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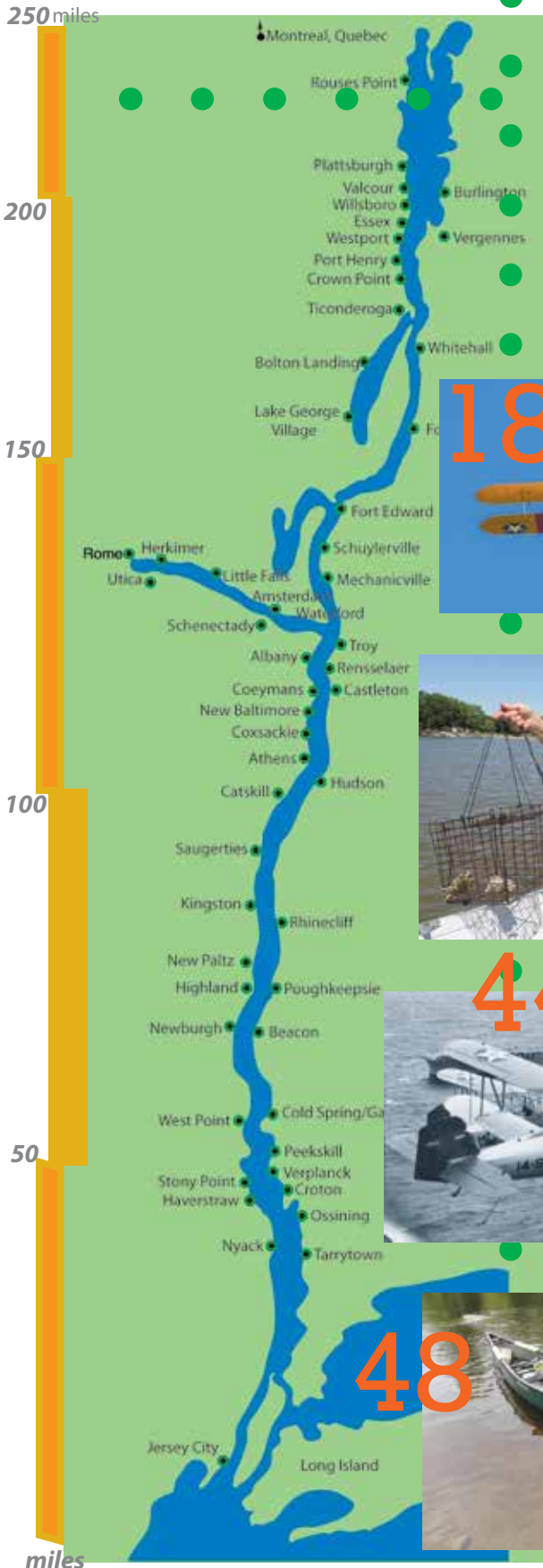
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BOATING

On The
Hudson
& Beyond

August

2017



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EVERY FATHER'S DREAM CHILD

by John H.Vargo, Publisher



Any father, "worth his salt" would be very proud to have a son like Kyle Brown, eleven years old!

Pat Brown, the father, bought a beautiful 38-foot Carver Santiago cabin cruiser for his family. It just so happened that it arrived on Kyle's fourth birthday!

From the day Kyle came on board this beautiful yacht he was infatuated with everything boating.

I had met both Kyle and his father Pat a number of times during the spring striper tournament over the past few years. They never failed to bring in winning stripers. The rumor was that Kyle could handle the boat by himself at the tender age of 6 years old.

I waited for the Father and Son to arrive at Charles Point Marina where the beautiful 38-foot Carver is moored. Upon their arrival! Pat introduced me to the fly bridge of the Santiago Yacht, he said, "watch this"!

The father began questioning his son who was sitting at the helm, about a situation that might occur while underway anywhere on the water.

Pat: "Kyle here is the situation; tell me what you would do under these circumstances!"

I have just had a heart attack. I have passed out and you are the only other person on the boat, WHAT WOULD YOU DO?"

Kyle, "I would pick the microphone on the VHF radio and announce Mayday, Mayday, Mayday, this is the yacht SWEET PEA on the Hudson River off of Stony Point, NY.

I would do this three time or until the Coast Guard answered on channel 13. After the Coast Guard answered, their first question would be, what is your position! Kyle said well the radio has my position automatically displayed on the screen via the GPS built in, but I would also look around and see what landmarks were visible"!

Pat: "That's fine, but the boat is drifting towards the Stony Point rocks! Well I would get on the throttles, put the boat in gear and slowly pull away from the dangerous rocks nearby"!

Pat asked many other questions, all answered intelligently and forthrightly without hesitation. That coming from an eleven-year-old child's voice but with the skills learned of a 20 year old who had been on the water for years.

For those reading this, and not knowing what boating is all about, it has been my experience that learning the skills required to handle a boat such as this 38 footer is a combination



Kyle Brown age 11 and his father Pat Brown.

of instruction, actual on the water experiences, an having the enthusiasm to learn everything there is to know. (Actually you never know it all, as each boat has its own idiosyncrasies and there are never two days alike while on the water, weather wise)

No question about it there is a bond and a respectful relationship between this father and son that is pulled together by the boat, fishing and just enjoying the magnificent Hudson River.

Over the past few years there were trips to Montauk, Atlantic City and other distant locations. The father Pat is a veteran U. S. Navy man and heavy water is something he has experienced many times. Kyle, obviously has not had the time under his belt. but he related to me ten-foot seas off Montauk that gave both he and his mother pause.

In my opinion Kyle Brown age 11 and his father Pat Brown, represents what used to be the majority of father-son relationships in the United States today, however, they represent a minority of father-son relationship today, a sad, sad commentary on where we are in this world of technology.



TARRYTOWN MARINA OPENS NEW RESTAURANT

The patio deck of Barley On The Hudson





Jake DeWaters and wife.



Patty Osbourne, Marianne Pisa and Maria Lanjewar enjoy Barley on the Hudson.

by John H. Vargo, Publisher

The traditional fun restaurant that was always the mark of the Tarrytown Marina has returned with the opening of Barley on the Hudson, July 4th, 2017.

I took the opportunity to photograph many of the hundreds of visitors in just the first few days of its opening and can say, without a doubt, it is like the patio was never closed.



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Coast Guard Announces Ports and Waterways Safety Assessment on Hudson River



Photo: www.dailyfreeman.com

In 2016, the U.S. Coast Guard promulgated an Advanced Notice of Proposed Rulemaking (ANPRM) to seek comprehensive public input and examine whether there is a need for a proposed rule on new anchorage grounds on the Hudson River to promote safe navigation. An ANPRM is an optional, pre-rulemaking tool for seeking information from the public.

More than 10,200 comments were received from waterway stakeholders during the ANPRM comment period that ended December 6, 2016. A summary of the comments can be found here in the docket for the ANPRM.

After a review of the comments, Rear Adm. Steven Poulin, Commander of the First Coast Guard District, has suspended future rulemaking decisions and directed a formal risk identification and evaluation of the Hudson River, known as a Ports and Waterways Safety Assessment (PAWSA). The PAWSA process is a disciplined approach to identify major waterway safety hazards, estimate risk levels, evaluate potential mitigation measures, and set the stage for implementation of selected measures to reduce risk. Additional information about a PAWSA and the entire

process can be found here at the Coast Guard Navigation Center website.

In the fall, a group of waterway users and stakeholders will conduct a two-day structured workshop to meet these objectives and ensure the PAWSA process is a joint effort involving waterway users, stakeholders, and agencies to determine the safety of the waterway.

The Coast Guard will announce the workshop dates, times, locations, and participant selection process in a separate notice. Within the workshop capacity, the District Commander's goal is to build a team that helps ensure the diverse concerns conveyed in the ANPRM comments are represented through the PAWSA risk analysis process. The discussions will help promote navigation safety and environmental protection.

If members of the public wish to be considered for participation in the workshops please email: HudsonRiverPAWSA@uscg.mil by July 21 with name, contact information, connection to the waterway, experience, and related skills.

Croton Yacht Club

Hudson River Day 2017



September 9th, Saturday from 11:00 AM to 4:00 PM

The Croton Yacht Club will be sponsoring its annual “Hudson River Day” celebration on Saturday, September 9th. 11 AM - 4 PM at the Croton Yacht Club located at 6 Elliot Way in Croton-on-Hudson. The mission of the event is to promote interest in the history and ecology of the river, to cultivate future local environmental leaders and to promote, enhance and protect river related recreational resources.

The event will include events and exhibits throughout the day targeting both children and adults, focusing on the history and ecology of the river.

Events and exhibits will include: a seining exhibition where local marine life will be captured, displayed and later released; viewing tanks where local marine life can be identified and observed; hands on exhibits for children such as toy sailboat making, fossil making and fish printing; sail boat rides; local artist displays and sales.

One of the featured attractions is the volunteers from the Hudson River Fisherman’s Association who offer free fishing

to one and all, especially children, and at the same time bring a real sense of what the Hudson River is all about by catching, weighing and releasing a variety of fish from the River. The event coincides with the times of the event and is available to one and all.

The Croton Yacht Club looks forward to coordinating this event annually because it provides the membership and local exhibitors the opportunity to share their river related knowledge and expertise with the community, especially the children. The organization realizes that, only through this transfer of knowledge can it safeguard the future of this great resource, the Hudson River.

Food and beverages will be available including the best fish chowder on the Hudson. Admission is free so please come and join us in a fun filled, educational and family focused event you will surely enjoy.

For additional information please contact Dennis Kooney at dennis@kooney.net or call 914-907-3622.



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BOAT TALK WITH

Alex Salomatoff



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If you own a boat with an outdrive boat sooner or later you're going to have a leak through the outdrive!

Question: The other day I went down to the marina ad low and behold my boat was not floating in the slip, only oil sheen on the water and the Bimini sticking out of the water. The rest of the boat was being held up by the ropes tied to the cleats on both sides of the boat.

After they pulled the boat up I found out that the boot on the outdrive was the culprit. What can I do to prevent this from happening?

Alex: outdrive boots are the number one reason boats equipped with them sink. The smart thing to do is to write with an indelible pencil near the outdrive when the last time the boot was replaced. If it is a new boat write the date down as well.

MerCruiser Alpha 1 outdrive kit

The boot or what is called the bellows should be replaced at first sign of them drying out or getting brittle. You should check them at least twice a year by getting your hand in there and squeezing them and feeling the texture for dryness. I've seen them changed every other year and I've seen them not needed for 10 years. I will say it will save you money if you do it when you should do other maintenance items like changing shift cables, having U-Joints and/or couplers replaced, and any other outdrive service. There could be as many as three different bellows or boots on your stern drive. Check them all carefully.

Question: I bought a new battery for my boat, went through the trouble in installing it and it still will not crank over.

Answer: Ha, the first thing we do when we have this problem brought to our attention is check the cranking power of the battery. Even though it is a fully charged new battery the system on your boat may require certain "cranking

amps". To little amps and the battery will not work because it is not specific to your boats electrical system. Look at the requirements of your boat and what the manufacturer recommends it is critical to an enjoyable, trouble free summer.

Cranking amps are the numbers of amperes a lead-acid battery at 32 degrees F (0 degrees C) can deliver for 30 seconds and maintain at least 1.2 volts per cell (7.2 volts for a 12 volt battery). In other words, CA/cranking amps determine how much power you have to start your car in most climates.



