

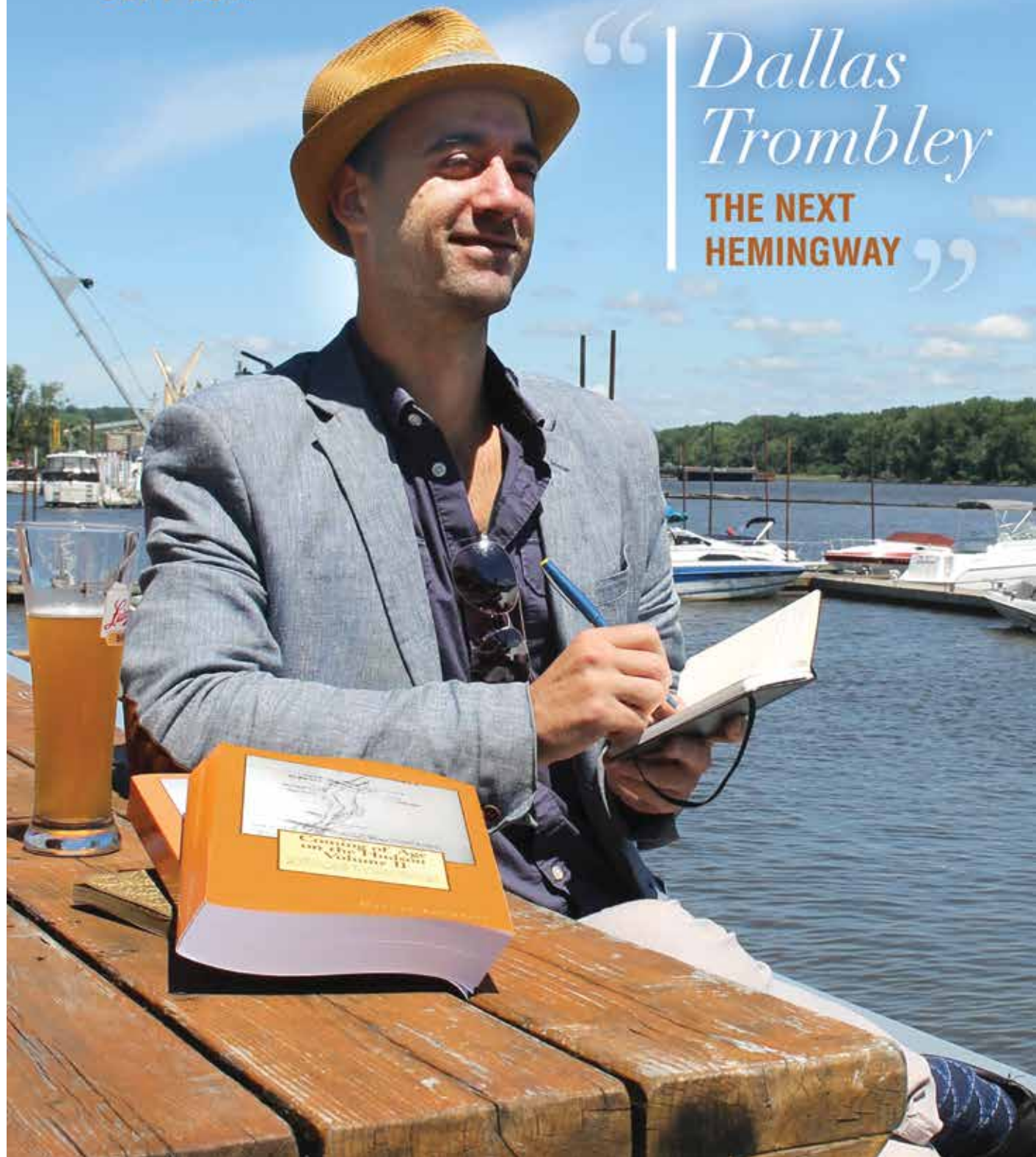
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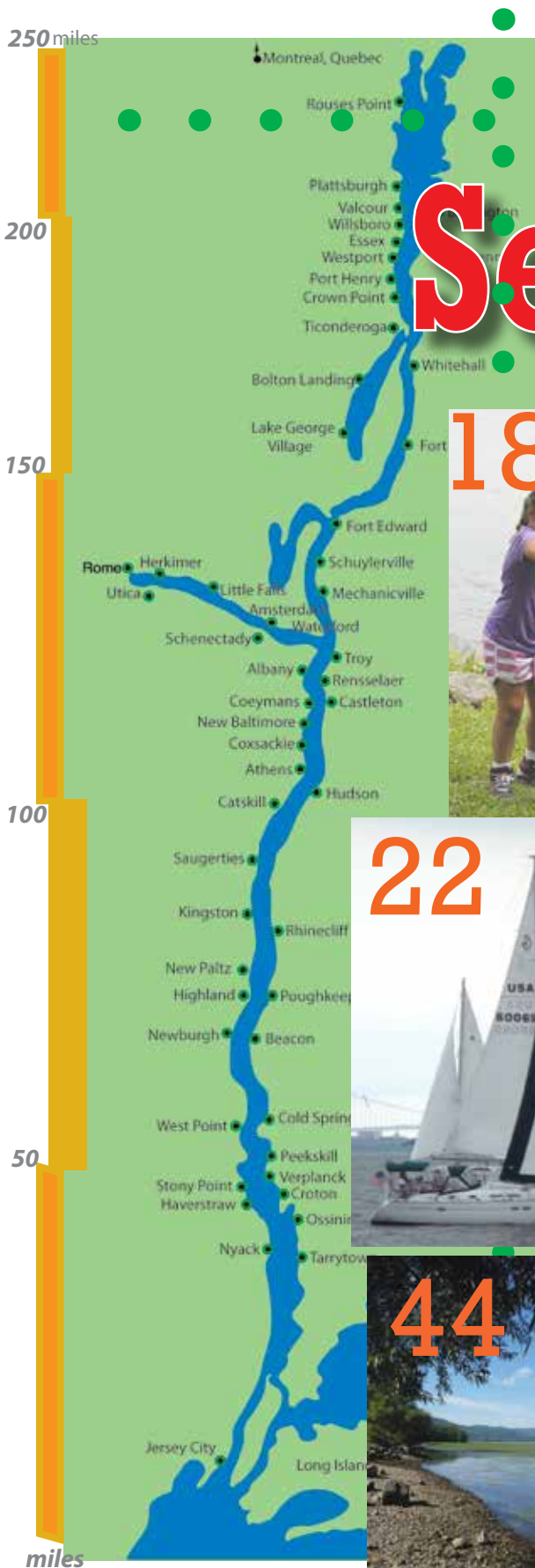
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BOATING

