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JULY 15, 2017



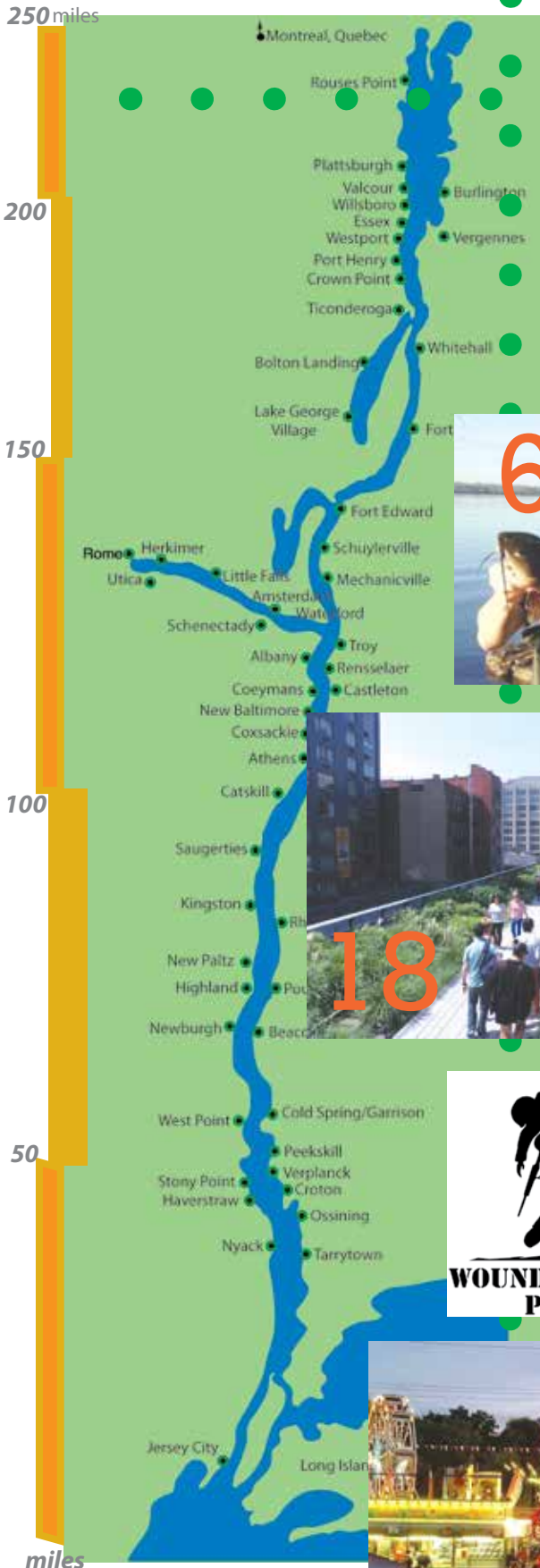
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BOATING

On The
Hudson
& Beyond

July

2017



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Catfish fishing is fast becoming the focus of Fishing Contests on the Hudson River

by John H. Vargo, Publisher

In many parts of the United States, especially in the south, catfish have always been a much stronger target for fisherman than in the northeast. They grow to gigantic proportions, are easy to catch and usually survive to be returned to the river to be caught another day.

In the Hudson River this has only recently been the case. The catfish contest held each year in Catskill, NY to raise money for United Way of Columbia and Green Counties and managed by Brad Poster are fast becoming an annual tradition. Further the Hudson River Fisherman Association has developed a team of personnel that now supports at least five specific catfish contests each year, including volunteering to support the Columbia Green United Way Contest on July 15th, 2017. They not only provide volunteers but free, high quality fishing rods and reels for use by anyone throughout the day!

One of the main reasons that this is happening is the well-organized and serious prize that these fun events provide. In the United Way Contest in Catskill, NY the top prize is a new truck from Sawyer Chevrolet, and a new boat, motor and trailer from Riverview Marine. The New York State record is 35 lbs.; 20 oz. caught this spring in Lake Ontario, New York. In addition first place will receive 1500 dollars cash. As in all of these contests special prizes are given out to children to promote the concept of fishing in the Hudson River as well as keep traditional fishing alive for future generations.

In last years United Way Contest the big winner of the contest was Greg W. Clause with a fish 35.5 inches long and weighing 28 pounds. He won a \$500 cash prize.

The United Way contest successfully raised 14,000 dollars that was distributed to United Way supported groups in Columbia and Greene Counties. The 2017 contest to be held on July 15th is well ahead of any previous registrations. This is a fund day for everyone, held at Dutchman's Landing Park that includes free food, music and all sorts of giveaways for children.

It is only with these recent contests that the growth of two of the species of catfish the White catfish and the channel catfish are growing in size each year. My personal experience proves this and these catfish contests underline that fact.



DATE:

Saturday, July 15, 2017

SCHEDULE OF EVENTS:

12:01 a.m.: Fishing Begins

10:00 a.m.: Festivities Begin

1:00 p.m.: Kid's Casting Contest

2:00 p.m.: Entries End

2:15 p.m.: ALL Prizes awarded

LOCATION:

Fish anywhere on the Hudson River.

*Measuring Station & Festivities at Dutchman's Landing,
Catskill, NY*

REGISTRATION FEE:

\$15.00 Per Person. Must be registered to win a prize.

REGISTRATION DEADLINE:

*Registration for the contest closes Friday, July 14, 2017 at 11:00
p.m. and no one will be able to register on the 15th.*



THE HUDSON RIVER FISHERMANS CATFISH CHAOS CONTEST

by John H. Vargo, Publisher

August 19, 2017 will see the first annual HRFA Catfish Chaos contest on the Hudson River.

Based at Billy Joe's Rib Works beautiful huge deck in Newburgh, NY this one day contest will feature a \$1000 dollar top prize with other categories reaching out to ten places.

While the weigh station is busy accepting winning live catfish for weighin, other volunteers from the HRFA will be teaching children how to fish from the deck of Billy Joe's Rib Works. The HRFA will provide rods and reels and bait for their education.

In affect the HRFA will have two events going on at the same time. The free children's event on the deck and a entrance fee river wide catfish contest for that fisherman that care to join in the fun.

The river wide catfish contest entry fee is 20 dollars for adults, and the youth division is 10 dollars.

Prizes will be awarded at 5 PM on the same day the contest ends at Billy Joe's Rib Works.

Registration for the river wide contest can be done at these locations:

Matts Sporting Goods

242 Rt 9W, Haverstraw, NY 10927
845-429-3254

Shu-fly Tackle and Fly Shop

161 Main St. #2
Nanuet, NY 10954
845-215-5470 • www.shu-fly.com
email: Skip@shu-fly.com

Croton Bait and Tackle

65 N. Riverside Ave, Croton-On-Hudson, NY 10520
914-271-3675 • Facebook - Croton Bait and Tackle



For further information call Scott 845-300-1562
email: fishon7231@verison.net

Awards Ceremony at 4 PM



TO ALL CLUBS: This request from HRBYCA Director Peter Alfieri: Good Day,

Over the past weekend the Minisceongo YC Board of Directors has asked me reach out to all the clubs associated with the Hudson River Boat & Yacht Club Association as well the clubs from the Mohawk-Hudson Council to kindly request their club burgee for display at our club located in Stony Point, NY. Our goal, if possible, is to try to get burgees prior the HRBYCA General Membership meeting on July 25, when we will be hosting the meeting and hope you will join us.

Clubs may send burgee to my home address:

Peter Alfieri
2 South Lynn Street
Warwick, NY 10990

Minisceongo YC is planning on hosting between 80-90 people for July's General Membership meeting, We also encourage anyone that wants to come by boat to let me know prior, so we can have slips available. Call me at 845 987 2972 and I'll speak with the Harbor Master about accommodating the request.

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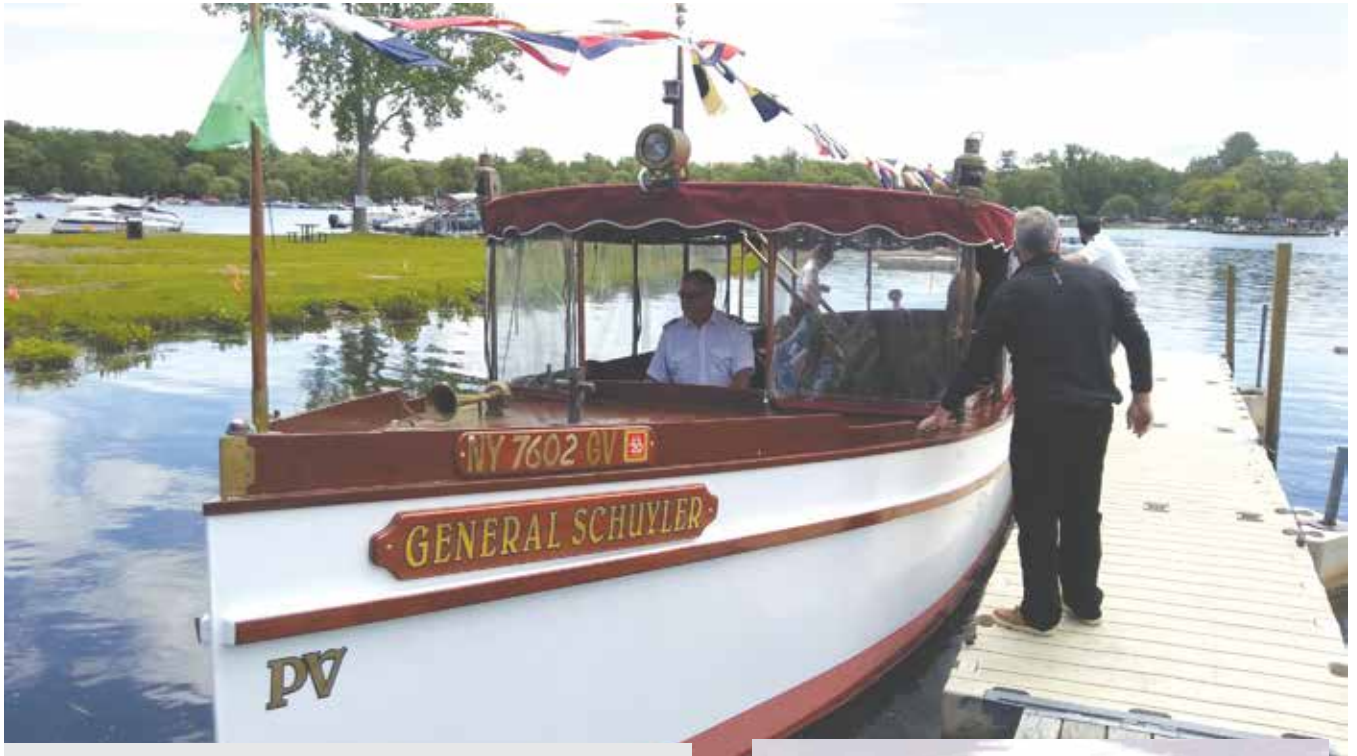
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Hopefully every club will participate and join us.