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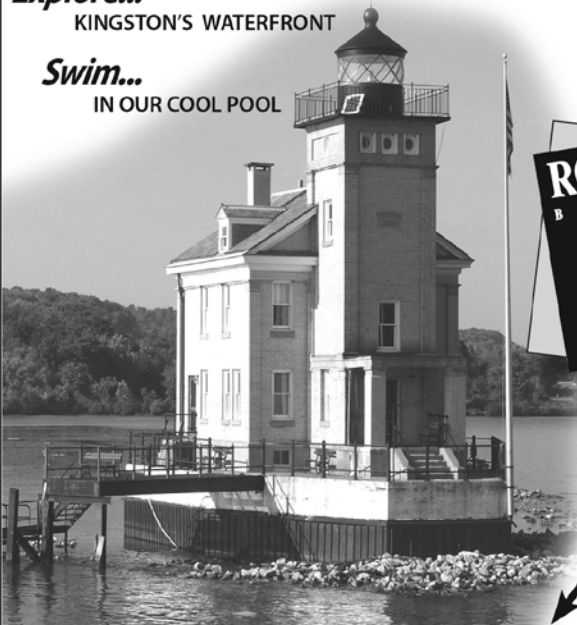
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DATE	DAY	Moon	AM LOW TIME/HEIGHT	AM HIGH TIME/HEIGHT	PM LOW TIME/HEIGHT	PM HIGH TIME/HEIGHT
1 Tue			10:29 0.9	4:04 4.0	11:11 1.0	4:38 4.7
2 Wed			11:18 0.9	5:03 3.9	No PM Low	5:32 4.8
3 Thu			Mid N	6:00 4.0	12:04 0.9	6:23 4.9
4 Fri			12:47 0.6	6:52 4.1	12:50 0.8	7:08 5.1
5 Sat			1:31 0.5	7:37 4.3	1:35 0.7	7:49 5.2
6 Sun			2:15 0.3	8:18 4.4	2:19 0.6	8:26 5.3
7 Mon			2:57 0.1	8:55 4.5	3:02 0.5	9:01 5.3
8 Tue			3:37 0.0	9:30 4.6	3:43 0.4	9:35 5.3
9 Wed			4:15 0.0	10:04 4.7	4:23 0.4	10:09 5.3
10 Thu			4:51 -0.1	10:40 4.8	5:03 0.4	10:49 5.2
11 Fri			5:28 0.0	11:21 4.9	5:45 0.5	11:34 5.0
12 Sat			6:05 0.1	No AM High	6:34 0.6	12:07 5.0
13 Sun			6:49 0.2	12:26 4.9	7:35 0.7	12:58 5.1
14 Mon			7:44 0.4	1:22 4.7	8:48 0.8	1:52 5.1
15 Tue			8:53 0.5	2:21 4.6	9:58 0.6	2:50 5.2
16 Wed			10:02 0.4	3:26 4.5	11:01 0.4	3:54 5.3
17 Thu			11:04 0.3	4:36 4.5	11:58 0.1	5:04 5.4
18 Fri			No AM Low	5:46 4.7	12:03 0.1	6:11 5.6
19 Sat			12:53 -0.2	6:49 4.9	12:59 -0.1	7:10 5.8
20 Sun			1:46 -0.4	7:45 5.2	1:54 -0.2	8:02 5.9
21 Mon			2:37 -0.5	8:35 5.4	2:47 -0.3	8:51 5.9
22 Tue			3:25 -0.6	9:24 5.5	3:37 -0.3	9:39 5.8
23 Wed			4:11 -0.6	10:13 5.5	4:25 -0.2	10:26 5.6
24 Thu			4:55 -0.4	11:02 5.4	5:11 0.1	11:15 5.3
25 Fri			5:37 -0.1	11:52 5.3	5:58 0.4	No PM High
26 Sat			6:20 0.3	12:05 4.9	6:47 0.7	12:40 4.9
27 Sun			7:05 0.6	12:55 4.6	7:41 1.0	1:28 5.1
28 Mon			7:55 1.0	1:45 4.3	8:41 1.2	2:15 4.8
29 Tue			8:52 1.2	2:36 4.1	9:41 1.2	3:04 4.6
30 Wed			9:50 1.3	3:29 3.9	10:37 1.1	3:56 4.6
31 Thu			10:44 1.2	4:27 3.9	11:27 1.0	4:52 4.6

Spuyten Duyvil

DATE	DAY	Moon	AM LOW TIME/HEIGHT	AM HIGH TIME/HEIGHT	PM LOW TIME/HEIGHT	PM HIGH TIME/HEIGHT
1 Tue			11:17 0.8	4:56 3.4	11:59 0.8	5:30 3.9
2 Wed			No AM Low	5:55 3.3	12:06 0.8	6:24 4.0
3 Thu			12:48 0.7	6:52 3.4	12:52 0.8	7:15 4.1
4 Fri			1:35 0.5	7:44 3.4	1:38 0.7	8:00 4.3
5 Sat			2:19 0.4	8:29 3.6	2:23 0.6	8:41 4.4
6 Sun			3:03 0.3	9:10 3.7	3:07 0.5	9:18 4.5
7 Mon			3:45 0.1	9:47 3.8	3:50 0.4	9:53 4.5
8 Tue			4:25 0.0	10:22 3.9	4:31 0.3	10:27 4.5
9 Wed			5:03 0.0	10:56 3.9	5:11 0.3	11:01 4.5
10 Thu			5:39 -0.1	11:32 4.0	5:51 0.3	11:41 4.4
11 Fri			6:16 0.0	No AM High	6:33 0.4	12:13 4.1
12 Sat			6:53 0.1	12:26 4.2	7:22 0.5	12:59 4.2
13 Sun			7:37 0.2	1:18 4.1	8:23 0.6	1:50 4.3
14 Mon			8:32 0.3	2:14 3.9	9:36 0.7	2:44 4.3
15 Tue			9:41 0.4	3:13 3.9	10:46 0.5	3:42 4.4
16 Wed			10:50 0.3	4:18 3.8	11:49 0.3	4:46 4.5
17 Thu			11:52 0.3	5:28 3.8	No PM Low	5:56 4.5
18 Fri			12:46 0.1	6:38 3.9	12:51 0.1	7:03 4.7
19 Sat			1:41 -0.2	7:41 4.1	1:47 -0.1	8:02 4.9
20 Sun			2:34 -0.3	8:37 4.4	2:42 -0.2	8:54 5.0
21 Mon			3:25 -0.4	9:27 4.5	3:35 -0.3	9:43 5.0
22 Tue			4:13 -0.5	10:16 4.6	4:25 -0.3	10:31 4.9
23 Wed			4:59 -0.5	11:05 4.6	5:13 -0.2	11:18 4.7
24 Thu			5:43 -0.3	11:54 4.5	5:59 0.1	No PM High
25 Fri			6:25 -0.1	12:07 4.5	6:46 0.3	12:44 4.5
26 Sat			7:08 0.3	12:57 4.1	7:35 0.6	1:32 4.3
27 Sun			7:53 0.5	1:47 3.9	8:29 0.8	2:20 4.1
28 Mon			8:43 0.8	2:37 3.6	9:29 1.0	3:07 4.0
29 Tue			9:40 1.0	3:28 3.4	10:29 1.0	3:56 3.9
30 Wed			10:38 1.1	4:21 3.3	11:25 0.9	4:48 3.9
31 Thu			11:32 1.0	5:19 3.3	No PM Low	5:44 3.9

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1 Tue			12:16 0.8	5:53 2.8	12:26 0.6	6:27 3.3
2 Wed			1:08 0.7	6:52 2.7	1:15 0.6	7:21 3.4
3 Thu			1:57 0.6	7:49 2.8	2:01 0.6	8:12 3.4
4 Fri			2:44 0.4	8:41 2.9	2:47 0.6	8:57 3.6
5 Sat			3:28 0.3	9:26 3.0	3:32 0.5	9:38 3.6
6 Sun			4:12 0.2	10:07 3.1	4:16 0.4	10:15 3.7
7 Mon			4:54 0.1	10:44 3.1	4:59 0.3	10:50 3.7
8 Tue			5:34 0.0	11:19 3.2	5:40 0.3	11:24 3.7
9 Wed			6:12 0.0	11:53 3.3	6:20 0.3	11:58 3.7
10 Thu			6:48 -0.1	No AM High	7:00 0.3	12:29 3.4
11 Fri			7:25 0.0	12:38 3.6	7:42 0.3	1:10 3.4
12 Sat			8:02 0.1	1:23 3.5	8:31 0.4	1:56 3.5
13 Sun			8:46 0.1	2:15 3.4	9:32 0.5	2:47 3.6
14 Mon			9:41 0.3	3:11 3.3	10:45 0.6	3:41 3.6
15 Tue			10:50 0.3	4:10 3.2	11:55 0.4	4:39 3.6
16 Wed			11:59 0.3	5:15 3.1	No PM Low	5:43 3.7
17 Thu			12:58 0.3	6:25 3.1	1:01 0.2	6:53 3.8
18 Fri			1:55 0.1	7:35 3.3	2:00 0.1	8:00 3.9
19 Sat			2:50 -0.1	8:38 3.4	2:56 -0.1	8:59 4.1
20 Sun			3:43 -0.3	9:34 3.6	3:51 -0.1	9:51 4.1
21 Mon			4:34 -0.3	10:24 3.8	4:44 -0.2	10:40 4.1
22 Tue			5:22 -0.4	11:13 3.9	5:34 -0.2	11:28 4.1
23 Wed			6:08 -0.4	No AM High	6:22 -0.1	12:02 3.9
24 Thu			6:52 -0.3	12:15 3.9	7:08 0.1	12:51 3.8
25 Fri			7:34 -0.1	1:04 3.7	7:55 0.3	1:41 3.7
26 Sat			8:17 0.2	1:54 3.4	8:44 0.5	2:29 3.6
27 Sun			9:02 0.4	2:44 3.2	9:38 0.7	3:17 3.4
28 Mon			9:52 0.7	3:34 3.0	10:38 0.8	4:04 3.4
29 Tue			10:49 0.8	4:25 2.9	11:38 0.8	4:53 3.2
30 Wed			11:47 0.9	5:18 2.7	No PM Low	5:45 3.2
31 Thu			12:34 0.8	6:16 2.7	12:41 0.8	6:41 3.2

Haverstraw

DATE	DAY	Moon	AM LOW TIME/HEIGHT	AM HIGH TIME/HEIGHT	PM LOW TIME/HEIGHT	PM HIGH TIME/HEIGHT
1 Tue			1:01 0.9	6:19 2.9	1:11 0.7	6:53 3.4
2 Wed			1:53 0.8	7:18 2.8	2:00 0.7	7:47 3.5
3 Thu			2:42 0.6	8:15 2.9	2:46 0.7	8:38 3.5
4 Fri			3:29 0.5	9:07 3.0	3:32 0.6	9:23 3.7
5 Sat			4:13 0.4	9:52 3.1	4:17 0.6	10:04 3.7
6 Sun			4:57 0.2	10:33 3.2	5:01 0.5	10:41 3.8
7 Mon			5:39 0.1	11:10 3.2	5:44 0.4	11:16 3.8
8 Tue			6:19 0.0	11:45 3.3	6:25 0.3	11:50 3.8
9 Wed			6:57 0.0	No AM High	7:05 0.3	12:19 3.4
10 Thu			7:33 -0.1	12:24 3.8	7:45 0.3	12:55 3.5
11 Fri			8:10 0.0	1:04 3.7	8:27 0.4	1:36 3.5
12 Sat			8:47 0.1	1:49 3.6	9:16 0.5	2:22 3.6
13 Sun			9:31 0.2	2:41 3.5	10:17 0.6	3:13 3.7
14 Mon			10:26 0.3	3:37 3.4	11:30 0.6	4:07 3.7
15 Tue			11:35 0.4	4:36 3.3	No PM Low	5:05 3.7
16 Wed			12:40 0.5	5:41 3.2	12:44 0.3	6:09 3.8
17 Thu			1:43 0.3	6:51 3.2	1:46 0.2	7:19 3.9
18 Fri			2:40 0.1	8:01 3.4	2:45 0.1	8:26 4.0
19 Sat			3:35 -0.2	9:04 3.5	3:41 -0.1	9:25 4.2
20 Sun			4:28 -0.3	10:00 3.7	4:36 -0.2	10:17 4.2
21 Mon			5:19 -0.4	10:50 3.9	5:29 -0.2	11:06 4.2
22 Tue			6:07 -0.5	11:39 4.0	6:19 -0.2	11:54 4.2
23 Wed			6:53 -0.5	No AM High	7:07 -0.2	12:28 4.0
24 Thu			7:37 -0.3	12:41 4.0	7:53 0.1	1:17 3.9
25 Fri			8:19 -0.1	1:30 3.8	8:40 0.3	2:07 3.8
26 Sat			9:02 0.2	2:20 3.5	9:29 0.6	2:55 3.7
27 Sun			9:47 0.5	3:10 3.3	10:23 0.8	3:43 3.5
28 Mon			10:37 0.8	4:00 3.1	11:23 1.0	4:30 3.5
29 Tue			11:34 1.0	4:51 3.0	No PM Low	5:19 3.3
30 Wed			12:23 1.0	5:44 2.8	12:32 1.1	6:11 3.3
31 Thu			1:19 0.9	6:42 2.8	1:26 1.0	7:07 3.3

