a problem collecting the value of what you think it is worth and may be paid "book" value, minus your deductible in the event of a total loss. Depending on the age of the bike this could result in a very small claim payment. There are specialty companies that will insure these types of bikes to their agreed value, (this limit would appear on the policy), which is something you can get a quote for from an independent insurance broker, one that represents many companies.



philstalling.com/

CLASSIC CARS - Same as motorcycles, the "antiques" and "classics" can have very high values and need to be insured with a specialty insurer. Due to the usage being seasonal and the use usually limited to occasional rides, car shows and parades, the annual premiums for full coverage are often much less than on a standard auto policy and will insure the vehicle up to the agreed limit that will appear on the policy declaration pages.

RV's - These are coming back into popularity with many baby boomers retiring and having time to travel the US. With gas prices lower than a few years ago, and hotel and flight travel rates higher, many families are taking to the road in these vehicles. Check your policy to see if you purchased coverage against fire, theft, vandalism and collision. Roadside assistance and emergency vacation expenses can often be included by endorsement.

BICYCLES AND GOLF CARTS - These may be covered under your homeowners insurance, subject to your deductible, but check to see if you have coverage for theft of personal property off premises. Liability insurance for the golf cart will usually be restricted to golf courses and non public roads, so you may have no coverage if you are using the cart as transportation on a regular road, unless you purchase a separate policy for the golf cart designed for this use.

DOG PARKS AND WALKING PATHS - Even if you think your dog is the friendliest creature on earth, someone else's dog may instigate a fight and your dog may retaliate to protect themselves. A dog bite to another dog or a human could mean a big law suit for the owner, depending on the severity of the injury and the circumstances of how it happened. Be sure you have a high liability limit on your homeowners, condo, coop or renters policy for this reason and that there is not an animal liability exclusion on your policy.

VENDORS AT STREET FESTIVALS - You set up booth to sell your famous brownies, jewelry you have designed, items of fabric you have sewn, artwork, toys you have crafted or are "reselling" packaged condiments or spices. Do you have a petting zoo or bouncy castle at a fair or street festival? What if someone becomes injured or gets sick from an item you have sold? Are their nuts in your brownies someone has just broken their tooth on claiming there was a nut shell? A child injured from a toy? For

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many classes of these "in home" businesses, there are insurance companies that specialize in policies for this. It would be terrible to risk your personal or business assets if you were sued and also had to pay out of pocket legal fees. If the classification "fits" into one of these classes of business for the in home business policy, the annual premium can be less than \$500.00 a year for a \$1,000,000 bodily injury/property damage limit. Most street festivals now require all vendors and "ride operators" have liability insurance.

Enjoy the warmer weather and all the outdoor activities associated with it. Think about your various needs for insurance and have an independent insurance broker, one who represents many companies, review your policies and address your unique insurance concerns. At Karas Insurance Agencies Inc we have been serving the area since 1973. We offer no obligation quotes reviews of your insurance policies Monday - Friday 8:45- 4:45 and have only licensed brokers to answer your questions. You will speak to a real person with many years experience. We can be reached by phone at 914-271-5188 or you can email me at cathykaras@karasinsurance.com.

Disclaimer: This article is for informational purposes only. For specifics on your own policy, contact your insurance company or broker.

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Is Recreational Boating Dying on the Hudson River?

We don't think so.

by David Westcott, Commodore, Shattemuc Yacht Club

After the 2008 recession, the Hudson River witnessed a decline in boating. Some would tell you it is part of a larger decline in recreational boating. Others would have you believe that boating is too expensive or requires too much time. We at Shattemuc Yacht Club believe they are wrong. In fact, we just invested over a million dollars in upgrading our marina in preparation for the next generation of boaters.

Shattemuc Yacht Club dates back to 1858, when as Sing Sing YC, we hosted a number of sailing, canoeing and boating events. We officially established the club in 1874 and have witnessed several boom and bust cycles in boating. Did you know that canoeing was all the rage in the 1870s and 1880s or that ice boats, sandbaggers and power launches use to race from our club at the turn of the century? Sailboat racing become popular around 1910 with the establishment of the Hudson River Yacht Racing Association (HRYRA), which is still serving our clubs today.