Thanks for your help,

Peter Alfieri
Director HRBYCA



Captain Kevin Forgacs pilots the General Schuyler into the dock.

Friends, family and wellwishers joined representatives of the Chamber of Southern Saratoga County in celebrating the christening of the General Schuyler along with Captain Hal and his crew. Here he chats with Carol Mackay, descendant of the owners of the last large tour vessel on Saratoga Lake some 85 years ago.



Sing Sonthivongnorath and son Daniel stand aboard the new Mohawk River Cruise boat, being fitted out at the Mohawk Valley Marine in Alplaus, a hamlet in the Town of Glenville, located just minutes from Mohawk Harbor and the new Rivers Casino in Schenectady.



Tech Valley Tour Boats – Explore The Mohawk, or Step Back In Time on Saratoga Lake

This year some great new tour boats are being commissioned on the waterways north of Albany, offering opportunities for Hudson Valley residents to get a taste of new cruising waters without the expense of taking the boat north.

A first generation American whose family escaped the Vietnam War four decades ago, Sing Sonthivongnorath has become a successful businessman several times over, running a moving business and an “extreme fitness and jungle gym” called the 518 Physical Fit Challenge. Now, Sing has invested in a unique vessel to ply the Mohawk River, and plans to start carrying passengers later this summer.

The boat has a glass bottom, more commonly seen on the crystal clear waters of south Florida than on the murky Mohawk. Sing believes that the boat will offer a unique way to see what’s under the surface as it glides through shallow coves and backwaters on environmental tours or other sightseeing trips. Also, because the boat is essentially a pontoon boat, the glass panels can be removed, for a rare treat – imagine going on a fishing trip where one can fish right through the bottom of the boat!

Sing was busy working on his jungle gym when the opportunity to own a tour boat came up: “I have made some inroads and connections with the extreme fitness community,” says Sing. The device is a trainer for people wanting to improve their skills to get on shows like “The American Ninja Warrior”. As I was looking for additional expertise and financial investment to bring that to market, the Rivers Casino created an immediate opportunity for a new local tour company I decided I could not pass up, and which will open coincidentally with the Mohawk Harbor opening during July and August 2017.”

Just a few miles north, Captain Hal Raven of the Adirondack Cruise & Charter Co ([HYPERLINK “http://www.adkcruise.com”](http://www.adkcruise.com) www.adkcruise.com, (518) 956-2626) has had similar ideas about opening a beautiful stretch of water to tourists once more. It’s been 85 years since the 72’ launch Alice, owned by the Luther Family, plied the waters of picturesque Saratoga Lake carrying Saratoga Springs tourists for some extra excitement during their stay. Now, the newly-Christened General Schuyler, a 50 foot replica of a 1900s fantail launch, will handle sunset cruises plus private charters with a capacity of 30 people.

Captain Hal and his crew christened the new boat in early June, with a very special event. The champagne bottle was broken by Carol Mackay, a descendant of the owners of the Alice, and a link to the heritage of cruise vessels on the Lake. “This boat brings back the history and image of the Saratoga Springs tradition, something that the Lake was missing,” says Captain Hal. Named for a famous Revolutionary War leader, the General Schuyler joins the Kaydeross, a 22’ pontoon boat, in bringing hundreds of visitors each year onto this often-overlooked lake just minutes from Saratoga Springs and about a half hour north of Albany.

For more information on both of these exciting cruise companies please visit [HYPERLINK “http://www.southernSaratoga.org”](http://www.southernSaratoga.org) www.southernSaratoga.org, stop at the Southern Saratoga Information Center on the I-87 Northway at Exit 9 or call (518) 371-3763.

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In finishing this column in time for July let me stress the fact that all children should be wearing life jackets on board your boat and most importantly everyone else should at the very least have a life jacket nearby.



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

Question: My outdrive will not go up or down.

Answer: I am assuming it is a Mercury. There are more of them out there than any other brand!

First it could be a bad switch on the control panel, a bad fuse. There are sensors on the outdrive that could be bad, As boats get older, say ten years or more, the wires that activate the trim drive could be worn, or, if the boat is in salt water, the entire wiring harness may need to be replaced.

Further if the oil in the trim reservoir is low then you have a leak that needs to be attended to. Every time you change your oil on the engine you should check all fluid levels on everything.

Most importantly the trim motor could be the problem.

If the water gets a lot of water in it, the hydraulic pump could take on water through the air vent on the pump. That will destroy the pump quicker than any other way.

If the boat sits in the water for a long period of time, the hydraulic cylinders can leak sucking in water into the hydraulic system. As you can see there are many and varied reasons why your outdrive is not working.

Question: My steering is sticking and very hard to turn!

Answer: The boat steering system is very similar to a car's power steering system. The steering system can seize at the worst time, when you are in a turn or between two-boats. Before you put the boat in the water you should have an expert check out the entire steering system.

Question: When I turn the key nothing happens:

Answer: First thing to check is the battery. (We are talking about an outdrive boat here) if the battery is strong, then the safety natural switch on the throttle or on the control unit may be bad.

Many new boats have what is called a tether switch. This switch lifts when you put the tether under the knob. That activates the electronics.

There are tests that need to be made with the proper equipment that most lay people will not have. You are better calling us, and having our technicians come to your boat.

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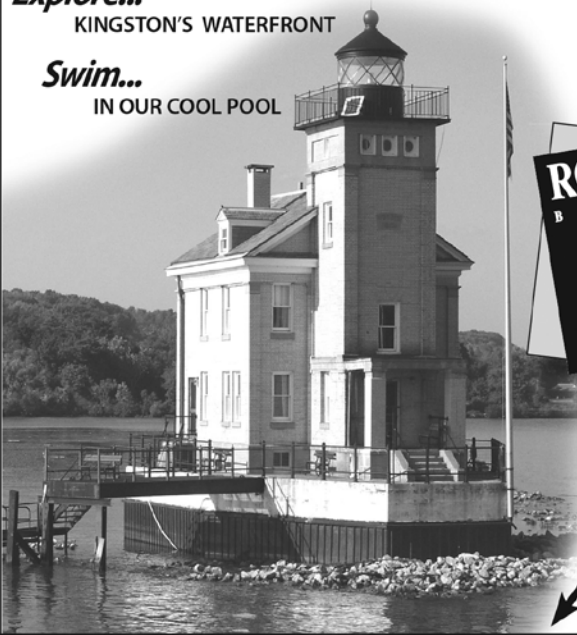
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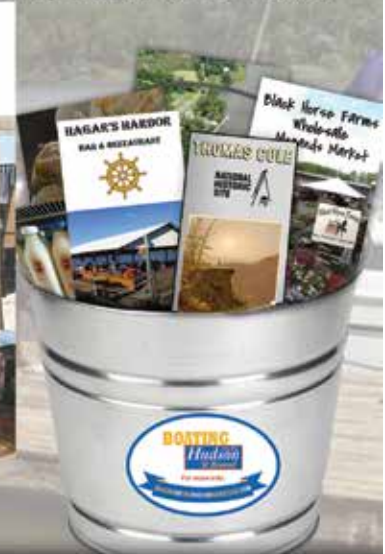
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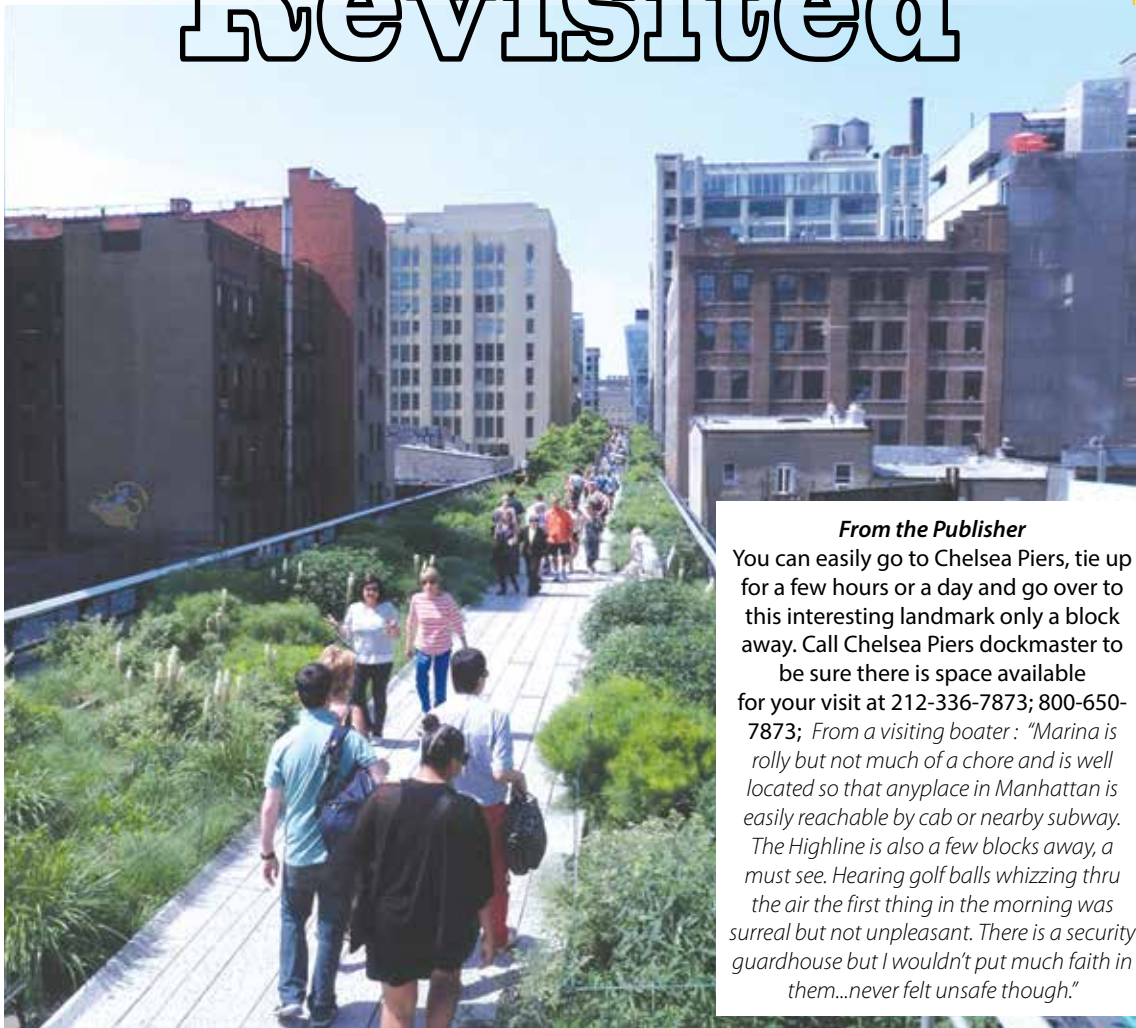


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The High Line, Revisited



From the Publisher

You can easily go to Chelsea Piers, tie up for a few hours or a day and go over to this interesting landmark only a block away. Call Chelsea Piers dockmaster to be sure there is space available for your visit at 212-336-7873; 800-650-7873; *From a visiting boater: "Marina is rolly but not much of a chore and is well located so that anyplace in Manhattan is easily reachable by cab or nearby subway. The Highline is also a few blocks away, a must see. Hearing golf balls whizzing thru the air the first thing in the morning was surreal but not unpleasant. There is a security guardhouse but I wouldn't put much faith in them...never felt unsafe though."*

We visited 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 mile-long elevated linear public park—in early June 2013. At that time, the park ran from Gansevoort Street (near Greenwich Village) to West 30th Street and the two original sections had only been open two years, and were relatively “undiscovered”. We'd heard that it had been extended north a half-mile to 34th Street, and this new section swung pretty much due west towards the Hudson and the West Side Highway: Tuesday was to be sunny and in the low 80's: a far far cry from overcast weeks and weeks in the 30's-50's: “Let's go!!!”