TIDES August



Peekskill

DATE	DAY	Moon	AM LOW TIME/HEIGHT	AM HIGH TIME/HEIGHT	PM LOW TIME/HEIGHT	PM HIGH TIME/HEIGHT
1 Tue			1:22 0.7	6:32 2.6	1:32 0.6	7:06 3.0
2 Wed			2:14 0.6	7:31 2.5	2:21 0.6	8:00 3.1
3 Thu			3:03 0.5	8:28 2.6	3:07 0.6	8:51 3.1
4 Fri			3:50 0.4	9:20 2.6	3:53 0.5	9:36 3.3
5 Sat			4:34 0.3	10:05 2.8	4:38 0.4	10:17 3.3
6 Sun			5:18 0.2	10:46 2.8	5:22 0.4	10:54 3.4
7 Mon			6:00 0.1	11:23 2.9	6:05 0.3	11:29 3.4
8 Tue			6:40 0.0	11:58 2.9	6:46 0.3	No PM High
9 Wed			7:18 0.0	12:03 3.4	7:26 0.3	12:32 3.0
10 Thu			7:54 -0.1	12:37 3.4	8:06 0.3	1:08 3.1
11 Fri			8:31 0.0	1:17 3.3	8:48 0.3	1:49 3.1
12 Sat			9:08 0.1	2:02 3.2	9:37 0.4	2:35 3.2
13 Sun			9:52 0.1	2:54 3.1	10:38 0.4	3:26 3.3
14 Mon			10:47 0.3	3:50 3.0	11:51 0.5	4:20 3.3
15 Tue			11:56 0.3	4:49 2.9	No PM Low	5:18 3.3
16 Wed			1:01 0.4	5:54 2.9	1:05 0.3	6:22 3.4
17 Thu			2:04 0.3	7:04 2.9	2:07 0.2	7:32 3.5
18 Fri			3:01 0.1	8:14 3.0	3:06 0.1	8:39 3.6
19 Sat			3:56 -0.1	9:17 3.1	4:02 -0.1	9:38 3.7
20 Sun			4:49 -0.3	10:13 3.3	4:57 -0.1	10:30 3.8
21 Mon			5:40 -0.3	11:03 3.5	5:50 -0.2	11:19 3.8
22 Tue			6:28 -0.4	11:52 3.5	6:40 -0.2	No PM High
23 Wed			7:14 -0.4	12:07 3.7	7:28 -0.1	12:41 3.5
24 Thu			7:58 -0.3	12:54 3.6	8:14 0.1	1:30 3.5
25 Fri			8:40 -0.1	1:43 3.4	9:01 0.3	2:20 3.4
26 Sat			9:23 0.2	2:33 3.1	9:50 0.4	3:08 3.3
27 Sun			10:08 0.4	3:23 2.9	10:44 0.6	3:56 3.1
28 Mon			10:58 0.6	4:13 2.8	11:44 0.8	4:43 3.1
29 Tue			11:55 0.8	5:04 2.6	No PM Low	5:32 2.9
30 Wed			12:44 0.8	5:57 2.5	12:53 0.8	6:24 2.9
31 Thu			1:40 0.7	6:55 2.5	1:47 0.8	7:20 2.9

Newburgh

DATE	DAY	Moon	AM LOW TIME/HEIGHT	AM HIGH TIME/HEIGHT	PM LOW TIME/HEIGHT	PM HIGH TIME/HEIGHT
1 Tue			2:22 0.7	7:50 2.5	2:32 0.6	8:24 2.9
2 Wed			3:14 0.6	8:49 2.4	3:21 0.6	9:18 3.0
3 Thu			4:03 0.5	9:46 2.5	4:07 0.6	10:09 3.0
4 Fri			4:50 0.4	10:38 2.5	4:53 0.5	10:54 3.2
5 Sat			5:34 0.3	11:23 2.7	5:38 0.4	11:35 3.2
6 Sun			6:18 0.2	No AM High	6:22 0.4	12:04 2.7
7 Mon			7:00 0.1	12:12 3.3	7:05 0.3	12:41 2.8
8 Tue			7:40 0.0	12:47 3.3	7:46 0.3	1:16 2.9
9 Wed			8:18 0.0	1:21 3.3	8:26 0.3	1:50 2.9
10 Thu			8:54 -0.1	1:55 3.3	9:06 0.3	2:26 3.0
11 Fri			9:31 0.0	2:35 3.2	9:48 0.3	3:07 3.0
12 Sat			10:08 0.1	3:20 3.1	10:37 0.4	3:53 3.1
13 Sun			10:52 0.1	4:12 3.0	11:38 0.4	4:44 3.2
14 Mon			11:47 0.3	5:08 2.9	No PM Low	5:38 3.2
15 Tue			12:51 0.5	6:07 2.9	12:56 0.3	6:36 3.2
16 Wed			2:01 0.4	7:12 2.8	2:05 0.3	7:40 3.3
17 Thu			3:04 0.3	8:22 2.8	3:07 0.2	8:50 3.3
18 Fri			4:01 0.1	9:32 2.9	4:06 0.1	9:57 3.5
19 Sat			4:56 -0.1	10:35 3.0	5:02 -0.1	10:56 3.6
20 Sun			5:49 -0.3	11:31 3.2	5:57 -0.1	11:48 3.7
21 Mon			6:40 -0.3	No AM High	6:50 -0.2	12:21 3.3
22 Tue			7:28 -0.4	12:37 3.7	7:40 -0.2	1:10 3.4
23 Wed			8:14 -0.4	1:25 3.6	8:28 -0.1	1:59 3.4
24 Thu			8:58 -0.3	2:12 3.5	9:14 0.1	2:48 3.3
25 Fri			9:40 -0.1	3:01 3.3	10:01 0.3	3:38 3.3
26 Sat			10:23 0.2	3:51 3.0	10:50 0.4	4:26 3.2
27 Sun			11:08 0.4	4:41 2.9	11:44 0.6	5:14 3.0
28 Mon			11:58 0.6	5:31 2.7	No PM Low	6:01 3.0
29 Tue			12:44 0.8	6:22 2.5	12:55 0.8	6:50 2.9
30 Wed			1:44 0.8	7:15 2.4	1:53 0.8	7:42 2.9
31 Thu			2:40 0.7	8:13 2.4	2:47 0.8	8:38 2.9

TIDES August



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 Tue			3:05 0.7	8:38 2.7	3:15 0.6	9:12 3.2
2 Wed			3:57 0.7	9:37 2.7	4:04 0.6	10:06 3.3
3 Thu			4:46 0.5	10:34 2.7	4:50 0.6	10:57 3.3
4 Fri			5:33 0.4	11:26 2.8	5:36 0.5	11:42 3.5
5 Sat			6:17 0.3	No AM High	6:21 0.5	12:11 2.9
6 Sun			7:01 0.2	12:23 3.5	7:05 0.4	12:52 3.0
7 Mon			7:43 0.1	1:00 3.6	7:48 0.3	1:29 3.1
8 Tue			8:23 0.0	1:35 3.6	8:29 0.3	2:04 3.1
9 Wed			9:01 0.0	2:09 3.6	9:09 0.3	2:38 3.2
10 Thu			9:37 -0.1	2:43 3.6	9:49 0.3	3:14 3.3
11 Fri			10:14 0.0	3:23 3.5	10:31 0.3	3:55 3.3
12 Sat			10:51 0.1	4:08 3.4	11:20 0.4	4:41 3.4
13 Sun			11:35 0.1	5:00 3.3	No PM Low	5:32 3.5
14 Mon			12:21 0.5	5:56 3.2	12:30 0.3	6:26 3.5
15 Tue			1:34 0.5	6:55 3.1	1:39 0.3	7:24 3.5
16 Wed			2:44 0.4	8:00 3.1	2:48 0.3	8:28 3.6
17 Thu			3:47 0.3	9:10 3.1	3:50 0.2	9:38 3.7
18 Fri			4:44 0.1	10:20 3.2	4:49 0.1	10:45 3.8
19 Sat			5:39 -0.1	11:23 3.3	5:45 -0.1	11:44 3.9
20 Sun			6:32 -0.3	No AM High	6:40 -0.1	12:19 3.5
21 Mon			7:23 -0.3	12:36 4.0	7:33 -0.2	1:09 3.7
22 Tue			8:11 -0.4	1:25 4.0	8:23 -0.2	1:58 3.7
23 Wed			8:57 -0.4	2:13 3.9	9:11 -0.1	2:47 3.7
24 Thu			9:41 -0.3	3:00 3.8	9:57 0.1	3:36 3.7
25 Fri			10:23 -0.1	3:49 3.6	10:44 0.3	4:26 3.6
26 Sat			11:06 0.2	4:39 3.3	11:33 0.5	5:14 3.5
27 Sun			11:51 0.4	5:29 3.1	No PM Low	6:02 3.3
28 Mon			12:27 0.7	6:19 2.9	12:41 0.7	6:49 3.3
29 Tue			1:27 0.8	7:10 2.8	1:38 0.8	7:38 3.1
30 Wed			2:27 0.8	8:03 2.7	2:36 0.9	8:30 3.1
31 Thu			3:23 0.7	9:01 2.7	3:30 0.8	9:26 3.1

Kingston

DATE	DAY	Moon	AM LOW TIME/HEIGHT	AM HIGH TIME/HEIGHT	PM LOW TIME/HEIGHT	PM HIGH TIME/HEIGHT
1 Tue			3:53 0.9	9:24 3.5	4:03 0.8	9:58 4.1
2 Wed			4:45 0.9	10:23 3.4	4:52 0.8	10:52 4.2
3 Thu			5:34 0.7	11:20 3.5	5:38 0.8	11:43 4.3
4 Fri			6:21 0.5	No AM High	6:24 0.7	12:12 3.6
5 Sat			7:05 0.4	12:28 4.5	7:09 0.6	12:57 3.8
6 Sun			7:49 0.3	1:09 4.6	7:53 0.5	1:38 3.9
7 Mon			8:31 0.1	1:46 4.7	8:36 0.4	2:15 4.0
8 Tue			9:11 0.0	2:21 4.7	9:17 0.3	2:50 4.0
9 Wed			9:49 0.0	2:55 4.7	9:57 0.3	3:24 4.1
10 Thu			10:25 -0.1	3:29 4.7	10:37 0.3	4:00 4.2
11 Fri			11:02 0.0	4:09 4.6	11:19 0.4	4:41 4.3
12 Sat			11:39 0.1	4:54 4.4	No PM Low	5:27 4.4
13 Sun			12:08 0.5	5:46 4.3	12:23 0.2	6:18 4.5
14 Mon			1:09 0.6	6:42 4.1	1:18 0.3	7:12 4.5
15 Tue			2:22 0.7	7:41 4.0	2:27 0.4	8:10 4.6
16 Wed			3:32 0.5	8:46 4.0	3:36 0.3	9:14 4.7
17 Thu			4:35 0.3	9:56 4.0	4:38 0.3	10:24 4.8
18 Fri			5:32 0.1	11:06 4.1	5:37 0.1	11:31 4.9
19 Sat			6:27 -0.2	No AM High	6:33 -0.1	12:09 4.3
20 Sun			7:20 -0.3	12:30 5.1	7:28 -0.2	1:05 4.6
21 Mon			8:11 -0.4	1:22 5.2	8:21 -0.3	1:55 4.8
22 Tue			8:59 -0.5	2:11 5.2	9:11 -0.3	2:44 4.8
23 Wed			9:45 -0.5	2:59 5.1	9:59 -0.2	3:33 4.8
24 Thu			10:29 -0.3	3:46 4.9	10:45 0.1	4:22 4.8
25 Fri			11:11 -0.1	4:35 4.7	11:32 0.3	5:12 4.7
26 Sat			11:54 0.3	5:25 4.3	No PM Low	6:00 4.5
27 Sun			12:21 0.6	6:15 4.0	12:39 0.5	6:48 4.3
28 Mon			1:15 0.9	7:05 3.8	1:29 0.9	7:35 4.2
29 Tue			2:15 1.0	7:56 3.6	2:26 1.0	8:24 4.0
30 Wed			3:15 1.0	8:49 3.4	3:24 1.1	9:16 4.0
31 Thu			4:11 0.9	9:47 3.4	4:18 1.0	10:12 4.0

TIDES August

Hudson

DATE	DAY	Moon	AM LOW TIME/HEIGHT	AM HIGH TIME/HEIGHT	PM LOW TIME/HEIGHT	PM HIGH TIME/HEIGHT
1 Tue			5:31 0.9	11:02 3.5	5:41 0.8	11:36 4.1
2 Wed	A		6:23 0.9	No AM High	6:30 0.8	12:01 3.4
3 Thu			7:12 0.7	12:30 4.2	7:16 0.8	12:58 3.5
4 Fri			7:59 0.5	1:21 4.3	8:02 0.7	1:50 3.6
5 Sat			8:43 0.4	2:06 4.5	8:47 0.6	2:35 3.8
6 Sun			9:27 0.3	2:47 4.6	9:31 0.5	3:16 3.9
7 Mon			10:09 0.1	3:24 4.7	10:14 0.4	3:53 4.0
8 Tue			10:49 0.0	3:59 4.7	10:55 0.3	4:28 4.0
9 Wed			11:27 0.0	4:33 4.7	11:35 0.3	5:02 4.1
10 Thu			No AM Low	5:07 4.7	12:03 -0.1	5:38 4.2
11 Fri			12:15 0.3	5:47 4.6	12:40 0.0	6:19 4.3
12 Sat			12:57 0.4	6:32 4.4	1:17 0.1	7:05 4.4
13 Sun			1:46 0.5	7:24 4.3	2:01 0.2	7:56 4.5
14 Mon			2:47 0.6	8:20 4.1	2:56 0.3	8:50 4.5
15 Tue			4:00 0.7	9:19 4.0	4:05 0.4	9:48 4.6
16 Wed			5:10 0.5	10:24 4.0	5:14 0.3	10:52 4.7
17 Thu			6:13 0.3	11:34 4.0	6:16 0.3	No PM High
18 Fri			7:10 0.1	12:02 4.8	7:15 0.1	12:44 4.1
19 Sat			8:05 -0.2	1:09 4.9	8:11 -0.1	1:47 4.3
20 Sun			8:58 -0.3	2:08 5.1	9:06 -0.2	2:43 4.6
21 Mon			9:49 -0.4	3:00 5.2	9:59 -0.3	3:33 4.8
22 Tue			10:37 -0.5	3:49 5.2	10:49 -0.3	4:22 4.8
23 Wed			11:23 -0.5	4:37 5.1	11:37 -0.2	5:11 4.8
24 Thu			No AM Low	5:24 4.9	12:07 -0.3	6:00 4.8
25 Fri			12:23 0.1	6:13 4.7	12:49 -0.1	6:50 4.7
26 Sat			1:10 0.3	7:03 4.3	1:32 0.3	7:38 4.5
27 Sun			1:59 0.6	7:53 4.0	2:17 0.5	8:26 4.3
28 Mon			2:53 0.9	8:43 3.8	3:07 0.9	9:13 4.2
29 Tue			3:53 1.0	9:34 3.6	4:04 1.0	10:02 4.0
30 Wed			4:53 1.0	10:27 3.4	5:02 1.1	10:54 4.0
31 Thu			5:49 0.9	11:25 3.4	5:56 1.0	11:50 4.0