There were lean times as well. During the depression of the 1930s, Shattemuc's membership slipped to 11 paying members from over 100. World War II also reduced our membership, but rebounded to new highs after the war.

We believe that boating on the Hudson is recovering from the recession slowly but surely. The trends we are seeing are encouraging and include:

- More women and families are boating than ever before. They are not just spectators, but boat owners and captains.
- There is a greater diversity of water craft being used: kayaks, wake boards and jet skis, catamarans and outboard runabouts as well as larger boats that people live on during the summers.

- Used boats on the Hudson are priced below market value and there are plenty of good deals for new boat owners.
- The average boat size at SYC is getting larger. Average size has gone from 28 feet to over 31 feet in a very short amount of time.
- Our Junior Sailing Academy is finding ways to accommodate larger numbers of young sailors.

Why is Shattemuc Yacht Club investing now in its future?

Our Long Range Planning Committee and our Board have debated this question for many years, but in the end we agreed that we have need to move forward and now is the best time to do it for the following reasons:

- Interest rates are at an all time low, making borrowing costs easier to manage.
- New York State is supporting efforts to encourage boating and tourism in the Hudson Valley. We applied for and received a grant from the Fish & Wildlife Service to build transient boater docks.
- We are seeing a resurgence of young families interested in boating, kayaking and sailing on the Hudson.

In response to these trends we have done a number of things we believe will attract new members.

First, we geared the club to young families. We offer a Junior Sailing Academy for young sailors, a pool and kiddie pool and a number of social events that involve the whole family.

Second, we enlarged our marina to provide for deep water slips to accommodate larger boats. (Our ribbon cutting ceremony for the new marina will be on May 13th of this year.) This will also help us attract transient boaters to stay at the club.

Finally, we are encouraging first time boaters to consider our club by establishing a House-Kayak membership and building additional kayak / wake board / small sailboat racks on our beach.

Is recreational boating dying on the Hudson? Absolutely not!



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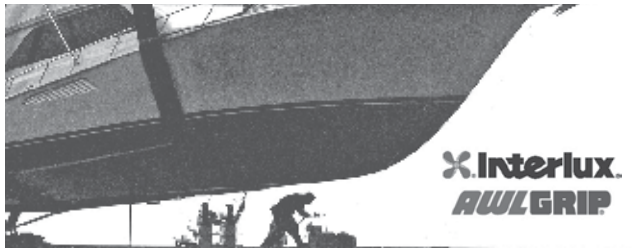
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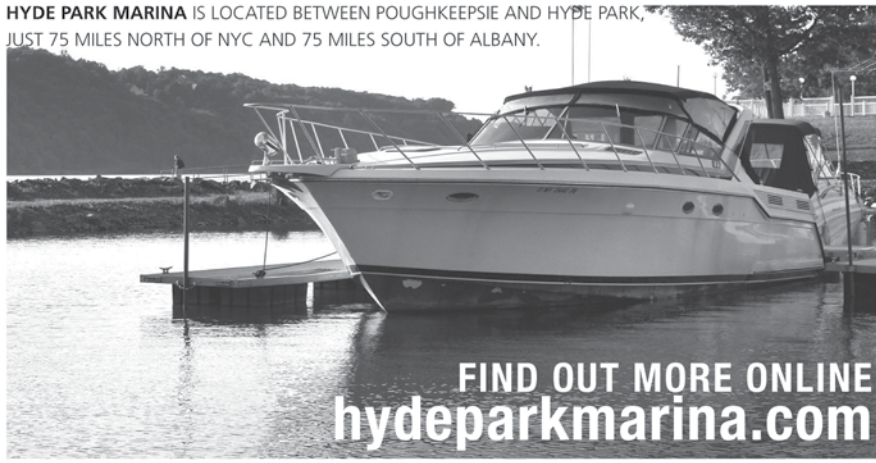
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Spring into action!