Freight trains originally ran along 10th Avenue in Manhattan's largest industrial district, and so many train/street-level traffic accidents occurred that 10th Avenue became known as Death Avenue. The High Line was built in the 1930's, part of a massive public-private project called the West Side Improvement, that lifted the dangerous trains 30 feet above the streets. The growth of interstate trucking in the 1950's led to a national decline in rail traffic, and the southernmost section of the High Line was demolished in the '60's. The last train on the High Line, in the '80's, pulled three carloads of frozen turkeys.

In the mid '80's, local property owners lobbied for the demolition of the entire structure. Pete Oblatz, a Chelsea resident, activist, and railroad enthusiast, challenged these efforts in court, hoping to re-establish rail service on the line (!). In 1999, Joshua David and Robert Hammond, two West Chelsea residents, formed Friends of the High Line, a non-profit group advocating the High Line's preservation as a public elevated park. “Designing the High Line” solicited proposals for the High Line's re-use, and 720 teams from 36 countries entered.

Construction of the park began in April 2006 and the first section, from Gansevoort Street to West 20th Street was opened June 9, 2009. The second section, from West 20th Street to West 30th Street opened June 8, 2011. There are 11 entrances—four have elevators—and it might be a good idea to point out there are only two public restrooms accessible from the High Line: at Gansevoort Street and Washington Avenue at the Diller-von Furstenberg Building, and at 16th Street, east of 10th Avenue. Don't dwell on this....

The High Line is owned and operated by the city of New York and is maintained by Friends of the High Line in partnership with the NYC Department of Parks and Recreation. Private funding supports more the 90 percent of the park's annual operations.





So what's it like??? From Gansevoort Street to West 30th Street you're basically walking on a smooth, wide, level surface, often through lush green vegetation—flowers, ferns, and trees—about three stories above 10th Avenue, with astounding open-air views of the cityscape below, above, and all around, with occasional westward views of the Hudson and New Jersey. Heading south, at times you can see the Statue of Liberty in the distance. North of 30th you head toward the Hudson and Jersey. To keep interest up, the walkway changes every so often: viewing spurs, benches, seating steps, grasslands, woodlands, sun decks, and tunnel-like passages through buildings.

Tuesday, May 16, 2017: Getting There Wasn't Half the Fun: First decision: by train or by car??? Getting to the 34th Street entrance from Grand Central sounded like pretty much a snap, even for us up-country hillbillies: take the 7 Train subway to 34th Street, but rather than deal with the hassle (and the expense) of Metro North, we decided to drive. The Garmin took us to I-684, and on the way Cindy Roth warned us of "backups and delays from I-84 to Goldens Bridge". We bit the bullet, and bumpety bumped down 684, with no problems. On to the Saw Mill, smooth sailing until the "what the hell are they doing???" construction zone. Things deteriorated from here south, as both the volume, and the speed, of traffic noticeably increased.

Pop called the bridge across Spuyten Duyvil "the ten cent bridge": he'd be shocked that it's now "the six dollar bridge"!!! Ahhh, the West Side Highway: picture the Green Flag dropping at Daytona, for mega-zillions of civilian cars and trucks, jammed from roadside to roadside, everybody frustrated and crazed, weaving in and out. Then, the traffic lights, begin, on just about every short uptown/downtown block, and you creep creep creep along, and the whole thing becomes an ordeal. Finally, you're on 21st Street, and your car turns into a huge debit: it's going to cost you a small fortune to get rid of it for the 3-4-5 hours that you (and seven trillion other people) are happily touring on the High Line. In retrospect, the train woulda been a Better Idea.

So, frustrated, frazzled, and, mentally exhausted, we finally stepped out onto the High Line at the 23rd Street entrance. Gee Whiz, now we knew where a couple of zillion of those people in SUV's, cars, and buses were headed: I wondered if there was going to be room for us to squeeze in. Obviously, in the last 3-4 years, word's gotten out: the High Line is now a (Very) Popular Tourist Destination.

There was steady stream of walkers in both directions, walking, talking, and gawking. Curious about the new section, we headed north, The Good



News was it swung right over towards the Hudson. The Bad News was there's a huge building boom going on along both sides of the new section: gigantic office building and apartment building are being built as you walk, and the noise of the ongoing construction was loud and constant. Toss in the steady roar of the West Side Drive, and I found myself craving a quiet cove far up the Hudson, or a peaceful hike in the Highlands. We headed back south, and the southern end was a lot quieter but still jam-packed with touristos; hmmm, just like us.

All in all, if you haven't experienced the High Line, I'd say Go See It. Experience it. It's truly magic, walking through a forest of greenery and colorful gardens, three stories above a Manhattan avenue and between tall, tall buildings. And, it's truly visionary: all good things about the human race and this planet rolled up in about 20 Big City blocks. Just don't think the West Side Drive is going to be like a sleepy country lane in Columbia County. Hey, if you can boat down to the 79th Street Boat Basin, and take the subway.....



THE U' CAN'TS & THE YES BUT'S ARE AT IT AGAIN!!

by *John H. Vargo, Publisher*

(A spoof and a diatribe all in one writing)



I travel the Hudson River Valley almost every day, all day, seven days a week!

This gives me an extraordinary perspective on everything Hudson River Valley as I have lived in the same town, (almost) and still have enough of my mind, (some would question that) to see the differences in life style that we live in today as compared to say the 50's, 60's, 70's.

Sadly, so very sadly, young folks just coming into the work force, and trying to enjoy the wonderful resources that are offered by our area, will never realize the freedoms that we all enjoyed during these past generations.

Actually most of you reading this are new to the area, or are leaving for better climates!

So that brings me to the most important part of this diatribe, the U'CANT'S AND THE YES BUT'S. As the years went by our society has changed in many ways. Certainly it has improved in better health care, communications, digital technologies and other ways that will take me away from the gist of this article.

The U'CAN'TS are those that have created laws that have essentially stopped us from doing harm to ourselves and others. This includes seat belts, gun control, condoms, and law enforcement EVERYWHERE.

The U'CAN'T'S are so prevalent that young people today have no idea what it was like to have enjoyed walking down the road with a shotgun after school to see what damage can be done to a chirpy bird, squirrel, or a tin can. (As a matter of fact technology has taken us so far down this path that just thinking along these lines will elicit a raised eyebrow from some law enforcement official or beauracrat that knows a law enforcement official who will soon enter your name in the "other" database.) this was only 40 years ago, what happened?

Monday morning quarterbacking from the countless number of meetings by law enforcement, politicians, and all sorts of beauracrats have taken us to a point in our lives where we live to work, listen to what the latest nonsense is on television or what officialdom has led us to believe is the "word".

The YES BUT'S are those that recognize the improvements that have taken place in our lives but always have something to say in addition to the "good news".

No question about it the largest group of YES BUT'S are the environmental organizations and the federal and state beaurocracies that support the YES BUT'S in their efforts to control slightly acknowledge, (unofficially) that the Hudson River has improved, our air quality is better, (no more weekly dump fires to put out) and that the "River" is much better today than it was say 60 years ago.

However the "Yes but's" and the You Can't's" have such a mind set and their basic concept is so ingrained in their business plan that nothing regarding positive affects on the Hudson River means anything, just find a negative and then say, "Yes But the river is cleaner but we have a long way to go to make it better!" Entire industries have been created, modified and specialized to the point that beauracacies are tripping over themselves in "improving their rule making"!

Now I said, and I am glad I did. John H. Vargo, Publisher

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Wayne Guider, Hudson River Fisherman volunteer, wounded warrior veteran, and his daughter in foreground at Billy Joe's Rib Works, Newburgh, NY



The cry of "GET THE NET" is usually followed by one of the HRFA members reaching down and scooping up a fish far to big to lift over the rail without help. It also brings all eyes to the young fisherman which is exactly what we intended it to do.



The huge crowd on the deck of Billy Joe's Rib Works the day of the Wounded Warrior Catfish Derby

WOUNDED WARRIOR PROJECT

Each time we have a Children's Catfish Contest at Billie Joe's Rib Works they get better in terms of total enjoyment by everyone involved. Maybe it is the location, practically child proof, maybe it is the wonderful enthusiasm of Joe Mallie manager and his staff, and maybe it is the volunteers from the HRFA but for all of the above, including a beautiful day to be fishing, this group of wounded warrior veterans and their families all had a wonderful day!

Every child that attended caught at least one catfish. In addition there was a 12 lb. carp caught, numerous striped bass, and a few perch as well. If you have never attended one of these than I must tell you the terrific satisfaction that I and all the volunteers get out of seeing children, along with their parents catching their first fish. For sure this is a memory that will stay with them the rest of their lives. It is amazing to me to see how different children react to fishing. Some "get it" right away, others may take a couple of caught fish to realize that they, no one else but them, is accomplishing something on their own. They are flying away from the nest for the first time.

These contests are really participatory events by all that give a child a real life experience in doing "something" without a smart phone in their hands. For the volunteers from the Hudson River Fisherman's Association the experience of volunteering to provide fishing rods, bait, tackle and most of all experience is all that matters. I remember twenty years ago when there were children fishing contests a child

brought his or her own rod, was told to "go catch a fish" and left on their own. The HRFA experience is a far cry from that as each volunteer is trained to "jump in" and help the child catch a fish almost immediately.

You can be sure that there will be many more of these childrens and adults catfish contest on the Hudson River in the near future.

Ms Nancy Beetstra, Alumni specialist, Wounded Warrior Project is a Marine Corp member, has worked for Wounded Warrior Project for 9 years, wounded in Iraq. She is married with a one year old child, and is a full time paid member of the Wounded Warrior Project. Her responsibility includes thirty one hundred wounded veterans in her district. She works out of the New York office of the Wounded Warrior Project in New York City.