Castleton

DATE	DAY	Moon	AM LOW TIME/HEIGHT	AM HIGH TIME/HEIGHT	PM LOW TIME/HEIGHT	PM HIGH TIME/HEIGHT
1 Tue			6:43 0.3	No AM High	6:46 0.1	12:23 4.2
2 Wed	A		7:39 0.2	12:50 5.0	7:36 0.2	1:18 4.1
3 Thu			8:32 0.0	1:41 5.1	8:26 0.2	2:11 4.2
4 Fri			9:21 -0.2	2:28 5.2	9:14 0.1	3:00 4.2
5 Sat			10:07 -0.3	3:11 5.2	10:00 0.0	3:45 4.3
6 Sun			10:51 -0.5	3:51 5.3	10:44 0.0	4:27 4.3
7 Mon			11:32 -0.5	4:27 5.3	11:28 -0.1	5:06 4.4
8 Tue			No AM Low	4:59 5.3	12:12 -0.6	5:42 4.4
9 Wed			12:11 -0.1	5:27 5.3	12:50 -0.6	6:14 4.5
10 Thu			12:55 -0.1	5:56 5.3	1:28 -0.6	6:43 4.7
11 Fri			1:41 0.0	6:35 5.2	2:06 -0.5	7:15 4.8
12 Sat			2:30 0.0	7:22 5.1	2:46 -0.5	7:57 5.0
13 Sun			3:25 0.1	8:16 4.9	3:30 -0.4	8:47 5.1
14 Mon			4:25 0.2	9:19 4.7	4:22 -0.3	9:45 5.1
15 Tue			5:29 0.2	10:34 4.4	5:22 -0.1	10:55 5.0
16 Wed			6:34 0.1	11:47 4.3	6:28 -0.1	No PM High
17 Thu			7:37 0.0	12:07 5.1	7:33 -0.1	12:55 4.3
18 Fri			8:37 -0.3	1:14 5.1	8:35 -0.3	1:57 4.4
19 Sat			9:33 -0.6	2:15 5.3	9:33 -0.4	2:53 4.6
20 Sun			10:26 -0.8	3:10 5.4	10:28 -0.5	3:46 4.8
21 Mon			11:15 -1.0	4:01 5.4	11:20 -0.6	4:36 4.9
22 Tue			No AM Low	4:50 5.4	12:02 -1.0	5:26 5.0
23 Wed			12:09 -0.5	5:39 5.3	12:47 -0.9	6:15 5.0
24 Thu			12:58 -0.4	6:28 5.1	1:31 -0.8	7:04 4.9
25 Fri			1:46 -0.2	7:18 4.9	2:13 -0.6	7:54 4.9
26 Sat			2:35 0.0	8:10 4.7	2:55 -0.3	8:44 4.9
27 Sun			3:25 0.2	9:03 4.5	3:37 -0.1	9:34 4.8
28 Mon			4:17 0.4	9:57 4.3	4:21 0.1	10:24 4.8
29 Tue			5:11 0.4	10:53 4.1	5:08 0.3	11:16 4.7
30 Wed			6:07 0.5	11:49 4.0	5:59 0.4	No PM High
31 Thu			7:03 0.4	12:09 4.7	6:54 0.5	12:46 4.0

Albany

DATE	DAY	Moon	AM LOW TIME/HEIGHT	AM HIGH TIME/HEIGHT	PM LOW TIME/HEIGHT	PM HIGH TIME/HEIGHT
1 Tue			7:12 0.3	12:15 4.9	7:15 0.1	12:40 4.2
2 Wed	A		8:08 0.2	1:07 5.0	8:05 0.2	1:35 4.1
3 Thu			9:01 0.0	1:58 5.1	8:55 0.2	2:28 4.2
4 Fri			9:50 -0.2	2:45 5.2	9:43 0.1	3:17 4.2
5 Sat			10:36 -0.3	3:28 5.2	10:29 0.0	4:02 4.3
6 Sun			11:20 -0.5	4:08 5.3	11:13 0.0	4:44 4.3
7 Mon			No AM Low	4:44 5.3	12:01/11:57	5:23 4.4
8 Tue			No AM Low	5:16 5.3	12:41 -0.6	5:59 4.4
9 Wed			12:40 -0.1	5:44 5.3	1:19 -0.6	6:31 4.5
10 Thu			1:24 -0.1	6:13 5.3	1:57 -0.6	7:00 4.7
11 Fri			2:10 0.0	6:52 5.2	2:35 -0.5	7:32 4.8
12 Sat			2:59 0.0	7:39 5.1	3:15 -0.5	8:14 5.0
13 Sun			3:54 0.1	8:33 4.9	3:59 -0.4	9:04 5.1
14 Mon			4:54 0.2	9:36 4.7	4:51 -0.3	10:02 5.1
15 Tue			5:58 0.2	10:51 4.4	5:51 -0.1	11:12 5.0
16 Wed			7:03 0.1	No AM High	6:57 -0.1	12:04 4.3
17 Thu			8:06 0.0	12:24 5.1	8:02 -0.1	1:12 4.3
18 Fri			9:06 -0.3	1:31 5.1	9:04 -0.3	2:14 4.4
19 Sat			10:02 -0.6	2:32 5.3	10:02 -0.4	3:10 4.6
20 Sun			10:55 -0.8	3:27 5.4	10:57 -0.5	4:03 4.8
21 Mon			11:44 -1.0	4:18 5.4	11:49 -0.6	4:53 4.9
22 Tue			No AM Low	5:07 5.4	12:31 -1.0	5:43 5.0
23 Wed			12:38 -0.5	5:56 5.3	1:16 -0.9	6:32 5.0
24 Thu			1:27 -0.4	6:45 5.1	2:00 -0.8	7:21 4.9
25 Fri			2:15 -0.2	7:35 4.9	2:42 -0.6	8:11 4.9
26 Sat			3:04 0.0	8:27 4.7	3:24 -0.3	9:01 4.9
27 Sun			3:54 0.2	9:20 4.5	4:06 -0.1	9:51 4.8
28 Mon			4:46 0.4	10:14 4.3	4:50 0.1	10:41 4.8
29 Tue			5:40 0.4	11:10 4.1	5:37 0.3	11:33 4.7
30 Wed			6:36 0.5	No AM High	6:28 0.4	12:06 4.0
31 Thu			7:32 0.4	12:26 4.7	7:23 0.5	1:03 4.0

Troy

DATE	DAY	Moon	AM LOW TIME/HEIGHT	AM HIGH TIME/HEIGHT	PM LOW TIME/HEIGHT	PM HIGH TIME/HEIGHT
1 Tue			7:22 0.3	12:23 4.9	7:25 0.1	12:48 4.2
2 Wed	A		8:18 0.2	1:15 5.0	8:15 0.2	1:43 4.1
3 Thu			9:11 0.0	2:06 5.1	9:05 0.2	2:36 4.2
4 Fri			10:00 -0.2	2:53 5.2	9:53 0.1	3:25 4.2
5 Sat			10:46 -0.3	3:36 5.2	10:39 0.0	4:10 4.3
6 Sun			11:30 -0.5	4:16 5.3	11:23 0.0	4:52 4.3
7 Mon			No AM Low	4:52 5.3	12:11 -0.5	5:31 4.4
8 Tue			12:07 -0.1	5:24 5.3	12:51 -0.6	6:07 4.4
9 Wed			12:50 -0.1	5:52 5.3	1:29 -0.6	6:39 4.5
10 Thu			1:34 -0.1	6:21 5.3	2:07 -0.6	7:08 4.7
11 Fri			2:20 0.0	7:00 5.2	2:45 -0.5	7:40 4.8
12 Sat			3:09 0.0	7:47 5.1	3:25 -0.5	8:22 5.0
13 Sun			4:04 0.1	8:41 4.9	4:09 -0.4	9:12 5.1
14 Mon			5:04 0.2	9:44 4.7	5:01 -0.3	10:10 5.1
15 Tue			6:08 0.2	10:59 4.4	6:01 -0.1	11:20 5.0
16 Wed			7:13 0.1	No AM High	7:07 -0.1	12:12 4.3
17 Thu			8:16 0.0	12:32 5.1	8:12 -0.1	1:20 4.3
18 Fri			9:16 -0.3	1:39 5.1	9:14 -0.3	2:22 4.4
19 Sat			10:12 -0.6	2:40 5.3	10:12 -0.4	3:18 4.6
20 Sun			11:05 -0.8	3:35 5.4	11:07 -0.5	4:11 4.8
21 Mon			11:54 -1.0	4:26 5.4	11:59 -0.6	5:01 4.9
22 Tue			No AM Low	5:15 5.4	12:41 -1.0	5:51 5.0
23 Wed			12:48 -0.5	6:04 5.3	1:26 -0.9	6:40 5.0
24 Thu			1:37 -0.4	6:53 5.1	2:10 -0.8	7:29 4.9
25 Fri			2:25 -0.2	7:43 4.9	2:52 -0.6	8:19 4.9
26 Sat			3:14 0.0	8:35 4.7	3:34 -0.3	9:09 4.9
27 Sun			4:04 0.2	9:28 4.5	4:16 -0.1	9:59 4.8
28 Mon			4:56 0.4	10:22 4.3	5:00 0.1	10:49 4.8
29 Tue			5:50 0.4	11:18 4.1	5:47 0.3	11:41 4.7
30 Wed			6:46 0.5	No AM High	6:38 0.4	12:14 4.0
31 Thu			7:42 0.4	12:34 4.7	7:33 0.5	1:11 4.0

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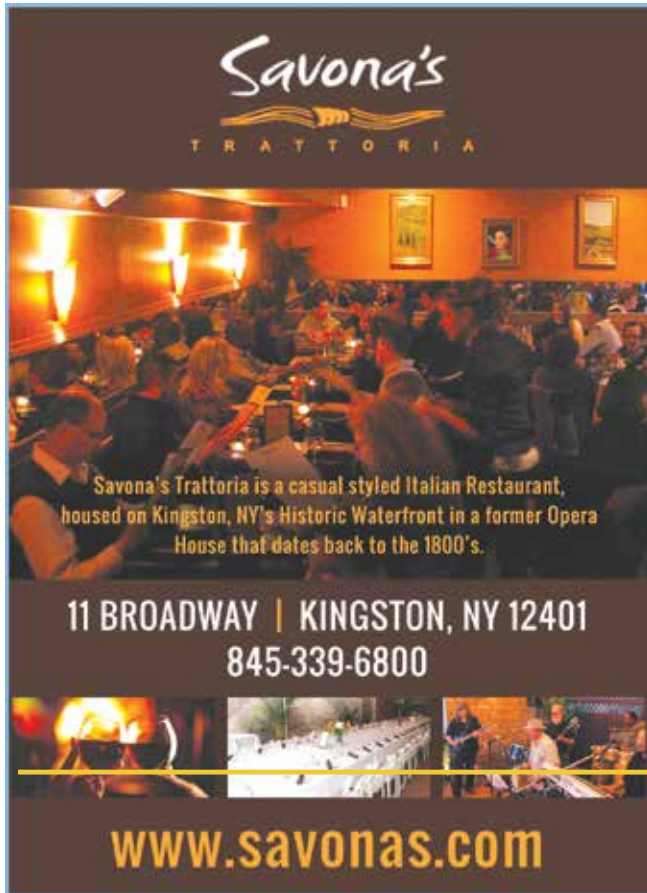