Here are some helpful tips to get you going on the annual preparation and cleaning projects that are routine rites of spring!

Out of storage finally!

Remove the winter cover /canvas or shrink wrap. Once the cold season is over and milder temperatures arrive it's time to pull the storage cover off your boat. March sun feels pretty warm! April and May temps can really heat up the inside of a shrink wrap boat. To prevent mold stains and the smell of gas, it's important to get that wrap off and cover your boat with your canvas or at least slit open areas of shrink wrap very carefully allowing ventilation!

Time to clean

Get out the hose, cleaning buckets and gloves! Fiberglass boats need to have a good surface protection so that algae, dirt, grime and critters can't adhere to the gelcoat. Spring clean with a good marine "boat wash" or "boat soap" - 3M, Seachoice, Starbrite,

Marykate, etc. are brands to consider. They are mild detergents which should not remove the sealer glaze and wax. You can use Spray-nine, Fantastic, or On-Off, etc. They are all good cleaners, won't damage your gelcoat, but they will eventually remove the protection your boat should have such as sealer glaze and wax. The boat will be like a magnet if the defense is removed.

1. Spray and then wash your boat down with your boat wash.
2. Compound the gelcoat using top quality Marine products. See more info about proper compounding techniques further in this article.
3. Apply a good coat of marine sealer glaze being careful to completely cover the gelcoat.
4. Next apply a high-quality marine UV protecting wax.
5. After you apply an ample coat of sealer glaze and wax the boat should not get the stubborn stains and grime.
6. Clean your boat often during the season by using the "Boat Wash" and don't hesitate to wax it regularly throughout the season. Protect your gelcoat like you protect yourself from sunburn

Examine Gelcoat

- ✓ Check deck and hull for oxidation, gelcoat cracks, scratches, gashes, airvoids, etc. It's best to repair any gelcoat problems sooner than later to avoid worse problems and more expense down the road.
- ✓ Check for osmotic blisters. Repair is highly recommended.
- ✓ Reglaze and wax if your hull was cleaned with an acid wash (e.g. On-Off) All the gelcoat sealer protecting properties are gone and need replacing!
- ✓ If your boat is going to be in the water all season, consider applying epoxy barrier on hull from the waterline down to help prevent osmotic blistering
- ✓ Touch up or replace antifouling paint.

Hardware check

Tighten screws, nuts, bolts, etc on bow eyes, seating, cleats, ladders, swim platform bolts, windlass, railings, antennas, electronics, windshields, rub rails, engine and transom, biminis, hatch doors, etc

While you are at it clean and polish metal with a good metal polish

Marine Sealants

I often see soaked up and rotted core material in the area of decks, around cleats, floors, transoms, window frames, engine hatch covers, seat bases, under rub rails, hull/deck joints, port lights, etc. If there are any areas of peeling and/or missing sealant it is an invitation for problems. It must be removed and replaced.

Never use silicone! I'm not a fan of it. In my opinion there is no place on a boat to use silicone. It dries out, flakes, shrinks and falls out. Use Marine Sealant, I favor 3M

There is a sealant specific to each application.

Be sure to use the right one for the job. Here's technical info from 3M that will be helpful.

- **Sealant 101** – High quality polysulfide bedding and deck seam sealant. Chemically cures to form a firm, rubbery water tight seal. Use above and below water line. Seals between mechanically fastened joints on wood, metal, fiberglass and most plastics. Becomes tack free in 5 hrs and remains permanently flexible. Has excellent resistance to chemicals and weathering, salt water, and stress caused by joint movement.

- **3M Adhesive Sealant Fast Cure 4000UV** - Superior UV resistant, remains flexible, use above & below water line. Good for sealing deck to hull joints, thru- hull fittings, window and door frames, deck hardware, etc.