Nancy Beetstra, Alumni Specialist, Wounded Warrior Project, and the children with their prize fishing rods, tackle boxes and other gear they won (the prizes were provided by the Wounded Warrior Project)



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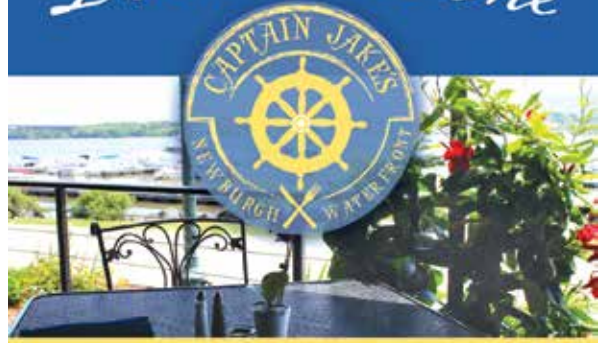
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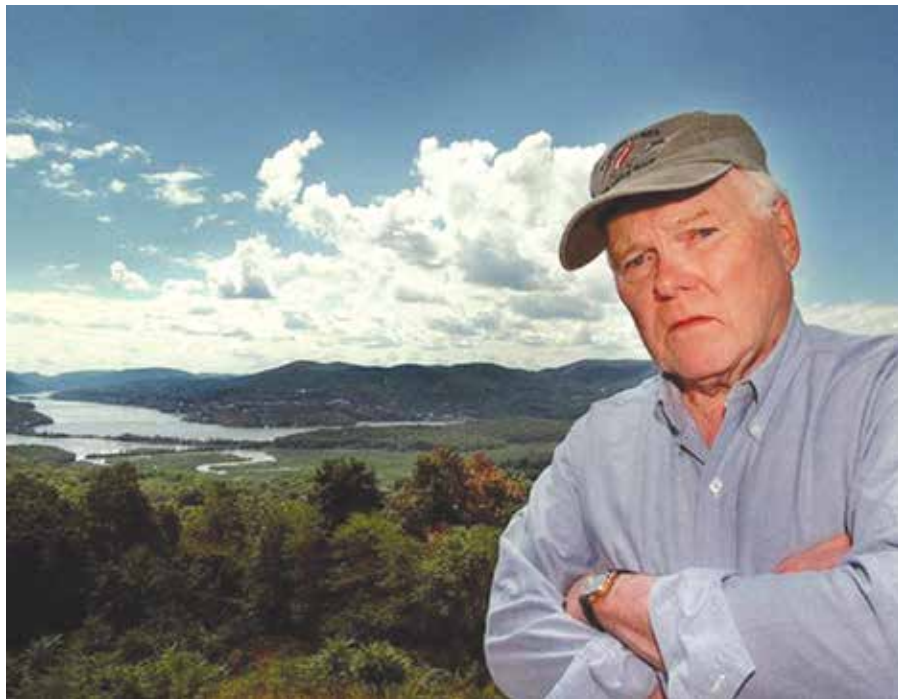
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I Remember

Robert Boyle

by John H. Vargo, Publisher



Robert Boyle. *photo: Journal News*

Living in Verplanck since 1960 and being born in Buchanan, NY only a half mile away, my memory and experiences with Robert Boyle are many, some wonderful and a few not good at all....

Our lives were entwined throughout the 60's, 70's, 80's and 90's. (Bob lived on Finny Farm Road in Croton, NY only 4 miles away in the 70's.)

I was a simple, hard working salesman with an absolute passion for duck hunting, fishing, flying, ice boating and all things Hudson River. Bob Boyle, being a senior writer at Sports Illustrated also had a passion for the Hudson River. He, however, was in a very strong position to do something about the tremendous pollution that was occurring in the Hudson River and along its shores.

Harmon Yards in Croton, NY was, in many ways, the center focus of much of the pollution that sparked Bob's focus on pollution. At the end of the road leading down through what is now the parking lots for commuters was a huge 36' concrete pipe, (still there, but clean) that poured all the oil and waste from Harmon Yards into the south side of Croton Point. I can remember many times flying over the "point" and seeing a long plume of oil slick going out from the pipe into the Hudson River.

While all this pollution was pouring out of the pipe the marshes at Croton Point, once vibrant with thousands of ducks and other bird life, was being covered with Westchester Counties garbage. Home collections, industrial waste and hospital waste were all dumped into the marshes. A constant and steady stream of garbage trucks and every other type of waste trucks was deposited on a daily basis. What was created was a mountain of waste that caught fire at least once a week, sometimes three or four times a week. The Croton Fire Department would come out and try to put out the fires but the huge source of methane that was created by decomposing waste always reignited the dump!

It should also be pointed out that the Croton River that sourced at the Croton Dam provided a counter to the pollution and offered millions of gallons of clean, pure water to the effluent that were being created by the Croton Dump and Harmon Yards.

All this plus the raw sewage pouring from the villages sewer pipes along the river as well as the General Motors plant in Tarrytown screamed for something to be done.

As this was going on, commercial fisherman, such as Charley White, Ace Lent, Tucker Crawford, Jimmy Bleakly and others up river, were still catching poundous quantities of striped bass and shad during the spring spawning runs. Many times they would be left in boxes to rot along the shores as the price per pound of fish would go down to the point that it was not profitable to move the fish to Fulton Fish Market in New York. A glut on the market caused by too many fish caught affected the price negatively. Bob Boyle became a "friend" to Charley, Tucker and the rest of the "boys"!

Bob during this time was fly-fishing for stripers and trout in the Croton River. There are many photos of him fishing while describing the pollution adjacent to the Croton River.

This is a mere speck of a description in describing what was going on during those years but hopefully will give you some background as why Bob Boyle, Art Goulka, and Dominick Perrone formed what would be called the Hudson River Fisherman's Association.

I clearly remember being in the living room of Bob Boyle's house in 1975 with a large group of "locals" some with their half boots still on their feet, as Bob, running upstairs to see to his dying wife, and we downstairs contributing to the discussion by our experiences of contaminants polluting local areas of the Hudson River. Some of these locals actually worked at Harmon Yards or at sewer plants along the river. They especially were in danger of losing their jobs by reporting what they experienced on a daily basis. It did not matter, everyone in the room felt that something had to be done to "clean up the Hudson River".

Many of these commercial fisherman, and others had a funny feeling for a long time afterwards, that they were "used" as the very lively hood of many of the men in the room, the commercial fishing industry on the Hudson River was shut down.

In order to relieve this pressure the NYS DEC hired several of these fisherman as "consultants" to study the commercial fishing shut down. Some, while being consultants were also still commercial fishing at night. Running the striped bass to fish market early in the morning. Of course being fisherman they had to brag while fingering the large wads of cash they had rolled up in their pockets. The largest wads came from the Sturgeon that was caught and sold to the market. There was many a morning I would wake up to a solid mark of drained water from pickup trucks as they came up the

hill from Steamboat Dock below my house loaded with Hudson River fish being taken to the early market fish market in New York City.

All this just brought more trouble on the local fisherman and they in turn began mumbling about Bob Boyle's vision of a clean Hudson River.

The reason for the shut down of the commercial fishing industry was the PCB danger created by Bob and his writings on the effect of eating the fish. (Hello at 81 I still eat the wonderful tasting fish from the Hudson River)

Throughout the 70's, 80's and the early 90's the Croton Dump was still being used as the main dumping grounds for Westchester's garbage. To force the closure Bob Boyle, John Cronin and the Hudson River Fisherman's Association brought Westchester County to federal court in New York City. Instead of targeting the officials of Westchester County to testify they subpoenaed a Westchester County worker, and dear friend of mine, to go to Federal Court in New York City and testify as to how Westchester County was pumping wastewater from a collecting pool at the base of the mountain of garbage into the Hudson River.

The basis of this testimony provided the reasons to shut down the dump. Who cared that the county worker was traumatized because of his experience in going to New York City, nobody cared!

I had a very bad taste in my mouth for a long time after this episode.

One other incident, of many comes to mind where Bob Boyle actually stopped, with some simple telephone calls a disaster about to take place. One bright sunny afternoon in the 70's, I and another person had come ashore on the beach on the south side of Croton Point in our canoe. Just as we pulled up a big green Lincoln pulled up and three men stepped out of the car. Waving their arms around in an expansive gesture they began to describe how they were going to dredge all the sand out of the south side of Croton Bay and use it for construction purposes. We were only a few feet from these men but they never paid any attention to us. We heard all we needed to hear and left. My favorite duck hunting spot was about to be destroyed!

When I got home I called Bob and described the men and what they intended to do. I am convinced to this day that Bob stopped this incredible idea before it even got started based on what I had told him

So you see I have mixed feelings about this man. There is not a shred of doubt that he was the main and most instrumental man in bringing the Hudson River to where it is today. Did we envision the results that have occurred certainly not the branding in a negative way of the Hudson River as has been done.

Today thanks to Bob's efforts and others that followed we have a totally different River than when I was four years old.

The sad part is that generations of folks living along the river have turned their backs on the Hudson River.

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 Ambrose pilot station



by John H. Vargo,
Publisher



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

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 it's 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.

Ship in channel at Malden, just north of Saugerties, NY.



“The idea of having anchorages available for use in emergency “bailout” situations is not having them 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 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 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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Watersports are a great way to stay active, enjoy the fresh air, and spend time with friends and family, but owning and

maintaining your own boat can be expensive, and not everyone has the vehicle and equipment necessary to transport a craft from one place to another.

Next time you're planning a visit to Schroon Lake, consider doing what so many other groups and families do and rent the equipment. The marina will take care of all the maintenance and storage, so you get to enjoy all the perks of having your own boat for a few days without any of the hassles of ownership.

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



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Police Inspections on the River

Hi Lex,

The information below describes the relationship between a person's Fourth Amendment Rights and law enforcement's authority to stop a vessel. This is taken, almost verbatim, from the student manual that we use at our Marine Law Enforcement Training Course. Not all officers attend our training, of course, and even then they are not obligated to follow our training. As far as vessel stops are concerned, if a law enforcement officer signals a boater to stop, they should comply. Always bear in mind that these officers are there to ensure the safety of everyone using our waters, and they may have a valid reason for requesting the stop. However, the officer conducting the stop must be able to explain why they made the stop; they witnessed a violation, have probable cause, or they are offering a safety check. If it is the latter, the boater has the right to politely decline, and should not be further detained.

"The 4th Amendment guarantees the right of the people to be secure in their persons, houses, papers, and effects, against unreasonable searches and seizures, shall not be violated, and no warrants shall issue, but upon probable cause, supported by oath or affirmation, and particularly describing the place to be searched, and the persons or things to be seized.

The key term here is "unreasonable." Of course, not all searches and seizures are illegal. The keys to the search and seizure law are probable cause and the expectation of privacy. The United States Supreme Court has recognized many clear exceptions to the warrant requirement; in these cases, a search or seizure is deemed reasonable and constitutional absent a warrant, provided probable cause and certain circumstances exist.

Unless you have a "reasonable expectation of privacy" in

a certain place or thing, it may be searched and/or seized by the police without a search warrant. In other words, the Fourth Amendment doesn't apply to any place or thing in which you don't have a reasonable expectation of privacy. Examples of places or things where you may have a reasonable expectation of privacy include: your home, or anywhere you actually live, including a rented apartment or a hotel room; the trunk of your car; luggage or other containers that aren't transparent or see-through, even if you're carrying it in a public place, like an airport or bus station; and your business office

Places you do not have a reasonable expectation of privacy may include: things that are in "plain view," that is, exposed or out in the open that anyone can see. Example: something that can be seen from a public road; a property you have consent to enter; portions of your business office or building that's open to the public, such as a reception area; and public places, like restaurants and parks. This includes a walkway or path to a residence where it would be expected a guest, mail or delivery person would have access.