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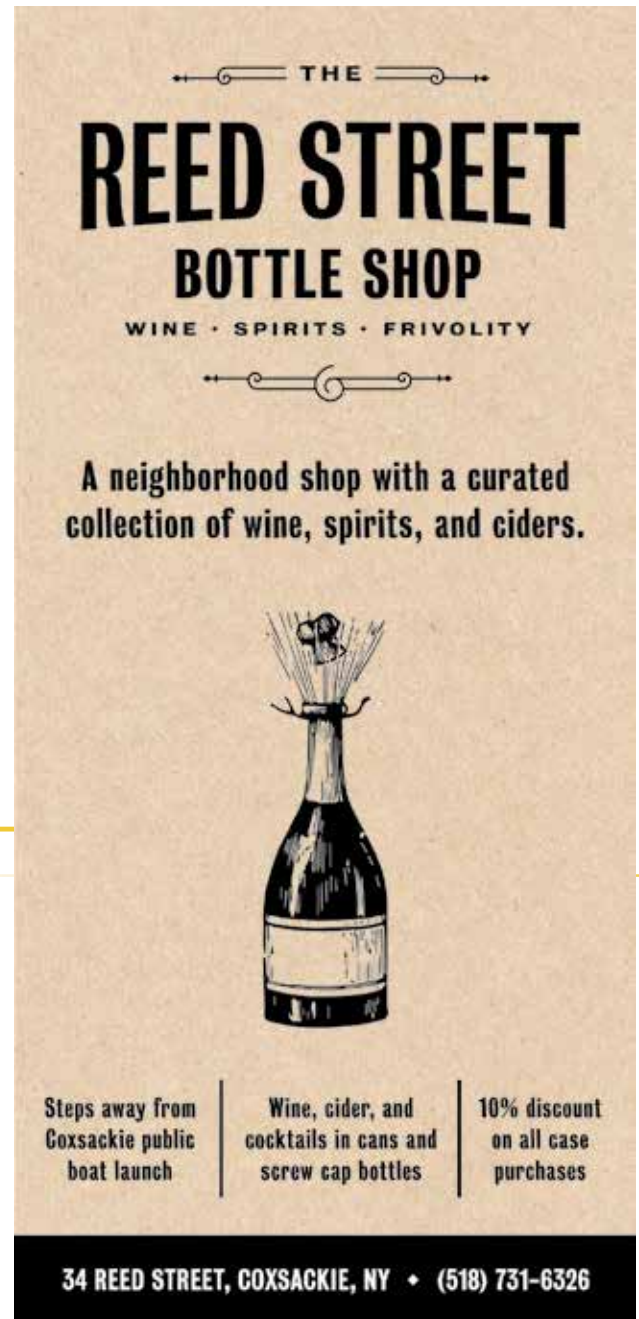
Sallie's Boat Tops

Boy Oh Boy, A WETTER Spring I CAN'T REMEMBER!

For those of you who still have vinylboat tops, bayliner used that for years. If you are interested, i can still get vinyl for those of you who may just want to replace the bimini, which usually goes first. I also can get white vinyl or off white. These are usually backed with a gray denim. Vinyl is made with oil during production, when the oil sometimes leaks from vinyl.


Vinyl is hard to keep looking new, however there is a product you can buy in the hardware store, called spray nine.

Customers were telling me how white their tops are again. If one person in a marina uses it then others in the marina will want to try whatever that was that got so the top so clean. Well, in a year or two the tops were turning crispy and



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some were peeling like a bad sunburn.

The moral of this story is, if it doesn't come clean with good old ivory and warm water, leave it be!

Tattletail gray lasts a lot longer than snow white.

Would you all like to hear about our adventures on our 53ft elco, a ghost on board and all.

Whoops, I've run out of space, if you want to know what happened, just say yes on my email. Sallyjeanwahrer@yahoo.com.

A Salute to Veterans To Remember

by John H. Vargo, Publisher



Marines in salute to fleet of boats at Riverfront Marina



The Cortlandt Yacht Club, Montrose, NY and the Riverfront Marina, Newburgh, NY have honed their skills individually, and collectively, to put on a "Salute To Freedom" flotilla dedicated to our veterans and Gold Star Families that will be hard to beat in future years.



Army helicopter with man waving from door to fleet.



WW 1 fighter plane, one of a group from the West Point Aviation Detachment.



Twenty seven beautiful yachts donated their time and money to bring a huge selection of veterans and their wives and friends as well as a number of Gold Star Families on a cruise from the Cortlandt Yacht Club up river to the Newburgh riverfront where they passed in review of a marine color guard and a crowd of well wishers.

The majority of invites began their day event with breakfast at the Cortlandt Yacht Club.

Afterwards each person was assigned to a boat. At the same time another group of veterans were treated the same way at Stewart Airport.



Salute to veteran's fleet approaching the Bear Mountain Bridge 12 PM



Three World War Two fighters fly overhead as the fleet of boats passed in review at Riverfront Marina, Newburgh, NY. Planes are from the West Point Aviation Detachment



Roy Galewski, US Navy, age 91, (on left) and Sandy Olsen, age 95, US Navy Submariner, South Pacific, with two lovely girls from the Empire North Company representing Crown Royal. World War 11 history of each of the men in the photo:

At roughly 11:00 AM the boats left the Cortlandt Yacht Club and began their parade upriver. At almost the same time, **Jim Williams**, the organizer of the group from Newburgh, was assigning veterans from the Newburgh area to 11 local yachts for the trip down river to meet the Cortlandt Yacht Club group at the Cold Spring, NY across from West Point. Included in this group were NY State Senator Larken and his wife.

To the surprise of both fleets of boats there was a “fly over” by a group of vintage World War 1 and World War 11 planes. Included in this group was a helicopter from the Air National Guard unit at Stewart Airport.

The weather turned out to be perfect, in spite of the forecasts, and the day’s events were filled with emotion and comradely with great fun for all.

Once the huge fleet of boats reached Newburgh they circled past a marine color guard stationed on the outside breakwater dock of Riverfront Marina. There, with horns blaring, a flyover of WW 11 aircraft surprised everyone with a disk jockey playing, and plenty of cheering and flag waving the group again.

As the fleet began their trip south to the Cortlandt Yacht Club, the portion that loaded at Riverfront Marina in Newburgh off loaded and were treated to hamburgers, hotdogs, and a very special gift from Empire Merchants North and their representative, Ms. Jennifer Pingelski, (sales representative lower Hudson Valley). Representing Crown Royal, each veteran who asked for one received a beautiful Crown Royal bag. All this while enjoying the huge deck of Billy Joe’s Rib Works and their exceptional staff. Free Crown Royal cocktails and Crown Royal sunglasses were also distributed to the marine color guard and all the veterans who were on the deck of Billy Joe’s Rib Works!

Roy Galewski was seventeen the US Navy. He served on a troop landing ship that was eventually converted to a rocket firing ship. He made 15 landings in the South Pacific. You can imagine the sheer terror that his family must have felt, as did most families as their men and women went off to war!

Sandy Olsen, Olaf P. Olson, age 95, TME (SS) went into the submarine service at age 20, in 1943, served aboard the USS Spadefish out of Pearl Harbor. He did three wartime patrols, with the last one being in the Sea of Japan.

There were other veterans at Billy Joe’s Rib Works party as well. One, Stanley Bernstein, age 101, who went into the army at age 26, and served in the European theater, including D Day, Omaha Beach as an infantryman, then worked his way across Europe, receiving the Bronze Star and many other citations.

While all this was going on at the after trip salute in Newburgh, the Cortlandt Yacht Club held a luncheon at their beautiful Cortlandt Yacht Clubhouse.

A barbecue, giveaways, and short messages ended a beautiful day of remembrance on the Hudson River.

God Bless America and the men and women who served and are now serving!

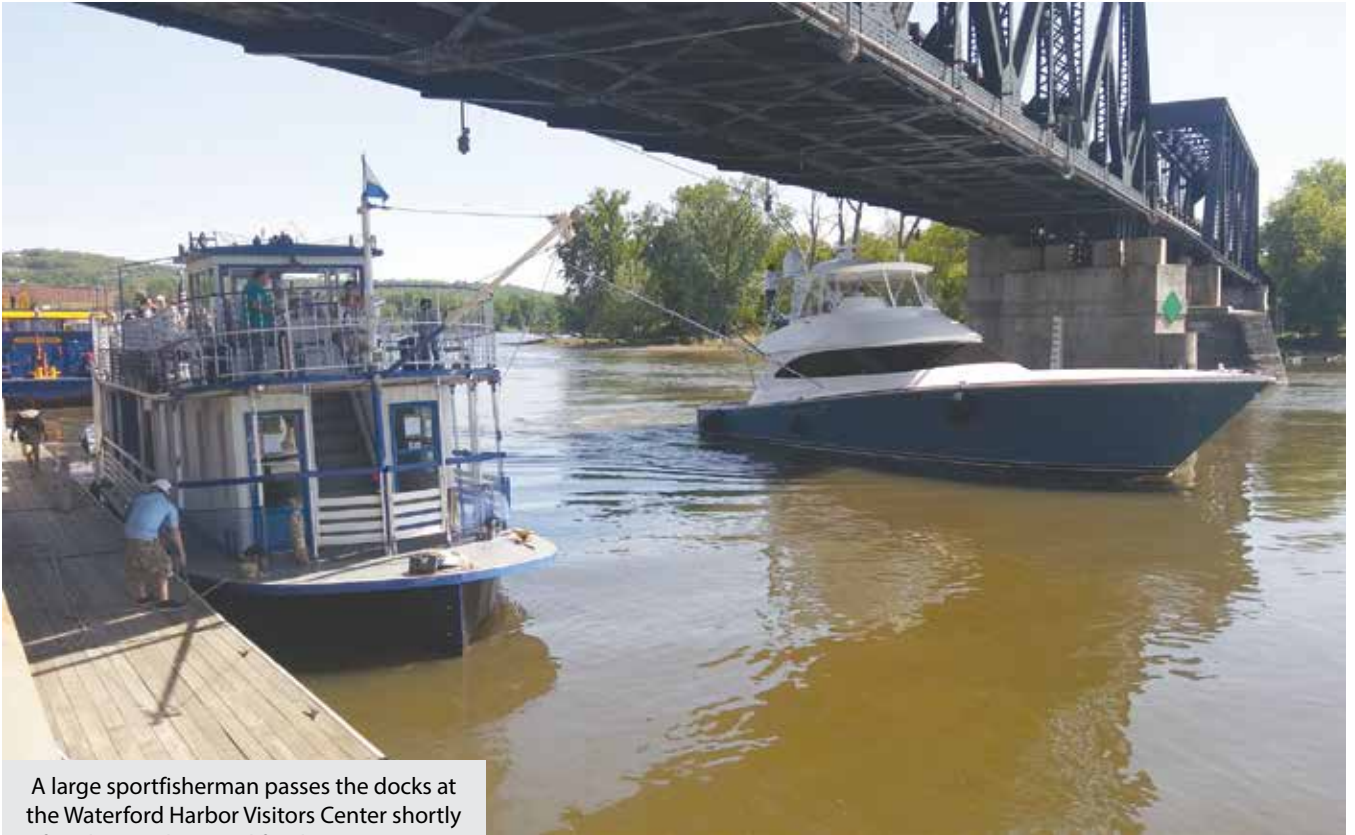
Scenes - From - "The - Great - Loop"

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

One of the most awesome things about being a boater in upstate New York is the odd fact that, as the waters get more confined, your chances of running into people from all over the country and even the world get infinitely greater. There is one location that every single cruiser on America's Great Loop has to pass – the Waterford waterfront and the Waterford Harbor Visitors Center. Its fun to visit the waterfront and read the nameplates on the transoms of these great vessels, or even meet the people – as we all know boating is a great community of friendly, interesting people who love to share stories of their cruising adventures!



The author holds the AGLCA flag along with Mary Stalker of the Waterford Harbor Farmers' Market and "Sal the Mule" – boats flying this pennant signify that they are traveling on all or part of this epic cruise that encompasses 1/3 of the USA and parts of Canada.



A large sportfisherman passes the docks at the Waterford Harbor Visitors Center shortly after the canal opened for the 2017 season.



Many boats line the dock in Waterford, from all parts of the US, Canada and the Caribbean.



Is boating ever “Stress Free”? This vessel from Ontario is surely a great way to give it a try, as it prepares to enter Erie Canal Lock 2 in the background for the journey across New York State.

Some very big boats traverse the canal, such as Josephine, up from Stuart FL, which needed some modifications to be able to pass under the bridges on New York State’s marine interstate highway.

The Chamber of Southern Saratoga County is a sponsor of America’s Great Loop (www.aglca.com). For more information on waterside attractions in upstate New York, call (518) 371-3763, visit www.southernSaratoga.org or stop by the Southern Saratoga Information Center (at the Exit 9 Rest Area on I-87), the combined Chamber/WCBA office at 43 Broad Street, or the Waterford Harbor Visitors Center.



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2nd Annual Boat Rides for Dutchess County Veterans

by **Leslie Spencer**

On Saturday June 10th, Whites Marina hosted the 2nd annual boat rides for Dutchess County veterans. The event was the brainchild of George Mann in 2016 who wanted to give back to the veterans in a unique and fun way.

He contacted Nelson Rivera of the Dutchess County Office of Veterans Services to find out if any veterans would be interested in taking a boat ride and enjoying a free lunch. Last year 20 veterans were interested in taking the run. This year the amount doubled to 40 veterans and their guests, which meant Whites Marina needed more boaters to volunteer their boats for the run and they made it happen. Twenty-four boaters stepped up to show their respect for the men and women who served our country and fought for our freedom.