- **3M Adhesive/Sealant 5200** - Workable up to 4 hrs, tack free in 48 hrs, cures 5-7 days. No shrinkage remains flexible, won't sag or flow, bonds and seals well. Use above & below water line. Excellent resistance to weathering and salt water. Note- this is a permanent sealant! You could do damage to your boat taking it apart, so use wisely!

- **3M Adhesive/Sealant Fast Cure 4200**- General all purpose polyurethane that chemically reacts with moisture to deliver flexible bonds with good adhesion to fiberglass, gelcoat, wood, plastics and metals. Paintable and sand-able. Not recommended for sealing wood decks. Teak cleaners or sealers may soften it. Forms water tight and weather-resistant seals on joints and hardware.

- **3M Adhesive/Sealant Fast Cure 5200** – Tack free in one hour, fully cures in 24 hrs. Seal is exceptionally strong and stays flexible. It retains strength above and below water line. Won't sag or flow. Bonds and seals port holes and deck fittings, motors on fiberglass transoms, under moldings, etc. Note- this is a permanent sealant! You could do damage to your boat taking it apart, so use wisely!



Trailer inspection

Have your trailer serviced by your favorite marina or do-it-yourself. Inspecting and servicing and having it in good condition is easier than doing it on the shoulder of I87. We are currently repairing a beautiful Roth boat that has a 13' long deep gash on the hull caused by a roller that fell off the trailer. The owner was unaware the roller fell off and damaged the boat when he put it back on the trailer. Needless to say the owner was not happy. The damage could have been avoided if the trailer was maintained.

- ✓ Check and lubricate wheel bearings
- ✓ Examine bunks, rollers and pads – tighten loose screws, bolts
- ✓ Check bunk carpet for wear – replace worn out, old, sandy, gritty carpet
- ✓ Clean and lubricate winch- check strap/rope
- ✓ Check hitch
- ✓ Lubricate tongue jack and wheel
- ✓ Test lights and electrical connections
- ✓ Check tire pressure and condition
- ✓ Check surge brakes (if equipped)
- ✓ Check safety chains
- ✓ Check tongue lock
- ✓ Have current registration and inspection sticker

Canvas

Clean and treat canvas and biminis with waterproofing if needed. Repair or replace as needed. Canvas helps protect gelcoat from penetrating UV sun rays.



Questions from our readers:

Email us your questions!
boatrepair@aol.com

Dr Gel,

I compound the boat and a short while later in the season it goes right back to dull again. What can I do to keep the shine?" Ed B. Poughkeepsie, NY

The dullness in the gelcoat goes beyond the surface. Gelcoat is porous and the fade is imbedded in the pores of the gelcoat. When the boat was new it had a sealer glaze that filled the porosity in the gelcoat. It's likely after years of washing the boat especially if harsh chemicals and or dish washing liquids were used the sealer glaze has gone away. Now that the protective glaze and wax is gone the UV sun rays are penetrating the porosity in the gelcoat.

Degrees of fading will vary depending on color; darker colors, e.g.; red, maroon, green, dk. blue all have large amounts of pigment and will fade faster than lighter colors.

"In most cases gelcoat shine and color can be restored!"

If you are not aggressive enough when you compound you are shining only the surface. You need to take the top layer of gelcoat off to get to good gelcoat. It is possible that the right compound materials and technique will fix your problem.

Get good gelcoat compounds. There is a difference between compounds for cars and boats. Generally gelcoat compound is more aggressive than automotive compound. I use the following * TR products - there are others available but I like these. TR-311 is a coarse compound - TR 308 eliminates swirl marks and minor

scratches and TR-301 Sealer Glaze closes gelcoat pores and seals. After using the TR-301 Sealer Glaze a good marine UV protecting wax must be applied to insure the longevity of the shine.

Depending on how faded the gelcoat is will determine what compound you can start with.