The USCG is the only law enforcement agency in the country that can stop and board a vessel without a warrant. This authority is granted under a right to conduct a "Boarder Search" and the "1790 Revenue Act". Police and peace officers (acting pursuant to their special duties and within their geographical area of employment) must have a reason to stop a vessel. A stop would be lawful when an officer witnesses a violation such as excessive speed, registration violation, improper registration numbers, a PWC operating too close to a boat's wake, operating near a danger buoy, an overloaded boat, etc. etc. A stop would also be lawful if the officer has Probable Cause to believe that a crime has been committed, including reckless operation, BWI, or a non-marine related crime committed on the water. Although officers may not stop a vessel for a safety check alone, they may check safety equipment after a legally authorized stop or a legitimate department authorized check point."

I hope this helps.

Larry Migliozi
Director, Marine Services
New York State Boating Law Administrator

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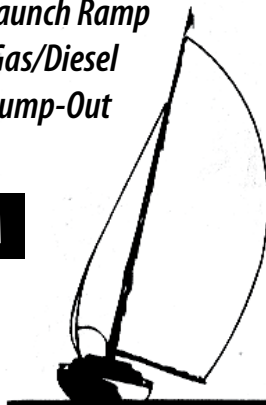
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Boat insurance, unlike car insurance, can vary immensely in what is covered, what is not, where and when you can use your boat and how what you will be paid if there is a loss to your craft. In New York, boat insurance is not required by any governmental organization, like the Department of Motor Vehicles which monitors car insurance. If you have a lapse of



coverage with car insurance, you can suffer a daily fine, and if this happens more than once, you may have to turn in your license plates for a period of time as punishment. Not so with boat insurance. You may have purchased boat insurance because the Club or Marina where you keep your boat requires it, or you may have a loan and the lender requires it. Hopefully you purchased boat insurance for not only those reasons, but to protect you and your assets because of the liability hazard and/or to protect the investment of money for the value you have purchased your boat for or put in to it. Let's look at the differences in some boat policies to see if the policy you have covers what risk(s) you may be concerned with.



LIABILITY INSURANCE

(also known as Protection and Indemnity in boat insurance)

- Every policy will include some form of liability insurance to protect you if you are negligent and cause bodily injury or property damage to someone else or their property. There could be an injury on your own boat such as during boarding or climbing to a fly bridge. You could have trouble docking on a windy day, strike a dock and someone could fall onboard or in the water. Or, you could cause injuries to those on a dock or another boat or damage another boat. An electrical fire on your boat overnight could cause a chain reaction destroying several boats. What limit of insurance should you have here? As much as you can afford! This liability limit should be more than protect all of your assets. A personal umbrella insurance policy can provide more insurance in increments of millions and then also provide coverage over the limits of your auto and home insurance as well. All homeowners should have an umbrella to avoid liens against your assets such as your home, or wage garnishment if your boat, auto or home insurance liability limits were insufficient to cover a liability claim. Could you afford legal defense costs out of your pocket? If you have a policy with liability insurance the defense costs would be included and the insurance company provides legal representation for you. What a bargain! How much is 1 hour of an attorney's time? Specific needs often require special endorsements. If you use your boat for tubing or waterskiing, be sure your insurance company knows about this. Often you need to purchase an endorsement to cover this exposure. Pollution liability is often an option and good to have, although sometimes "comes with" the policy at no additional charge. How much would the cleanup cost be if your full fuel tank leaked?

HULL AND MACHINERY INSURANCE-

If you have a loan, the lender is going to require you have this at least up to the amount you borrowed. If you do not have a loan, physical coverage for the boat it is most likely voluntary and not required by the Marina or Club where your boat is kept. How much do you stand to lose if your boat was declared a total loss? Hurricane Sandy knocked boats off jack stands that resulted in total losses, so often a claim can arise even when the boat is not in the water. Another reason to keep your annual policy going even when not in season. Weather-related losses and even thefts and vandalism can occur at any time. Your hull and machinery insurance will be on a replacement value, agreed value or actual cash value basis. Which do you have? It is really important to understand this now, and not at the time of claim. Replacement cost coverage is usually only available on new boats or those only a few years old. In the event of a total loss, the company agrees to replace it with a new model of

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the same boat. Also with a replacement cost policy or a partial loss to hull or machinery means the company agrees to repair at replacement cost - no depreciation taken into consideration. With agreed value, the company insures the boat at the limit on the policy and pays to repair damage without depreciation for age up to the limit that you and the company have “agreed” to, stated on the policy. The last type of valuation, actual cash value, takes depreciation into consideration. Regardless of which type of hull and machinery valuation you have, replacement cost, agreed value or actual cash value your deductible will apply also. The deductible can be a flat amount like \$500., \$1,000., or for larger boats it is usually a percentage of the hull value. So for example you boat value is \$270,000 and you have a 1% deductible that would be \$2,700.. Even with agreed value, some companies will only insure the hull at agreed value, but not the machinery. Depreciation would be taken into consideration. How old are your engine, motors, outdrive or other parts? If depreciation was taken into consideration here, your out of pocket expense to repair your boat could be alot. Do you know type of valuation do you have for hull and machinery?

Equipment Breakdown- Insurance can cover this? One the insurance companies we represent, Progressive now offers “Propulsion Plus” which is an optional coverage that pays to repair or replace the lower unit of an outboard motor or the upper and lower units of an inboard/outboard motor in the event of a mechanical breakdown. The boat has to be no more than 10 years old and the coverage continues until the boat is 21 years old. Normal wear and tear is covered and you do not have to strike an object for coverage to apply. What a feature!

Lay Up Period and Navigational Territory - Some policies specify the exact months your boat can be in the water and/or where you can use it. If you have a loss that does not comply with what your policy states you may be out of luck submitting a claim. Does your boat policy have one or both of these conditions?

At Karas Insurance Agencies we represent many companies for all forms of personal and commercial insurance. Since 1973 our family-owned agency has serviced the Hudson Valley region. We have access to more than 10 boat insurance companies. Since each of you and your boat are a unique combination, give us a call and we will provide a quote for your specific needs and concerns. You can call us at 914-271-5188 or email me at cathykaras@karasinsurance.com. Our licensed professionals would be happy to review any of your policy(ies) and provide coverage/cost comparisons for your current coverage or off quotes for new purchases and answer questions.

**Cathy J. Karas, President, Certified Insurance Counselor,
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there are Fourth of July Fireworks.... Everywhere!



by *John H. Vargo*

Freedom Park, Along the Mohawk River, Scotia NY Friday, June 30, At Dusk.

Waterski show at 7PM. Bring low chairs or a blanket to use within the outdoor amphitheatre to see Bluz House Rockers, from 8PM followed by a fireworks show over the Mohawk River at dusk, sponsored by the Town of Glenville. Boaters can see the fireworks from an excellent vantage point along the River near Jumpin' Jack's Drive-in. Free admission. For more information call (518) 370-0662.

Clifton Park July 4th Celebration

**Tuesday, July 4
12 Noon-10PM (Fire-
works at 9:30PM)
at Clifton Common off
Vischer Ferry Rd**

Come see the largest locally-sponsored fireworks display in the Capital Region! At Clifton Common, preceded by a huge 4th of July parade and festival with rides, games and craft vendors. Live music by New York Players. Free admission. For more information call (518) 371-6667.

New York State's 4th of July Celebration

Tuesday, July 4

3PM to 10PM (Fireworks at dusk)

Empire State Plaza, 240 State Street, Albany

Price Chopper and Market 32 have presented this Albany tradition since our country's bicentennial celebration in 1976. The annual event features live music and fun for the whole family, including the best fireworks show in



the region. This year will feature the United States Air Force Heritage of America Band with special guest Tonic. More than 20,000 people will gather to enjoy the day at the Plaza, which includes a naturalization ceremony, dozens of food and craft vendors, activities for kids, and an evening of live entertainment leading up to the big pyrotechnics show. Free admission. More information is available on Albany.com .

Saratoga's All-American Celebration 2016

Monday/Tuesday, July 3 and 4

All day long – Fireworks 9:30PM on Tuesday, July 4

Downtown Saratoga Springs

A downtown party along Spring, Putnam and Henry Streets in downtown Saratoga Springs! Featuring food, live music, a car show, a parade, BBQ and Dessert festivals, and more. Fireworks in Congress Park behind the carousel. For more information about this volunteer-run event including a list of sponsors and daily schedule visit saratogajuly4th.com .

Waterford Steamboat Meet

Saturday, July 1 (farmers market on July 2)

10AM- Dusk – Fireworks at Dusk

at the Waterford Harbor Visitors Center

Steamboats from across the region converge on the harbor for this annual tribute to these old-time vessels and their dedicated caretakers and captains. Food, vendors, live music and fireworks. Also, meet boaters from all over the country as they traverse America's Great Loop! On Sunday, July 2 the weekly Waterford Harbor Farmers Market will hold Steamboat Sunday from 9 to 1, with fresh farm products, "Harbor Joe" coffee, and live music, also at the waterfront. More information on Steamboat Meet is available at town.waterford.ny.us, and for the Market visit southern.saratoga.org or call (518) 371-3763.

July 4th Fest at the Great Escape

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Sunday through Tuesday, July 2-4

It wouldn't be July 4 without fireworks! Join us July 2, 3 and 4 for Coca-Cola® July 4th Fest – the most exciting Independence Day celebration in town. This three-day party features your favorite all-American traditions and has everything you need to celebrate the country in the best way possible! All active and retired military will get in the part for free with valid military ID from July 2-4. For more information call (518) 824-6000 or visit sixflags.com/greatescape

Macy's 4th of July Fireworks, the nation's largest Independence Day display, will return to the East River this year for it's 41st Anniversary.

From Macy's...

"A pyrotechnic anthem for the ages will ignite New York City's famed skyline on Tuesday, July 4, as the 41st Annual Macy's 4th of July Fireworks® launch an unrivaled barrage of color, shape, light and sound to celebrate Independence Day. The nation's largest pyrotechnic display will come to life over the East River, captivating more than 3 million spectators lining the shorelines, waterways, streets and rooftops of the Big Apple and millions more on television coast-to-coast as together they marvel at the nation's largest and most exciting party. Beginning at approximately 9:25 p.m., the first shells will launch the celebration along the shores of Manhattan, Queens and Brooklyn with more than 60,000 effects rumbling toward the grand finale. The 41st edition of the festivities will showcase a 25-minute display featuring never-before-seen shells and effects. Pyro Spectaculars by Souza is once again at the helm of the pyrotechnics that will feature multiple new shells including color changing chrysanthemums, purple crackling ghost peonies, orange bees, and pulsing happy faces in 23 electrifying colors including fuchsia, lemon and aqua. Revelers enjoying the show are encouraged to experience the full explosive display by tuning in to radio station 1010 WINS-AM to hear the musical score to which the show is choreographed."