The day began with coffee and doughnuts donated by Dunkin Donuts of Wappingers Falls at 10:30. After checking in the arriving veterans, Tony Acquisto played the bagpipes performing songs that represented each of the military branches. In front of the flag pole a bench was decorated with yellow flowers to represent the yellow ribbon often used during the gulf war but now widely recognized as a symbol of the ties connecting us to the men and women serving overseas. On each side of the flower were ballcaps, one from each branch of the service, which were then given away at a





dedicated for the fallen, active and retired members of the military. The flag was raised by a local veteran followed by the singing of the National Anthem performed by John H. Carter III. Vets were then assigned to boating Captains where they then were led to board the boats. The fleet of 24 Boats headed south to West Point on a picture-perfect day. Speaking of pictures Scott Harrison of Scott Harrison Photography and Scott Snell of Xfactor Aerial took pictures and video both from cameras and drones which allowed us to view the entire landscape as the boats traveled, as well as the activities that were happening on the ground.

While they were out on their boats Jeff Bose and myself along with another retired vet and his wife prepared the food for the picnic that followed. Food was donated by ShopRite of Fishkill which included 100 hamburgers, 100 hot dogs, and rolls. Mike Todd at Rainbow pools purchased one six-foot sub, while FleetFeet donated another. The subs came with potato and macaroni salad. Thanks to Kim Caruso and Fleetfeet at the South Hills Mall who also provided the vets with a 20% discount card. Robert Gropper at My Brother Bobby's Salsa donated several varieties of salsa and chips. Bannerman's Tours donated 18 free tours of the



drawing at the end of the day. The bench also adorned with an American flag represented the fallen soldiers.

Next came the flag raising ceremony. George Mann led the group in prayer that was

The Captains.



Island for a later date. Financial support was given by The Sons of Italy (Joe DiMaggio Lodge #2248), Hopewell Junction and Dan Gallagher of Poughkeepsie NY. Two dozen balloons were donated by Party City in Wappingers Falls.

The vets had a nice time getting to know each other, while some reunited after many years apart. All that took part that day were honored to have provided our military men and women with a nice day out. Thanks to all who gave of themselves in any way they could to support such an awesome cause.

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A Family Tradition

by **John H. Vargo,**
Publisher

Nana Dawn Furfaro, the heart and soul of 4 generations of Verplanck Furfaros, doing what Furfaros do best-- enjoying the magnificent Hudson River on a gorgeous blue sunny day in early July.



The word was out:
the Blue Claw Crabs
were running in
Haverstraw Bay!

Usually the telltale sign that the crabs have arrived is when commercial fishermen start reporting that the crabs are starting to show up tangled in the gill nets while trying to get at the bunker.

Blue claws usually stay in deeper water in early spring and very slowly migrate to shallower waters as the summer progresses. By the end of August it is possible to catch bushel baskets of delicious Blue Claws in a few hours by doing what Dawn and David Furfaro are doing; bottle crabbing from a small boat.

This is a very simple operation consisting of a small boat and engine, a line attached to each crab trap, and a buoy that keeps the line floating. Most bottle crabbers use an empty detergent bottle as the pick up buoy. Really serious crabbers use a small piece of foam. The theory behind this is that the larger bottle moves the line and the doors of the trap, thus scaring the blue claw as it enters the trap.

Dawn Furfaro pulling in a crab cage with husband David Furfaro operating outboard and enjoying every moment of this wonderful day..

The most important part of this crabbing operation is the bait that is placed in the traps. In the Furfaro's case they extend interest in the final operation of crabbing by taking some of the clan's children fishing for crab bait. Sunny's and white perch are usually their bait of choice. Others doing the same operation use bunker, which are caught in gill nets in Haverstraw Bay and sold to crabbers. Many believe that chicken legs are the best option and use them religiously.

The crabbing expeditions are just part of the day for the Furfaro clan. They picnic and swim throughout the day, with grandparents, aunts, uncles, cousins, and friends enjoying the river all together.



Success!
Luca has connected the hook to the eye of the boat.



Children are very important and the multitude of them running to and fro, doing what they do best on the shore of the Hudson River is a tribute to the way the Furfaro's raise their children--very independent at an early age. In the picture below, Jake Dico is instructing his nephew in how to hook the line to the bow of the crabbing boat so that it will not float away. His wife, Angela, is a Furfaro and Jake accepts the traditions of the Furfaro family whole-heartedly.

Dawn and David are using special custom made crab trap buoys purchased in Maryland.



With a line of twenty crab traps, all on buoys out in front of the picnic area, it did not take long for some of the traps to produce results.



The Furfaro picnic has become a tradition of the crabbing operation.



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Travelers headed to upstate New York this summer on Interstate 87 can find lots of useful information – and maybe a friendly, familiar face or two – at the Southern Saratoga Information Center, located at the Clifton Park Rest Area on the I-87 Northway just north of Exit 9. The Chamber of Southern Saratoga County maintains the information display and there is staff available 7 days per week between Memorial Day and Labor Day, parts of 4 days per week thereafter, or anytime by appointment.

Located “a cup of coffee north of Poughkeepsie”, the Information Center is frequented by guests from the Hudson Valley who may be en route to vacation destinations, in town for sports events, or perhaps taking advantage of the business opportunities of New York’s “Tech Valley” and commuting back and forth to a remote office of their employer or visiting a customer’s facility. Many people considering a relocation to upstate or purchasing a second home also stop at the Center, where there is ample information to help guide them through the process. Since this is a Chamber of Commerce office and not just a tourism center, employees behind the counter have full access to the database of the 1082-member Chamber of Southern Saratoga County, the Capital Region’s third largest in terms of number of members, and can assist with a wide variety of questions or concerns, or contact someone who can help. As President/CEO of the chamber, my business card is on display at the Center and I am reachable to help ensure a great upstate trip for everyone who stops by.

Businesses up and down the Hudson Valley are invited to advertise at the Southern Saratoga Information Center. An audience of at least 200,000 people stops by the information displays each year, coming from locations such as Long Island, Westchester or New Jersey to the south and Montreal to the north, in addition to world travelers. Several promotional packages are available including some that can take advantage of the Chamber’s local reach to double the exposure to 400,000 people.

Located just 15.4 miles north of the I-87/90 Thruway junction, the Clifton Park Rest Area is open year round, 24/7 and has clean restrooms and vending machines (operated by a third party vendor, not affiliated with the chamber) which serve local products under the TasteNY program. It is a safe place, with the NYSDOT office, NY State Troopers’ barracks and truck inspection station all located on site. For more information please call the center at (518) 371-3763 or visit www.southernsaratoga.org.

On Your Next Trip North, Stop By The Southern Saratoga Information Center!

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



< left top: A view of the Information Center counter shows that there are so many great exhibits such as waterside attractions, ski areas, malls, breweries, Amtrak schedules, real estate guides and, of course, Boating on the Hudson magazine! There is also an electronic display on the wall mounted TV screen.

< left: This wall mounted canal display was erected by volunteers from Chamber of Southern Saratoga County members A. Champagne Builders, Empire Exhibits & Displays, and Koval Electric. Boaters may recognize it – the placard once formed the exhibit used at boat shows by the New York State Canal Corporation and was re-purposed by the chamber, thus saving taxpayer dollars in the process!

Visitors are encouraged to “Discover Clifton Park” with this new display at the Southern Saratoga Information Center. Saratoga County’s largest town, often overlooked by travelers, spans Exits 8 through 10 and has nearly 1000 available hotel rooms, plus shopping, restaurants, canalside trails and historic sites, farms and orchards, and is close to many more attractions in neighboring towns and villages including Waterford’s Tugboat Roundup and other events.

I Remember

Spring, Summer, Fall, Winter, in my early years.



The Indian Point Ferry.

by John H. Vargo, Publisher

My earliest recollections are of Lake Meahagh filled with sea grass with open patches of clear water. In these patches was the fish that I was taught to catch by my father with popping bugs and jitterbugs. Large mouth bass and big sunfish. Around age four I caught my first 5 lb largemouth and that “hooked” me for life on fishing. Over the years lake Meahagh evolved into a muddy lake, many said because of the introduction of carp to the lake. This occurred as commercial fisherman hauling large seines on the riverside of the causeway threw live carp into the lake. This foraging

fish was all it took to reduce the seaweed and stir up a steady stream of mud that is there today. Even with the muddy water the large mouths survived.

During the spring it was nothing to tow a large bullfrog behind the rowboat, and watch a huge largemouth smash the frog as it passed over the bass’s spawning bed. I could not get on the lake fast enough each day to see this happen and it stayed with me the rest of my life.

That was spring through my teens, but winter was when the thrills really started. My father had one of the few bow steering iceboats in the area. That

boat called "Wildcat", (tell you more about that in a moment) and the "Green Hornet", which was the traditional stern steering iceboat, became the center of my life during the winter. When I was around 11 years old my father would let me go down to the lake, uncover the iceboat, and put up the sails all by myself. The lake became huge in my eyes and the winds, never steady, always either too much or not enough, became the center of everything to me. When I was home or in school I would watch for wind movement on the branches of the hemlocks or at school, the flagpole. The slightest twitter and I was off to the lake to try out the iceboat. As I got older, access to my fathers home made wine made the nightly trips even more interesting. I would go out to the underground dugout that held all sorts of vegetables and other items that required a cool place to survive, get the rubber hose, conveniently resting near the wooden barrel of wine, fill a gallon jug and off to the lake we would go. If the TV antenna on the roof was howling with the wind we knew we were in for a fabulous night only made better by many swigs of home make wine from the used Fleischman's gin barrel.

(The wine would draw out the 180 proof gin still in the wooden barrel.) If it was deemed impossible to sail because of the wind, we would just pile everyone on the "Green Hornet" put a couple of big rocks on the outboard side of each runner and run with the wind to our favorite cove. There we'd build a big fire an breakout the wine! That is when ice boating became just about as thrilling as it would get to a 14 year old at 8 pm on a brutally cold and windy evening. The wine boasted our prow ness to the point we could do no wrong. Everyone was game for a spin on the "Green Hornet". There aren't many people around that know this, but the original stern steering iceboat had a very nasty habit of spinning when the wind was to strong or the weight of the rocks and people on the boat were not enough to overcome the wind. When this happened

the wind would "flicker" the iceboat and send rocks, passengers and anything else, (sometimes the gallon jug of wine) flying in all directions. It happened all the time but we never minded it. We would all get up laughing, get back on the boat and do it again. That was the "Green Hornet". The "Wildcat" which was a one of the first bow steering iceboats was a different matter entirely. This boat, used under the same windy conditions, had a very nasty habit of not being able to be steered. I remember one time barreling down the lake with the usual crowd of suspects, including the wine bottle, when we all slid off the boat just before it went up and onto the causeway and

under the roadside cables, shearing off the mast. Again we all just laughed, put the pieces back on the boat and, with wine bottle retrieved, walked the mile back up the lake and home. What memories...

Then there were the summers. I hate weeding to this day. We always had a big garden. My mother canned everything. We ate very well during the winter war years because of my father and mother working the summer garden. Well they planted, we, my brother and I, weeded. The reward for weeding was being allowed to go fishing, or as we got older, to "Bubs Beach"

(where the trailer park is today) for swimming. If the weather was hot, there was sure to be a big truck at the beach with a bunch of people from New York City there, all enjoying the river. For the few of those still alive to remember what swimming in the river during those years was like it was best to do so at high tide as the current was strongest then, the coal dust collected in the tide lanes, along with various sizes of effluent, that could be kept from your face by the breast stroke. You could always tell who had a good time the night before by the condoms floating past your face.



Aunt Ethel with Bob on-left and John on right, Bob's Beach, Verplanck, NY. 1944

Then the other option was Indian Point Park and the swimming pool. This cost 25 cents to enter. The only way we could obtain the entrance fee was by collecting 5 quart bottles that could be turned in for 25 cents or by picking berries. The bottles could usually be found at my grandmother's house up the street. As one of my uncles or my aunt, who all loved us dearly, would drink a quart of Clearock Orange Soda just to give us the bottle.

Picking raspberries was a different matter. There was some large patches of these huge berries left over from now defunct farmland on the way to the Indian Point Pool. It took an hour to pick a quart of berries worth 25 cents. It was nothing to sell the berries on the way to the pool but it was hot, sweaty and itchy work. Ahh but the Indian Point Pool... To this day I can smell the chlorine from the water, feel the coolness of the water and remember the admiration I felt for all the hard body women that were being oggled by Dave Lousnbury, the lifeguard and his buddies. This was heven for us all after a morning of weeding and berry picking and the golden end to a perfect day. (It was a rude awakening when I saw some of the same women 40 years later.)