“If you are going to compound and wax your boat you need the right materials and equipment”

Here's what you need; a good particle mast; compounds dry out your sinus and skin, eye protection and light weight gloves, terry cloth rags, a variable speed buffer, not an orbital buffer! Orbital buffer is good for polishing but not for compounding because you won't get the heat from it necessary to get a shine. Be sure to get a buffing pad; different from polishing pads. Use a good quality wool pad, I use a 3M doubled sided pad. The pads are pricey, but you get what you pay for.

“As a general rule; buffing without a little heat you're not going to get the shine”

Start with using TR-311, course compound. Apply to the boat using a terry rag. Put enough on to keep it moist; too much will sling all over and make a mess. All buffers spin clockwise so put compound on the boat and work right to left in small areas so the compound stays moist and it will avoid loading up your buffing pad. Be careful buffing around registration numbers, vinyl graphics and stripping tapes!

After using TR-311 wipe the residue off the boat. Clean the pad with a tool called a spur. You can use the side of a screw driver but it tends to pull the pad apart. Repeat the process using the TR-308 to get rid of swirl marks and minor scratches caused by the coarse compound. Again wipe off the residue and clean the pad. Next apply the TR-301 Sealer Glaze. It can be applied and removed by hand but for best results use the buffer. Wipe the boat down one last time and apply a good marine UV protecting wax. Wax is essential because the Sealer Glaze does not have UV protecting properties.

If the gelcoat has become badly chalked and it comes off onto your hands and clothes when you rub against it wet sanding and compounding will be required to bring the shine back.

Here is the basic wet sanding process;

I test spot an area starting with a professional grade gelcoat compound. If that does not remove the fade then I will wet sand using a sanding block starting with 1000 gt. During the process the sandpaper is completely saturated with water. If fade is still present after testing with 1000 gt., I will then use 600 gt wet sandpaper. I will not use any coarser paper. I work 1 sq. ft at a time all the way around the boat being very consistent on how much sanding is done. The gelcoat must be sanded evenly otherwise the boat will look like a leopard. If 600

gt is removing the fade, 1000 gt is used next. Depending on finish desired 1500 and 2000 gt is used. Final applications are professional grades of compound mentioned above, sealer glaze and UV protecting wax. Once the gelcoat is refurbished back to a nice shine it is very important to keep the boat waxed!

“Question for you Dr Gel, I pulled my boat out to get it ready for the season. It has a scum line on it that I cannot get rid of. What do you recommend?” Rick M., Catskill, NY

In your case there is a remedy in a bottle.

My first choice of cleaning product is called FSR - Fiberglass Stain Remover (FSR) made by Davis. It is a unique stain absorbing gel that serves a variety of purposes. It is ideal for removing oil, rust, exhaust, waterline and transom stains. This product also works great on shower stalls and furniture made of fiberglass.

Its non-abrasive quality means that it is safe to use on white painted surfaces as well as on gel-coat. Just don't forget to test a small area to be sure FSR will not damage the finish. This product requires no sanding or compounding, and can simply be applied with a brush, sponge or cloth. Wait a few minutes and then wipe or rinse off.

Another hull cleaner is On-Off, an acid cleaner that will strip everything off your boat. It is available at many marine supply stores. It comes in two different forms liquid and a gel. I suggest using the more user friendly gel. The liquid atomizes in the air and can easily get on your skin. If you elect to use the liquid keep the wind at your back, use protective gloves and eye protection! Don't get it on anything but your boat. It is an acid, remember, and will discolor trailers, especially galvanized. After using it according to the directions be sure to rinse the areas thoroughly. Apply sealer glaze and a good coat of wax. Wax is essential to seal the gel coat pores!

“What is the best UV protecting wax to use?” Steve M. Saratoga Lake, NY

There are many great marine wax products available. Ask ten people what they like and you will probably get ten different answers.

I have used many types of boat waxes through the years and the one we feel is superior and use exclusively is Collinite No. 845 Insulator Wax.

Whatever you choose to use just be sure the wax is formulated for marine use!

We all need reminders!
Hope this article was helpful getting the
new season off to a great start!

Let's go boating!

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sense are the best attributes when enjoying the many
benefits of the Hudson River, its shore line and
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