Independence Day spectators from coast-to-coast can catch all the action in the sky by tuning to NBC's two-hour national broadcast of "Macy's 4th of July Fireworks Spectacular" beginning at 8 p.m. ET (check local listings). In addition to the pyrotechnic splendor, the 4th of July's most popular entertainment special will feature performances from the nation's hottest musical acts. Stay tuned for more exciting details about this year's display. **BEST VIEWING LOCATIONS WILL BE THE ELEVATED PORTIONS OF THE FDR DRIVE FROM THE FOLLOWING ENTRY POINTS.**

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- 34th Street
- 42nd Street

FROM LOWER MANHATTAN

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- Old Slip upper level
- Pearl & Frankfort

BEST VIEWING OF FIREWORKS FROM BROOKLYN

- Brooklyn Bridge Park
- The Brooklyn Promenade

GETTING THERE BY SUBWAY (Each requires some walking)

MANHATTAN

- East Broadway (F)
- Grand Street (B,D)
- Chambers St (J,Z)
- City Hall (R)
- Brooklyn Bridge (6)
- Wall Street (2,3)
- Fulton Street (A,J,J,Z,2,3,4,5)

BROOKLYN

- Clark St (2,3)
- High St (A,J)
- Court St (R)
- Jay Street MetroTech (R) For more information on the 41st annual Macy's 4th of July Fireworks, please visit www.macys.com/fireworks or call the Macy's Fireworks Hotline at (212) 494-4495

City of Poughkeepsie Waryas Park, The Walkway will be open to ticket holders to watch the City of Poughkeepsie's 4th of July fireworks display on Tuesday, July 4, 2017. Walkway Over the Hudson, a nonprofit organization, is a proud lead sponsor of the City of Poughkeepsie's fireworks display, along with other local businesses. Ticket sales fund fireworks, emergency services, and Walkway programs.

The Walkway will close at 5:30 pm to the general public and reopen for the 4th of July Fireworks Spectacular at 7:00p.m. Fireworks are scheduled to begin between 9/9:30 pm.

The Walkway gates will close 60 minutes after the fireworks show is completed. No refunds for this event will be issued. Rain date is scheduled for Friday, July 7, 2017. **West Point Fireworks, July 2, 2016 7:30 pm.** It's only fitting to celebrate America's independence with the Army's oldest band. Ask any one of the thousands who regularly attend this event why it's a must-see. World-class music and a stunning fireworks display make this concert one you won't want to miss! The easy way is by boat!

Walkway over the Hudson Bridge. Walkway will be offering a premier view of the City of Poughkeepsie's incredible July 4th Fireworks from high above the majestic Hudson River! The Walkway will open at 6:30 p.m. Pack a picnic and enjoy the sunset. Before the fireworks begin around 9:30 p.m. be sure to bring your chairs and flashlight. No pets, bikes, or skateboards allowed due to the nature of the event. The Walkway is a smoke and alcohol-free park. Tickets are \$10 each (kids 5 & under are FREE). Go online at www.walkway.org to purchase tickets for this event.

The Regional Dutchess County Chamber of Commerce

Balloon Rally is always an early morning event. Depending on the weather, boaters have the opportunity to be right under the balloons as they leave the Poughkeepsie shoreline. It is an unforgettable site, especially for children. The fact that it takes place during early morning limits the number of boaters and spectators that participate. Go to www.dccoc.org/balloonfestival to view multiple locations and times of lift off.

Riverfront Marina, Newburgh, NY Fourth of July Fireworks

Call Jamie the dockmaster at Riverfront Marina for reservations at their transient docks well in advance - 845-661-4914. This location is gateway to 7 restaurants including Billy Joe's Rib Works, Capt. Jakes Seafood and five others. It is a rocking, busy place to enjoy the barge load of fireworks anchored out in front at dusk on the Fourth of July or any other evening during the summer.

Bear Mountain State Park, The date of these fireworks is still not listed however, it is usually around June 24m 2017, Saturday night, if this occurs, check the media, then it will be a perfect boating event if you anchor on the south side of the Bear Mountain Bridge in the Iona Island Coves. The water depth varies from 5 feet to ten feet, however the channel is close by and the water depth is 65 feet or more. Fireworks are at dusk.

Peekskill, NY Tuesday evening July 4th at dusk. Shot from a barge. The fireworks are arranged by the Peekskill Fire Department. You can count on at least 200 or more boats anchored here.

The Town of Ossining Monday, July 3rd, Concert begins at 7.30 PM Fireworks at 9:15 PM. You can anchor right near the Ossining Railroad Station and watch and hear from your boat.

The Village of Sleepy Hollow will be shooting off fireworks on the fourth of July at Dusk in the General Motors area Tuesday July fourth. Due to construction at the Tappan Zee Bridge I do not recommend you traveling in this area by boat.



Town of Haverstraw Fireworks, July 2, 2017

This is one of the most spectacular fireworks displays on the Hudson River.

Look for the huge power plant smoke stack, the park where the fireworks are shot off and the concert takes place is right behind it. Further there is a "pond" that can be accessed, VERY CAREFULLY, nearby. Getting in the pond allows you to be directly under the fireworks. I strongly suggest ear muffs or plugs for those with sensitive ears. Entering the pond is very dangerous as there is a large pile of bricks inside the entrance. Please enter the area with your engine out of gear, following someone with experience in doing so. Then just touch your forward motion in gear and out so that if you do hit the bricks you will not damage anything. If you're a smart and a cautious boater you will have all children wearing life jackets and anchor on the outside of the huge pile of boats that will be there and then, leave early so you do not get involved in the madhouse leaving the area.



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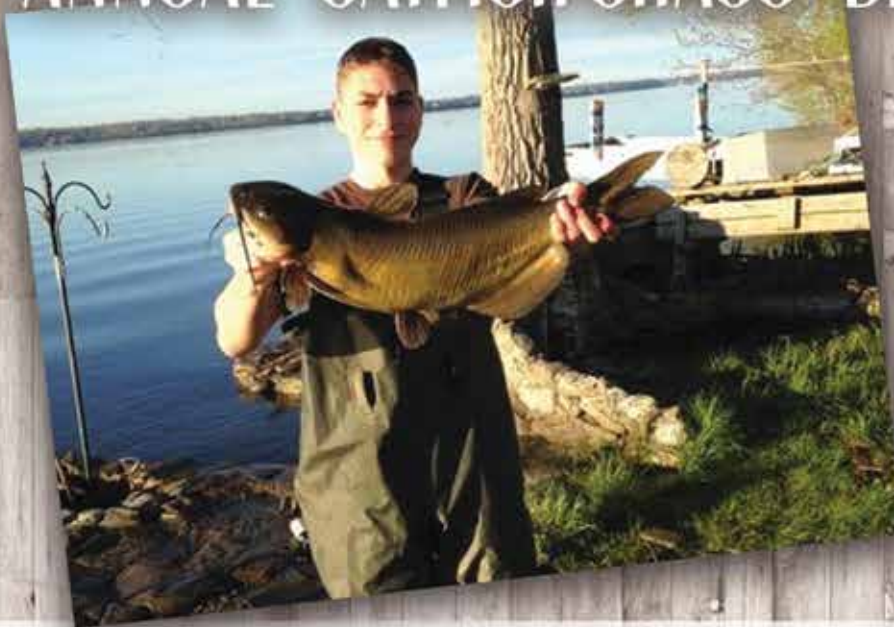
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by Sallie Wahrer

Sallie's Boat Top Repairs

Hi, I can't believe that I've been working on boat canvas for over 40 years! My head is full of thoughts about what you should do and not do with your boat canvas. That includes Bimini's, cockpit covers, bow covers, curtains, and any other canvas or sewing that needs to be done on your boat.

When I ventured into boat canvas, I thought to myself, "what could be so hard about this, I have been sewing all my life". Wrong, from the material to the conditions I began working under such as a rock and rolling boat, stuck in the mud, and there I am trying to measure and fit new canvas to a boat, that is moving every time I go from side to side. If you are unaware of the materials that we use in this business, Sunbrella is number one. You can still purchase old fashion cotton canvas, however for long lasting fabric, Sunbrella is your best choice. It will hold up under the most abuse and will not color fade.

If you're buying a boat, new or used, it is very important to look carefully at the canvas that comes with the boat. Not only the material but also the bows, frames and buttons or snaps that come with it. There is a huge difference in quality from one manufacturer to another or for that matter from one independent boat canvas repair specialist. The "glass" or plastic windows that are included are as important as the canvas. Did the previous owner store them flat between soft towels for the winter months, or were they hung up vertically" or worst of all were they stored rolled up. This is the worst possible way to put your canvas away for the winter!

You can contact me at SallyjeanWahrer@yahoo.com for any questions you may have regarding repairs, doing the work yourself or for that matter where to buy the material you will need to get the job done.

In my next column I will tell you about the boat with the head up in the bow. Everyone in the marina was aware of what you were doing as we had to open the hatch above the head to use it. That usually elicited yells, catcalls and laughs while you were doing your business.

From an old, old boat top person, to you, don't give up, never, never give up, keep doing what you love, I am for sure.



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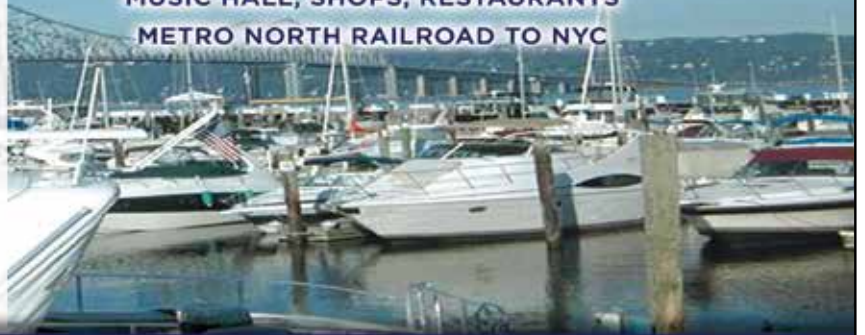
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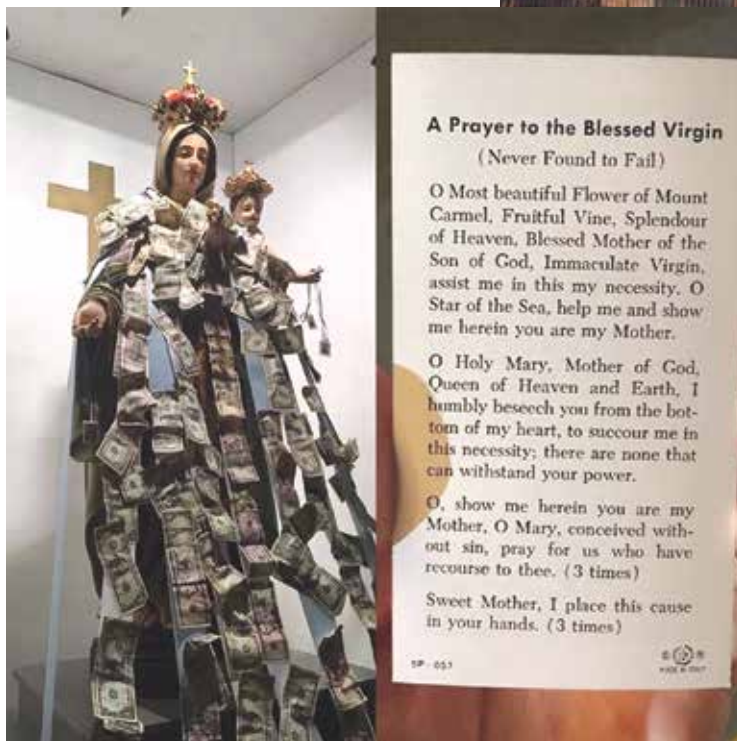
"THE FEAST"

The Our Lady of Mount Carmel Italian Society Celebration

by John H. Vargo, Publisher

It would not be Verplanck without "The Feast", The Our Lady of Mount Carmel Society annual Italian celebration on July 12-16, 2017.