Then came fall, by August we were all getting ready for hunting season. When I was 14 I was allowed to get a junior hunting license. You could not go hunting by yourself but with a parent or guardian. The way you were initiated into this ritual was by being given a single barrel shotgun. You assumed that it was unloaded and you were told to dry fired it. Usually it would be handed to you in an open field, told it was empty, and told to aim it at a tree branch and pull the trigger. The resulting explosion gave you something to remember all your life when it came to safeties on shotguns. You never forgot that a gun was always loaded, never ever point it at anything or anyone you did not want to shoot. Further that safety's were not to be trusted, EVER. After that little episode with the single barrel shotgun you always thought first then pulled the trigger. When I was 16 my father allowed me to go down to the lake and see if I could shoot a duck. I will never forget the little Green Wing Teal jumping up and me, with a single shotgun, killing it. I was the proudest 16 year old anywhere on earth that day.

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A couple of new things: We have set up a fund to help some of the antique tugs up to Waterford. It's a fuel assistance program and you can be a part. See the quick article below for more.

General sponsorships are always welcome! Help fund this fun, family event either with a general donation or in a specific program

Promote your business to the entire Capital District and support The Tugboat Roundup.

We're taking registrations now! Tugboats, workboats, dayboats, dredges, barges, ferries, lighters, tenders... you get the idea. The more workboats the better!

If you've never been to the Roundup before, you won't be disappointed. This has been described as the largest maritime festival in New York State! We have music all weekend long, kid's activities including pony rides, face painting and puppet shows. Arts and Crafts vendors, a farmer's market, historic presentations, boat rides, souvenir stands, food and even a couple of tugboat - type games where everybody and anybody can join in.

And then there are the fireworks. They are, really, unbelievable. Usually, well over a half hour long and just plain spectacular!

Make your plans to stop by for a few hours, the day or the whole weekend. It all starts with a tugboat parade on Friday afternoon.



WATERFORD TUGBOAT ROUND-UP

www.tugboatroundup.com

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18 years ago, the Tugboat Roundup began with a few tugs along the waterfront to remember times gone by. It was to recall those days when tugs and barges were lined along the wall, queued for their time to go through the locks and head west on the Erie Canal. It started out just one day.

Now, we are a three day festival drawing thousands from the Northeast and usually a couple dozen tugs of all types. With music, dozens of vendors, kid's games and activities, demonstrations, lock tours, boat rides (the Caldwell Belle, an authentic "stern-wheeler") and a lot more. Look for a complete schedule of events on the website, posted around mid-August. The Tugboat Roundup

Bring a Tug to Waterford

A new campaign to help some antique Tugs and Workboats up the Hudson.

At the end of the 2016 Roundup, Rob Goldman (president of NYS Marine Highway) made a generous gift of seed money to start a "fuel stipend" fund. The goal was to be able to help some of the not-for-profit historic tugs along the Hudson and canals come to the Roundup. Since then, we've put the machinery in place. With the generous assistance of the Waterford Canal and Towpath Society to accept donations and the launch of a GoFundMe page, we're on our way. Please help - and we'll start getting some of those really cool, older boats up to this festival.



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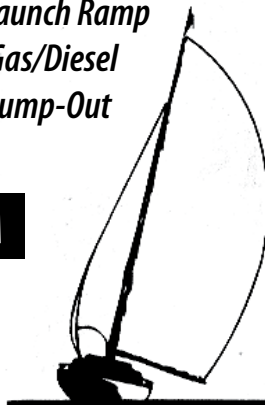
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WHAT INSURANCE DOES YOUR BOAT CLUB OR MARINA HAVE?

Your Insurance
with Cathy Karas.



Half Moon Bay, Croton on Hudson, NY.

photo courtesy Youtube.com

You may have purchased your own boat insurance policy to protect the value of your purchase either voluntarily, since you own the boat outright, or to comply with a loan requirement if you borrowed funds for your purchase. Typically the boat club, marina or town/village/city owned dock requires you to have boat insurance. Why is this required you might ask? Why would they care about what happens to your boat or if an injury occurs to you or a guest? Although the boat club or marina that owns or rents the property it is located on and space where your boat is docked, moored or stored on land has their own insurance, they do not want their own insurance to pick up any potential claims for bodily injury and/or property damage or defense costs resulting out of your "negligence". Some examples of claims that could occur might be:

1. Leaving the dock you forget to disconnect the electrical connection damaging the entire system for all boats in your area, causing an outage and repair required to restore service.
2. Approaching the dock to return the wind pushes you forward at a speed that causes you to crash into the dock and/or another boat causing extensive damage.
3. While boarding, you passenger slips and falls getting into your boat, requiring a hospital visit with a potential long term injury.
4. An electrical malfunction occurs on your boat overnight causing a chain reaction fire to other boats and the dock.

As you can see, for the small price of boat insurance, you can protect yourself with buying a high limit of bodily injury/property damage liability insurance. How much is enough you might think? More than the value of all of your combined assets. Keep in mind you can potentially be sued for future earnings and even have your wages garnished! Personal umbrella liability insurance can be purchased with \$1,000,000 or higher limits, which is recommended, in addition to have the highest liability limit on the boat policy that is offered.

Let's see what types of insurance your boat club or marina should have, depending on the type of organization and the specific operations of the members.

COMMERCIAL GENERAL LIABILITY - Pays for injury and/or property damage to a nonmember the club is liable for due to their negligence. Examples could be a slip and fall injury on the property or someone attending an event and becoming ill from improperly prepared or stored food.

MARINA OPERATORS LEGAL LIABILITY - Pays for damage or injury caused through the operations of the club while a boat is being hauled, launched, repaired, stored fueled etc. Damage to a boat falling off its jack stand or an injury resulting from a faulty repair would be examples of possible claims.

MEDICAL/ACCIDENT - Covers injuries to the club members if they are injured on the premises and includes injuries resulting from the operations described above.

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LIQUOR LIABILITY - Pays for damages the club may be sued for due to injury or property damaged caused by over serving alcoholic beverages to someone at a club function or in the bar.

FIDELITY BOND - We'd like to think everyone is honest, but we hear all the time about the misappropriation of funds by employees of organizations and even volunteers for nonprofit organizations.

BUMBERSHOOT - Also known as an Umbrella, provides additional limits above the primary policies such as commercial general liability, marina operators liability, auto and/or workers compensation. Sometimes required by a municipality if you are on their property. This is usually available in increments of millions, starting at \$1,000,000.

WORKERS COMPENSATION - If any salary is paid, then the State law would require this type of policy which pays back partial salary and also medical benefits if you were to be injured while on the job. If someone is paid to tend bar or clean they could be an “employee” and require this coverage.

PROPERTY INSURANCE - Does the club own the building, storage shed, business property (tools, furnishings), boat, pile driver, crane, or any tangible property? These items should be insured at replacement cost, if available. If you are a tenant and you have improved your space, then you should have your policy include a limit for “improvements

and betterments”. Fire insurance can usually be purchased for docks.

FLOOD - Think Storm Sandy. What is your distance to water and your exposure to damage?

DIRECTORS & OFFICERS - Being on the Board of any organization leaves you liable to a law suit in your personal name. Be sure your boat club or whatever organization you may be on the board of has this type of insurance. You don't want to risk your personal assets for some volunteer work!

No two boat clubs, or organizations of any type for that matter have the same operation or need the same insurance. An insurance broker that represents many companies and is familiar with the needs of the type of organization you belong to should be able to help you understand your needs and get quotes to place the right type of coverage for you.

**Cathy J. Karas, President, Certified Insurance Counselor,
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"Sara" at

USS Saratoga (CV-3) steams along with *USS Enterprise* (CV-6) towards battle against the Japanese Navy in the Battle of the Eastern Solomons. Though Saratoga did not suffer damage, the Enterprise was hit by four bombs and needed significant repairs. The Japanese force, however, failed to press home any advantage and withdrew to the north, thus making the battle an American victory.



Vice Admiral Frank Jack Fletcher, commander of the task forces built around USS Saratoga (CV-3) for the Guadalcanal battle.

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

Guadalcanal

This is a year of historic anniversaries – the 240th of the Battle of Saratoga, 200th of Thaddeus Kosciuszko's passing (the architect of the Saratoga victory), 125th of the General Electric Company, 50th of the Chamber of Southern Saratoga County. It's also the 90th anniversary of the commissioning of a famous aircraft carrier, the USS Saratoga (CV-3) which fought in some very pivotal battles 75 years ago as the United States Navy struggled to gain the advantage over their powerful Japanese counterpart in the south Pacific.

Saratoga had had a rather rough start to the war. As flagship of Rear Admiral Frank Jack Fletcher's Wake Island relief task force in December 1941,

her crew was devastated and demoralized as bureaucratic bunglings in Washington and Pearl Harbor (later blamed on Fletcher) effectively torpedoed the operation and the effort failed. A few weeks later, a real torpedo from the Japanese submarine I-6 put a big hole in her side and she spent the first six months of the war in a West Coast drydock under repair. The Sara's aircrews, left behind in Hawaii, did manage to strike a significant blow against the Japanese at the Battle of Midway, having embarked aboard the carrier USS Yorktown (CV-5) to replace battle damaged squadrons. They factored into the sinking of 3 of the 4 aircraft carriers that day (see my Albany Times Union blog (blog.timesunion.com/bardunias) for more about



Shown in its original 1927 configuration, the USS Saratoga (CV-3) prepares to land old fashioned biplanes during the prewar years. Together with sister Lexington (CV-2) these two ships formed the backbone of US Navy naval aircraft doctrine leading up to the start of World War II. (all photos accompanying this article are US Navy photos)

right >

Modernized in early 1942 while her torpedo damage was repaired, the Saratoga was sent into the south Pacific during the summer to prepare for offensive action against Japanese installations in the Solomon Islands.

Though undamaged by Japanese aircraft, the Saratoga took a beating in 1942 from enemy submarines. This photo shows the ship undergoing a procedure to repair torpedo damage suffered on August 31, which caused the loss of power to her turbines and required a trip to the States to properly fix. It also effectively ended the sea career of Vice Admiral Frank Jack Fletcher, who heretofore had won three battles against powerful Japanese forces but was eventually replaced by Admiral Halsey.





the story of the lone torpedo bomber that forced the enemy flagship into a severe turn and jammed her rudder, thus ensuring her loss, plus other tales). The Saratoga herself arrived back into the war zone on June 6, 1942, just a few days late to participate in the decisive victory.

A month later, on July 7, the Saratoga and her escorts departed for the south Pacific and the planned invasion of Guadalcanal, again under the command of Fletcher, now a Vice Admiral. Over the course of the next two months she would support the invasion forces, be involved in a controversy (when the carrier force was pulled back leaving the troops and transports exposed, protected by surface forces which proved inadequate), fight in a pivotal battle (the Battle of the Eastern Solomons on August 24) where her planes sank yet another enemy carrier, and be torpedoed yet again on August 31. This second torpedo attack, by I-26, not only put another hole in her starboard side but caused multiple electrical short circuits in her GE turboelectric drive system. This system, revolutionary in the 1920s, was considered susceptible to damage by water (for obvious reasons) but ironically it was the shock damage of the torpedo hit that caused the most concerns, actually leaving the carrier drifting for

awhile before power could be restored. In any event, the ship was forced to return to the US yet again, finishing Admiral Fletcher's career as a carrier commander and undergoing major repairs for the second time in a year. Saratoga would return to the fight again in November, and acquitted herself well throughout the rest of the conflict, never again suffering damage to her amazing propulsion system but participating in several major strategic battles and fending off kamikazes late in the war as did most US ships.

The Saratoga was expended as a nuclear target at Bikini Atoll after the war, and her legacy was continued by a new supercarrier of the Forrestal Class – the USS Saratoga (CV-60). It is a sign of just how much time has elapsed since these historic days that both ships are now gone from the Navy, and a dwindling band of "Saratoga sailors" continues to get together for annual reunions through the USS Saratoga Association (www.uss-saratoga.com). This year's event will be held in Saratoga Springs, NY from September 27-30, a fitting tribute to the 1777 battle as well as the ships which bore its name, and the pivotal events of 1942 which we look back on today with pride and thanksgiving.



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Tupper Lake's Wild Center; the High Line North???

Tupper Lake's
Wild Center and
its Wild Walk.

by Ralph J. Ferrusi

In early May we revisited Manhattan's High Line: an abandoned elevated freight line in the Chelsea District on the Lower West Side between Hell's Kitchen and the West Village, that had been transformed into a super-cool mile-and-a-half elevated linear public park (Boating on the Hudson and Beyond, July 2017, pp's 18-21.

In late May we spent a week in the Adirondacks and Vermont's Northeast Kingdom, and visited Tupper Lake's Wild Center and its Wild Walk—"an elevated trail across Adirondack treetops"—and couldn't help but notice some similarities. And, were fascinated by its 54,000-square-foot museum "with live animals and hands-on everything". And, while we were in town, we paddled for a couple of hours on the Raquette River, that goes right past the Wild Center. Let's go:

We lashed our trusty 17-foot We No Nah Sundowner to the roof rack and headed north, looking forward to some World-Class canoeing on the zillions of lakes, ponds, rivers, and streams the 'Daks are famous for. When we arrived in Tupper Lake, the weather gods were not smiling on us: as in the Hudson Valley, the weather for just about the whole week was grey, dreary, cloudy and, "unsettled".