The iconic four days of carnival like atmosphere of music, rides, games, food and everything Italian is as traditional as the sun coming up every morning.



A Prayer to the Blessed Virgin (Never Found to Fail)

O Most beautiful Flower of Mount Carmel, Fruitful Vine, Splendour of Heaven, Blessed Mother of the Son of God, Immaculate Virgin, assist me in this my necessity. O Star of the Sea, help me and show me herein you are my Mother.

O Holy Mary, Mother of God, Queen of Heaven and Earth, I humbly beseech you from the bottom of my heart, to succour me in this necessity; there are none that can withstand your power.

O, show me herein you are my Mother, O Mary, conceived without sin, pray for us who have recourse to thee. (3 times)

Sweet Mother, I place this cause in your hands. (3 times)

SP - 051



For 95 years, this event, with its hint of Catholic religion, begun by a group of quarry workers, who originally came from Reggio Calabria in Italy, have carried their traditions from their homeland to their newfound life in Verplanck, New York.

Rich, poor, and famous, everyone has to be "seen" at least one evening of the five day event walking the 8th Street celebration area as part of the good old summer time in Verplanck.



People born in every corner of the globe, and who have heard about “The Feast” come to enjoy the wonderful sausage and pepper wedges, the ice cream, a cold beer or just to “chat” on a hot summers evening in July. Families with children must give them at least one ride on the Ferris wheel or the other rides that are on the field of the Society’s grounds.

The final event the fireworks fill Verplanck on Sunday evening with thousands and thousands of visitors all waiting for the final huge fireworks celebration marking the end of yet another wonderful summer of The Feast” in Verplanck, NY.

For 95 years this tradition, has marked summer in Verplanck, NY.

President Vincent Altieri, Jr. and VP Mike Letteri invite everyone to enjoy this traditional Italian event.



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The Saratoga Race Course - Accessible by Land or Sea

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

For more than 150 years, the Saratoga Race Course has been a major tourist attraction not only for thoroughbred horse racing fans but for tourists from up and down the Hudson River corridor looking for a unique, historic experience. The "Track", as it is locally known, takes visitors back in time to 1800s ambience and charm, yet contains all the 21st century accoutrements needed for a first-class racing experience. This year's meet commences on Friday, July 21 and runs through Monday, September 4, 2017.

The Saratoga Race Course is operated by the New York Racing Association (NYRA), one of the largest thoroughbred horse racing organizations in the US and the cornerstone of New York State's horse racing industry, which is responsible for more than \$2.1 billion in annual economic impact and more than 17,000 jobs.

Motorists driving up from the Hudson Valley can reach the Saratoga Race Course by taking I-87 through Albany and across the Mohawk River. Exit 14 is just a short distance from the parking lots. Boaters can also reach the Track, by cruising up the Champlain Canal (Hudson River north of Troy) to the village of Schuylerville, and staying at "Saratoga's Harbor", the Schuyler Yacht Basin. One of the Saratoga Springs taxi services can get you there, and coming soon, ride sharing services like Uber and Lyft will be made available in upstate New York for the first time! Whether by land or sea, this may be the best year yet to spend time at the Saratoga Race Course!

For more information on the Saratoga Race Course please visit [HYPERLINK "http://www.southernSaratoga.org"](http://www.southernSaratoga.org) www.southernSaratoga.org, stop at the Southern Saratoga Information Center on the I-87 Northway at Exit 9 or call (518) 371-3763.



This view of the old Champlain Canal off the deck at Schuylerville's Revolution Café serves as a reminder that history is everywhere in upstate New York and Saratoga County. The Battle of Saratoga took place 240 years ago, and for more than 150 of those years, the Saratoga Race Course has been in existence!



Former Mahopac Resident Lynn Kass is one of the friendly faces awaiting travelers at the Southern Saratoga Information Center, at the Clifton Park Rest Area right on I-87 heading north from Albany. The Center is maintained by the Chamber of Southern Saratoga County and is well stocked with information on are venues and events.



A longstanding tradition at the Saratoga Race Course, low cost seating out behind the paddock area is popular with people of all ages and incomes. It's a unique way to have a party! There is grandstand style seating in the Clubhouse as well. The annual Travers Stakes will be on August 26, 2017.

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Ask Dr. Gel

by Dave Weakley



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

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"A successful repair is one you cannot see!"

*"Mr. Weakley, I just finished reading your article in *Boating On The Hudson Magazine* and noticed your offer to answer questions. I have found a lot of conflicting information about the use of Gel-Coat. Even product manufactures seem to vary in what they recommend. I recently made a small repair to my bow with West System epoxy, Interlux 2000E paint, gel-coat with surfacing wax, thinned with Acetone and sprayed with a Preval sprayer.*

The repair worked fine, although I did get some orange peel. I will probably use a different spray gun next time. Even though the repair worked

I like to know the proper way to do things. I later talked to a gelcoat manufacturer tech who said not to use Acetone to thin Gel-Coat, only use patch booster and also not to use a HVLP spray gun. I'm confused after talking to other people that say they spray Gel-Coat with gravity feed (HVLP) spray guns all the time.

So my questions are:

1- Can you thin Gel-Coat with Acetone? 2- Is it OK to use West System epoxy and Interlux 2000E as a repair under Gel-Coat? 3- Is a gravity feed HVLP gun acceptable or should I look for a different gun? Sincerely, Dave N."



I called Dave N. and answered his questions;

1. Acetone- Absolutely NOT and under NO circumstances should you use acetone to thin gelcoat. It is a cleaning solvent; I use it to clean my equipment.

The use of acetone will breakdown the gelcoat pigment, change the color, cause poor color match, often causes a halo around the repair area and will turn grey over time. In addition it will shorten the stability of the gelcoat and likely cause lack of shine, chalking and fading. Acetone does not evaporate completely causing the cure to be soft and it will not sand and buff well.

2- Epoxy and Gelcoat- It is ok to use West System epoxy; a great and wonderful material to use in a repair but you cannot put gelcoat over it. Gelcoat is polyester and you cannot apply gelcoat over epoxy. It does not matter who the manufacture is; it will not work. You cannot apply gelcoat over an epoxy barrier such as Interlux 2000E, Bluewater epoxy barrier or Petit epoxy barrier. You do not need a "primer" over the repair area. Apply the gelcoat directly over the body fillers. Be sure the body fillers are the correct type for the area of the repair. Type of fillers will vary for above and below the water line.

3- Spray Gun – The spray gun you need is a 3M all composite gravity fed HVLP in conjunction with the PPS System. There is other equipment I use in conjunction with this system that I demonstrate and teach how to use in my gelcoat repair training classes. In my opinion a Preval sprayer has no use at all in the world of gelcoat repairs. Here's why. The gelcoat would need to be thinned in order to spray it through the Preval. It would require acetone or styrene to be added. Both are not recommended! Both will degrade the gelcoat. Some in the field will say it's ok to use. But if you want a good quality repair do not use either ever. Don't waste your time and money on a Preval! It would not even make a good spritzer for your martini – Its vapors/ gas may cause anesthetic effects and depression of the central nervous system.

Use the recommended 3M system and "Bob's your uncle"!

Dave,

I just wanted to thank you for taking the time out of your busy schedule to give me the real facts about gel-coat.

Your knowledge and expertise cleared up the confusion and misinformation about the product.

I think it's important for boaters to understand what gel-coat is and that proper preparation and procedures are required for a successful repair.

Education, learning and training should be a life time goal.

Thanks again; good health and prosperity to you and your family." Dave.N.

Internet Instructional videos and "Forums" do not always have accurate information about how to use Gel-Coat!

Beware and be careful! Instructional videos are appealing but ALL of the ones I've seen so far are not good guides to how to do successful gelcoat repairs. I actually find many laughable because so called professionals are teaching such wrong and way off base methods. I'd be willing to go "toe to toe" with any of the so called repairers.

I get to redo many of these cob-jobs which end up costing the boat owner more money. If you want to learn how to do repairs correctly take a repair training class and let me educate you. I train men and yes women from all over the country and beyond from Alaska (yes!) to the Bahamas and of all skill levels. I train those already working in the trade who are not getting good repairs and boat owners without any prior experience.

There are no instructions on a can of gelcoat. It may have a label that says "for professional use only". Trust me if you try it on your own it's likely you'll mess it up (polite terms). I get a lot of calls after the fact; "Why is it still tacky? It'll work great as a fly strip!!" "Why did it turn yellow" "Why doesn't it match?" "How come I can't polish it?" "It's all over my sand paper" "It's dull when I buff it!"

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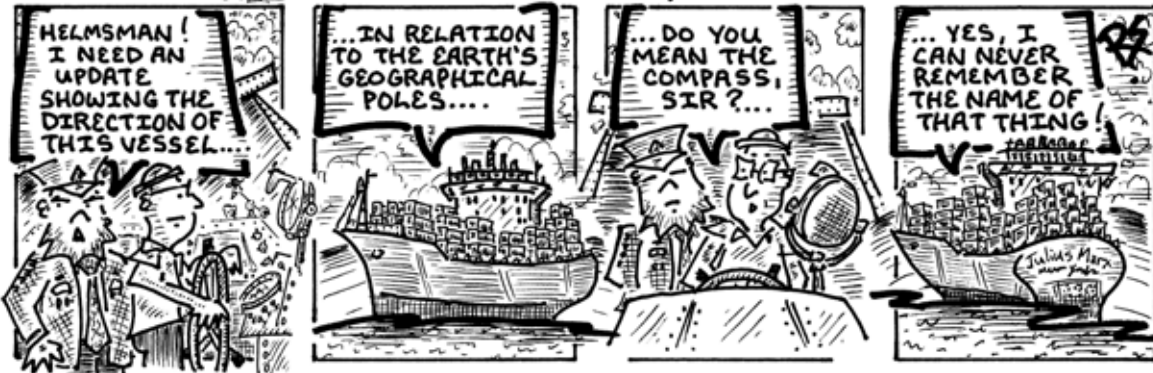
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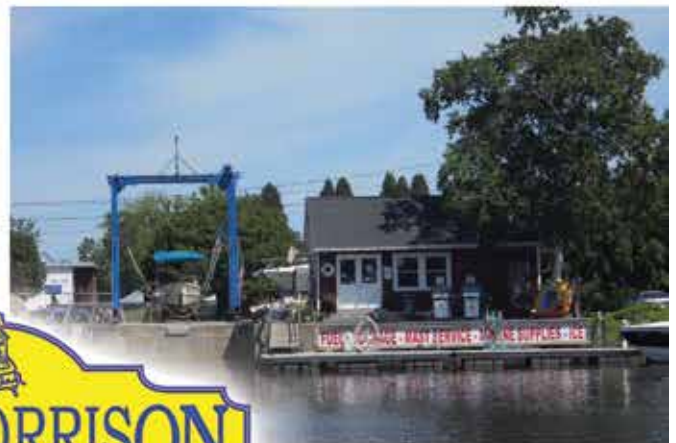
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Steamboats, Fireworks & Farmers Markets!