Tupper Lake.



The Wild Walk—an elevated trail across the Adirondack treetops.



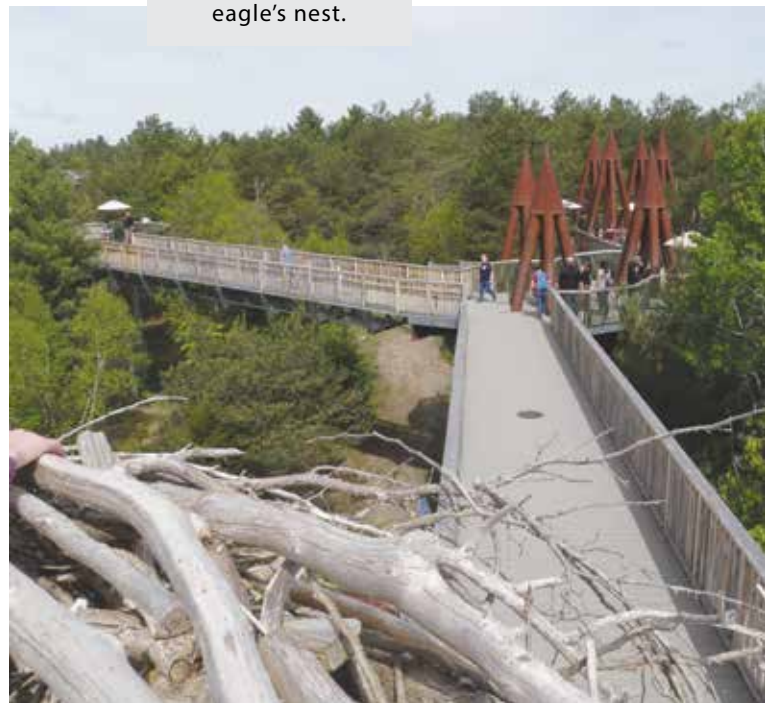
The author in the spider web.



Ten-foot diameter eagle's nest.

We're early risers, and at breakfast at Shaheen's Motel in Tupper the owners informed us the Wild Center didn't open until 10:00 AM. It was grey and threatening: whoops, what are we going to do for the next two or three hours??? We finally decided to head to the Center early, and walk some of its hiking trails until the Wild Walk opened. We were pretty much the only vehicle in the parking lot, and walked over to some trail signs, and decided to follow a trail that promised to take us down to a place overlooking an "ox bow" of the Raquette River, one of the waterways we had planned to canoe anyway.

It was a great trail—wide and smooth—and the morning was chilly, and for a while things were OK, but part way down the trail, in the sunny spots, bugs started buzzing. In recent years we'd often visited the Adirondacks in late April/early May, before the black flies hatched. This year, we had reserved a leanto south of Tupper at Paul Smiths College John Dillon Park, but the Park didn't open until late May. We re-planned



our whole trip around the later opening date.

Anybody who knows anything about the Adirondacks knows that late May/early June is BLACK FLY SEASON.... I had walked across Maine on the Appalachian Trail in the late-70's in a black fly hatch, and it was, in a word, maddening. They are persistent, and you are pretty much defenseless. Somehow I had figured that 2017 would be an exception. Wrong...

Kath had some packets of OFF!—gawd she's resourceful—and they made the walk down to the Raquette pretty bearable. There were a couple of wooden platforms, connected by a nicely-constructed boardwalk, overlooking the river. Wow: it looked like perfect canoeing: we'd give it a go in the afternoon.

There were a fair amount of vehicles in the parking lot when we arrived back a bit before 10:00 AM, but we managed to be the first people on the Wild Walk that morning. It was a treat having it pretty much to ourselves at first: it's a very popular destination, and I'm sure it's swarmed on nice days later in the season.



The "snag", four stories tall..



You gradually ascend on the wide, smooth walk, and it draws you onward and upward. It's touted as a "treetop" walk, but most of the trees around the Walk in the 81-acre area it's built on aren't really that tall, so the average height of the walkway is very similar to Manhattan's High Line—20-30 feet—two or three stories. It does get you up there, but not anywhere as high as a typical northeastern hardwood's "tree-top" canopy that I would estimate at 80-100 feet: a dizzying 8-10 stories.

We walked across an "Indiana Jones" suspension bridge (with sturdy, reassuring railings) to the "snag", a huge, four-story-tall realistic dead tree trunk with a spiral staircase inside, and realistic wild animal/bird sounds all around you. Pretty cool. Next destination was the huge round woven Spider's Web. Little kids were awed by it. I was the first one to roll down it towards the center, and several little kids followed. One other adult may have tried it; most hung back. Some little kids walked down it; I tried this also, and succeeded in getting to the center, but balancing on the bouncy



We put in at a State launch on Route 3/30.

"web" wasn't as easy as you might think.

The next destination was a huge "birds nest"—said to be a replica of a real, ten-foot diameter eagle's nest—that you climbed up to. Below the "nest" were signs pointing out Whiteface Mountain in the far distance, and the Seward range: in my opinion some of the toughest mountains of the Adirondack's 46 4000-footers.

At this point, it dawned on me that we had reached the far end of the walk. As clever and fascinating at the Wild Walk is, it's about

a thousand foot walk, and even though we were just ambling along, we had, essentially, reached the turn-around point. In comparison, the High Line is about a mile-and-a-half long: a good hour or more round-trip ramble.

We headed back. We had a two-day pass, and it was supposed to rain the next day, so we decided we'd go to the museum on the rainy day, and on this relatively

clear afternoon figure out where we could launch our canoe and paddle the Raquette to the ox bow the Wild Center platforms overlooked.

We put in at a State launch on Route 3/30, about an hour's paddling east of the Wild Center. We paddled with the (pretty mild) current, and the wind was at our backs. And the bugs... They were bad, at least in the back of the boat where I was. The river was wide, and good paddling, but, as far as the bugs, we were the only meal in town. We reached the platforms and turned back, upstream and against the wind.... As usual, I had underestimated the current. Most of the time when we canoe, I don't want the trip to end; this time, I couldn't wait to get out of the boat, safely away from the bugs and inside the car...

It indeed rained the next day, and we used our two-day pass to go inside the Wild Center's museum. I was not expecting to be impressed by going indoors to see exhibits about the outdoors that was right there outside the museum!!! I was astounded, astonished, and amazed. There were huge glass-enclosed "ponds" and "streams" that allowed you to see, close up, the fish and wildlife that are all around you outdoors, but that you rarely, if ever, saw close-up in the wilds. There were films and clever exhibits concerning smells, and sounds. I was fascinated, as were many of the little kids. I was smiling and grinning, loving it.

There was an otter in a big tank, and it was "playing", as otters are supposed to do. A little kid started racing it, and the otter followed the kid along the edge of the tank, around the corner, then around the next corner. And back. Shee-it, I gotta try that: I ran like hell—I haven't run in decades—the otter, separated by the thick glass of the tank— keeping pace with me. Priceless... Walk the Walk, but don't miss the museum.



inside the Wild Center's museum

Get in touch with Ralph at:
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by Dave Weakley



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Playing It Safe

Back in the day a long time ago all we had for tubes to tow behind a boat were those black inner tubes. We used a regular ski line, chafed our entire body and had to make sure the tube was over inflated otherwise it would drag through the water. We also had to make sure the valve stem was pointed down!

Today manufacturers are making monster size towable toys, some holding six people. The weight and drag is immense requiring very heavy tow rope. Some ropes have a tensile strength of 6,000 lbs. That's enough to tow a large truck! Before you venture out onto the water on a very exciting and thrilling Towable tube make sure your boat and towing system can handle the load and is up to the task! The tow mechanism needs to be properly and securely fastened!

There are towing rings that are installed on the transom of boats that are so wimpy that you would not want to pull more than one skier at a time





with. The system is not built with an adequate tow eye for heavy loads. Hooking a heavy large towable to one of these could cause damage to your boat or worse hurt someone. Pieces of the towing apparatus could rip out suddenly and potentially be a flying projectile hurting people on the tube or in the boat.

It is also extremely important that Wakeboard/Skiing Towers be installed properly with substantial reinforcing backing plates. I've seen Towers installed with just washers on the inside. This is unacceptable and unsafe! It will damage your boat!

My best advice is to have a professional fiberglass repair shop look at your boat before hooking up your tube or when installing a tower.





“Food for thought”

- Check the fastening on the towing system and Towers – reinforce if needed- inspect periodically.
- Don’t use your cleats as tow rings! Even to tow a broke down boat! Use tie down rings through your transom. They are a lot more substantial.
- Remember to have riders wear life vests & know the water ski hand signals.
- Have legal age appropriate Spotters.
- Go the recommended not-to-exceed speed for riders - 15 mph max for children – Adults 20 mph
- Know the area & laws you are towing in!



- A Tow rope of any type including waterskiing should be at least 20’ long to keep riders out of engine exhaust!
- Backing plate not large enough to adequately hold the cleat results in a gigantic hole

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"CATFISH CHAOS" IS COMING TO THE HUDSON RIVER August 19, 2017

by John H. Vargo,
Publisher

It used to be you could not wait for spring and the forth-coming striper contests!

Well the growing interest in Hudson River catfish and the continuing yearly increase in the size of Channel Catfish has sparked interest that carries our fishing enthusiasm for these contests into early summer and mid summer.

The Catskill United Way contest on July 15th, 2017 has shown once again that this interest continues to grow. The United Way catfish contest headed up by the United Way director was the largest catfish contest ever held on the Hudson River.

Children and both women and men participated in boats and on shore through out the length of the Hudson River. The fact that catfish are required to be brought in alive to qualify for the contest makes catfish the number one target. They are hardy, and can take some time out of the water longer than any other species that Hudson River Fisherman target.

The Hudson River full of catfish. So lets discuss the fish and how to catch them.

Remember, catfish have "barbells" and long whiskers that make it possible for them to sense and "feel" for prey better than other species of fish.

Natural baits work best. A huge chunk of Bunker, fresh out of the gill nets of the commercial fisherman is the best of all. However ordinary night crawlers, will work very well.

Besides the whiskers and their sense of "feel" catfish



Scott and Dan.

have an extraordinary sense of smell. The “smellier” the bait the better.

Nighttime fishing can be better than daytime fishing...if you can keep your eyes open while fishing. Catfish feed at night more aggressively than during the day.

A sliding sinker rig, the same one you use for striped bass will work for catfish as well; actually the same style rods and reels also.

No matter what type of fishing you do, you’ve got to have some patience. Catfishing is no different.

Don’t expect to get a bite the moment you drop your bait down.

That being said be prepared to move fishing spots when you go 30-45 minutes without a bite.

Catfish are roaming predators, and you’ll need to do a little roaming from time to time for best success.

If you’re in a body of water you’re not familiar with, make sure to get a map of the area, and possibly a topographical map of the land around and under the water.

The areas that are productive for other species are surely just as good for catfish.

Billy Joe’s Rib Works on Front St., Newburgh, NY has become the premier catfish contest location.

The management of Billy Joe’s is very supportive of public events, especially when they involve children. The Huge deck allows for the Hudson River Fishermen’s Association to set up their offerings of rods and reels, weigh-in station and other equipment

so that they do not interfere with the regular daily business. Actually they have become an attraction for the customers.

The deck has a beautiful railing that prevents children from falling in the water yet allows children to sit in a chair and fish from it.

Rules for the HRFA CATFISH CHASOS, AUGUST 19TH, 2017

This is a one-day event located at Billy Joe’s Rib Works, Front St., Newburgh, NY

Starting time is 12:01 Saturday Morning and ends 4 PM Saturday afternoon.

Prizes: 1st prize is \$1000, 2nd prize is \$250 and 3rd prize is \$100.

In addition merchandise prizes and children’s prizes out to ten places.

Entrance fee is \$20.00 adults and \$10.00 youth division. Awards ceremony on the deck of Billy Joe’s Rib Works at 4 PM Saturday afternoon

All money collected goes to the HRFA Scholarship Fund

Contact information:

845-300-1562

email: fishon7231@Verizon.net

Registration at these locations:

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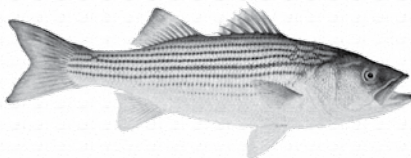
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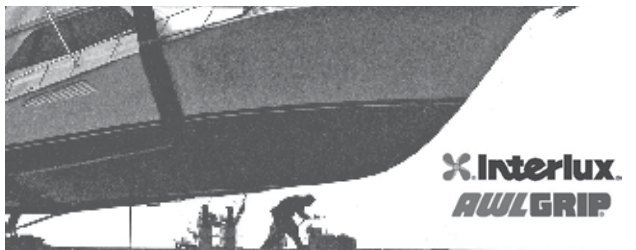
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