Waterford's annual Steamboat Meet is coming back to the harborfront on Saturday, July 1 with food, vendors, boat rides, and beautifully restored and maintained steamboats. Historic and interesting vessels will line the docks and mooring wall, with vendors stretching across the length of the canalside park from the "Battery" to Lock E-2 in the storied Waterford Flight, in front of the Waterford Harbor Visitors Center, at the entrance to the Erie Canal in upstate New York. The event runs from 10AM till dusk, followed by one of the best fireworks displays in upstate New York right overhead.

Farmers markets are a summertime staple in upstate New

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

York as well, and Steamboat Sunday (July 2, 9AM-1PM) at the Waterford waterfront continues the fun along the docks with fresh produce, meat and other items from local farms available to residents and visitors alike at modest prices. A few of the steamboats will still be around, so people can enjoy the view and some more of the fun. Or, head on over to Upstate Kayak Rentals (www.upstatekayakrentals.com), right under the directional sign at the junction of the Hudson and Mohawk Rivers, and rent a kayak for a unique perspective on these interesting waters (and catch glimpses of American history all along the banks).

For boaters heading further north, a new Farmers Market is also happening at the Mechanicville Library just a few hundred feet from the City docks. Mondays between June 12 and October 7, between 4 and 7PM. It's another great opportunity to easily provision as vessels make their way north to Lake Champlain.

For more information on these and other local attractions, 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.

Waterford resident Scott Stalker keeps the burgers coming at the 2016 Steamboat Meet. Step back in time to enjoy the steamboats, and enjoy a wonderful summertime experience along the waterfront.





Chris and Gina Freeman, who both serve on Canal Corp tugboats, enjoy a little time together with "Sal the Mule" at the Waterford Steamboat Meet.



Educational institutions such as Sage Colleges and Cornell Cooperative Extension share great ideas on how to use locally grown and raised food products which can be purchased at area farmers markets.



A busy scene along the waterfront as the Steamboat Meet and Farmers Market comes to Waterford every year in early July.



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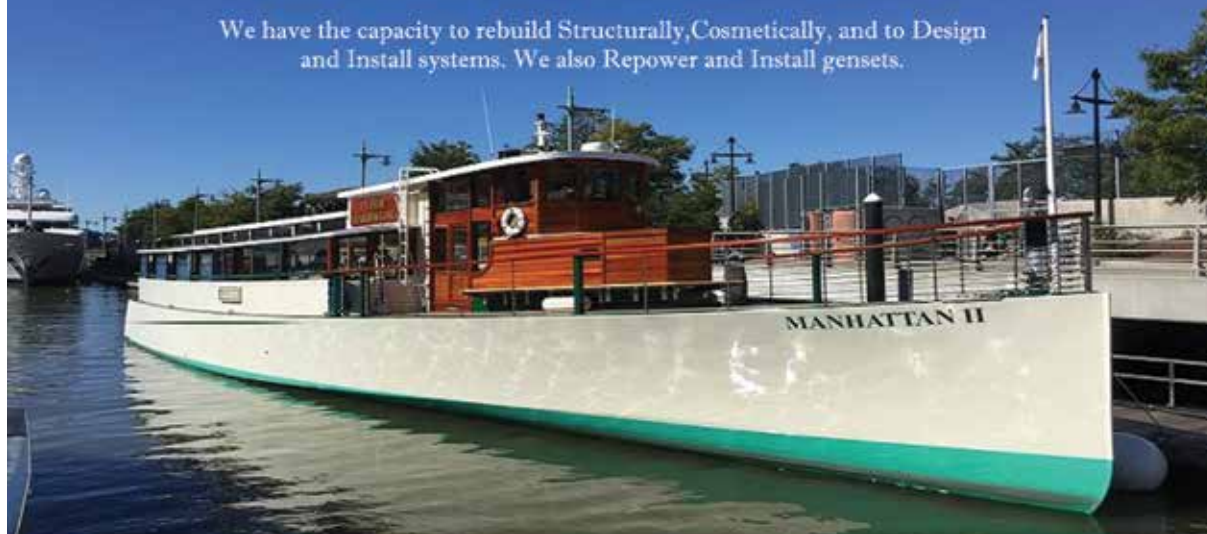
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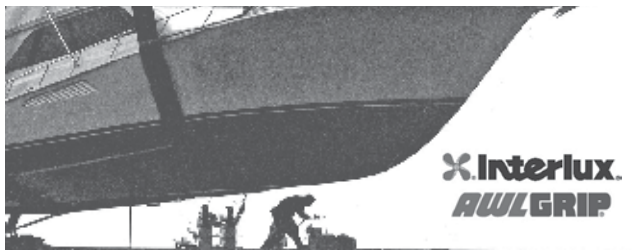
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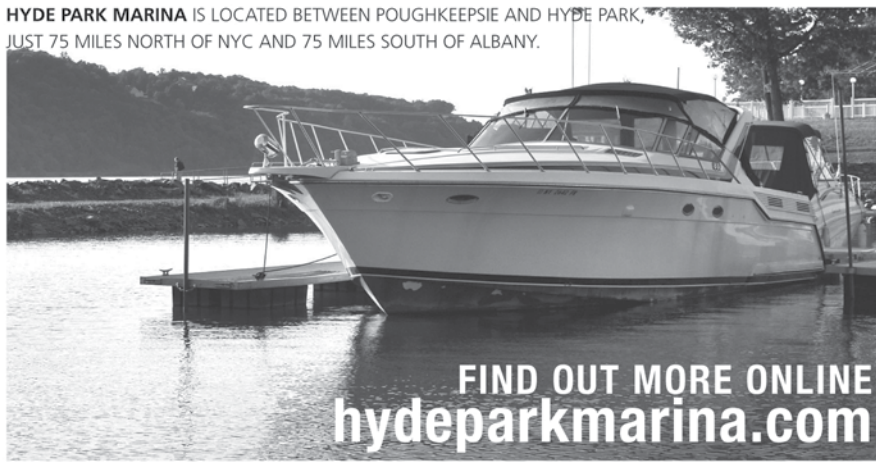
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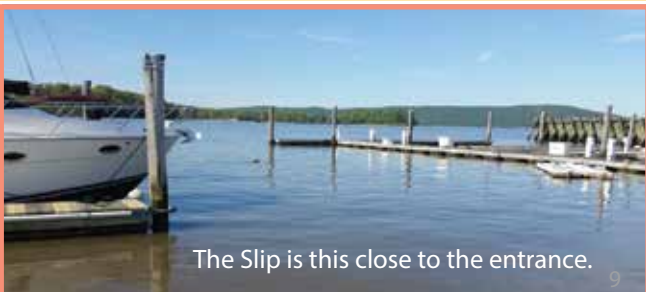
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2017 RENTAL RATES	CAPACITY	2HR	ADD. HR	1 DAY	2 DAY	3 DAY	4 DAY	5 DAY	6 DAY	WEEK	SUN-FRI
17' 50 HP 4 Persons		\$152	\$61	\$305	\$585	\$768	\$890	\$1,006	\$1,106	\$1,198	\$1,051
19' 90 HP 5 Persons		\$191	\$77	\$383	\$740	\$970	\$1,123	\$1,268	\$1,394	\$1,509	\$1,324
20' 115 HP Deck Boat	8 Persons	\$251	\$100	\$502	\$979	\$1,281	\$1,482	\$1,673	\$1,838	\$1,989	\$1,746
18' 150 HP OB	5 Persons	\$223	\$89	\$446	\$866	\$1,134	\$1,313	\$1,482	\$1,629	\$1,763	\$1,548
20' 220 HP I/O	7 Persons	N/A	N/A	\$610	\$1,195	\$1,560	\$1,804	\$2,036	\$2,237	\$2,420	\$2,125
22' 260 HP I/O	8 Persons	N/A	N/A	N/A	\$1,549	\$2,022	\$2,337	\$2,636	\$2,895	\$3,132	N/A
22' 60 HP Pontoon											
		\$233	\$93	\$466	\$906	\$1,186	\$1,372	\$1,549	\$1,703	\$1,842	\$1,617
23' 115 HP Pontoon	13 Persons	N/A	N/A	\$610	\$1,195	\$1,560	\$1,804	\$2,036	\$2,237	\$2,420	\$2,125

www.yankeeboat.com



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For Complete Details go to:
www.lakegeorghoreline.com/activities/boat-rental/



Snug Harbor Marina



Snug Harbor South



HOURS:

In season rental days are from 8:30 AM to 6:00 PM. Off season rental days are from 8:30 AM to 5:00 PM.

Multiple day rentals can be picked up at 8:30 AM on the starting date and must be returned by close on the ending date.

OTHER RENTAL INFORMATION:

\$250 deposit is required at the time of booking. We accept MasterCard and Visa at both locations. See below for our cancellation policy.

Renter must be over the age of 21 and have a valid driver's license.

-Important- Maximum weight includes people and gear and should not be exceeded for any reason!

No Boats are to be used after Dark NO Exceptions

Gas is extra on all rentals! Each boat comes with a full tank of gas, the renter is responsible for only what they use throughout the rental and will pay for the gas when the boat is returned.

Parking: Due to limited parking, first vehicle per boat is free. Each additional vehicle will be a \$10 fee. Parking Tags will be provided at the rental office.

As we continue to update our equipment, capacities and horsepower may change. We cannot be held responsible if you book a boat that will not handle your needs. We apologize for any inconvenience caused by these changes.

RESERVATION CANCELLATIONS:

Must be made by 14 days prior to the reservation start date to receive full refund of deposit; otherwise the deposit will be held as a credit on file for future rentals.

Although we do our very best to make sure you get the boat requested, we cannot always guarantee availability due to mechanical failures, damages, etc.

Call or Email with any questions

For Complete Details go to:
<http://www.snugharbormarinainc.com/boats-dealership--rentals>

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