On The
Hudson
& Beyond

September

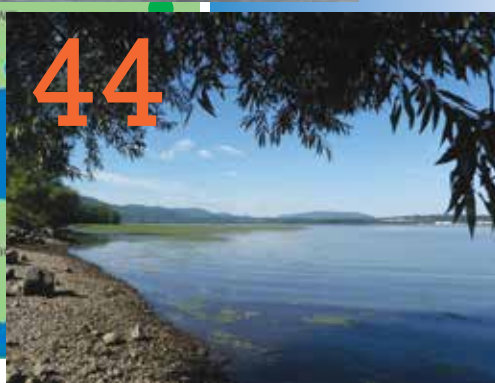
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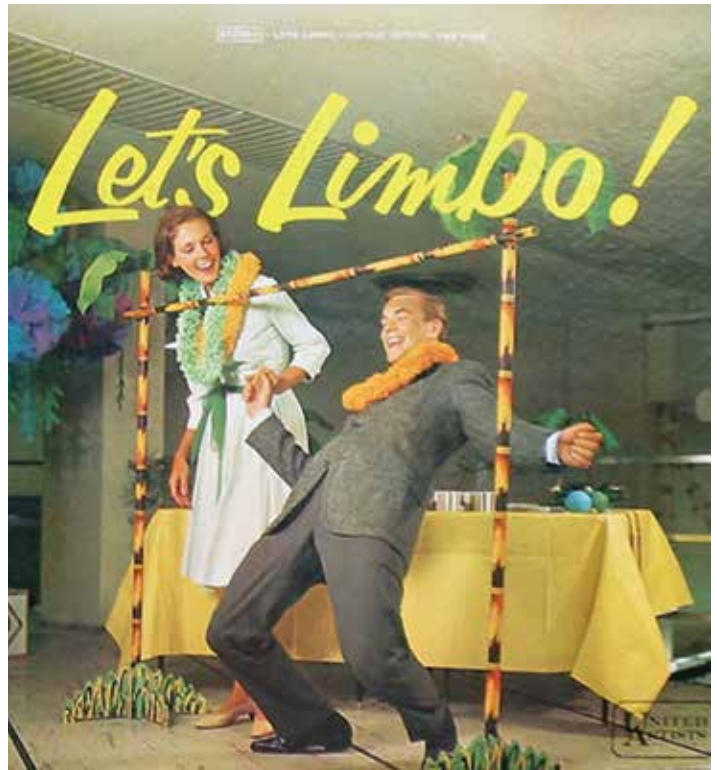
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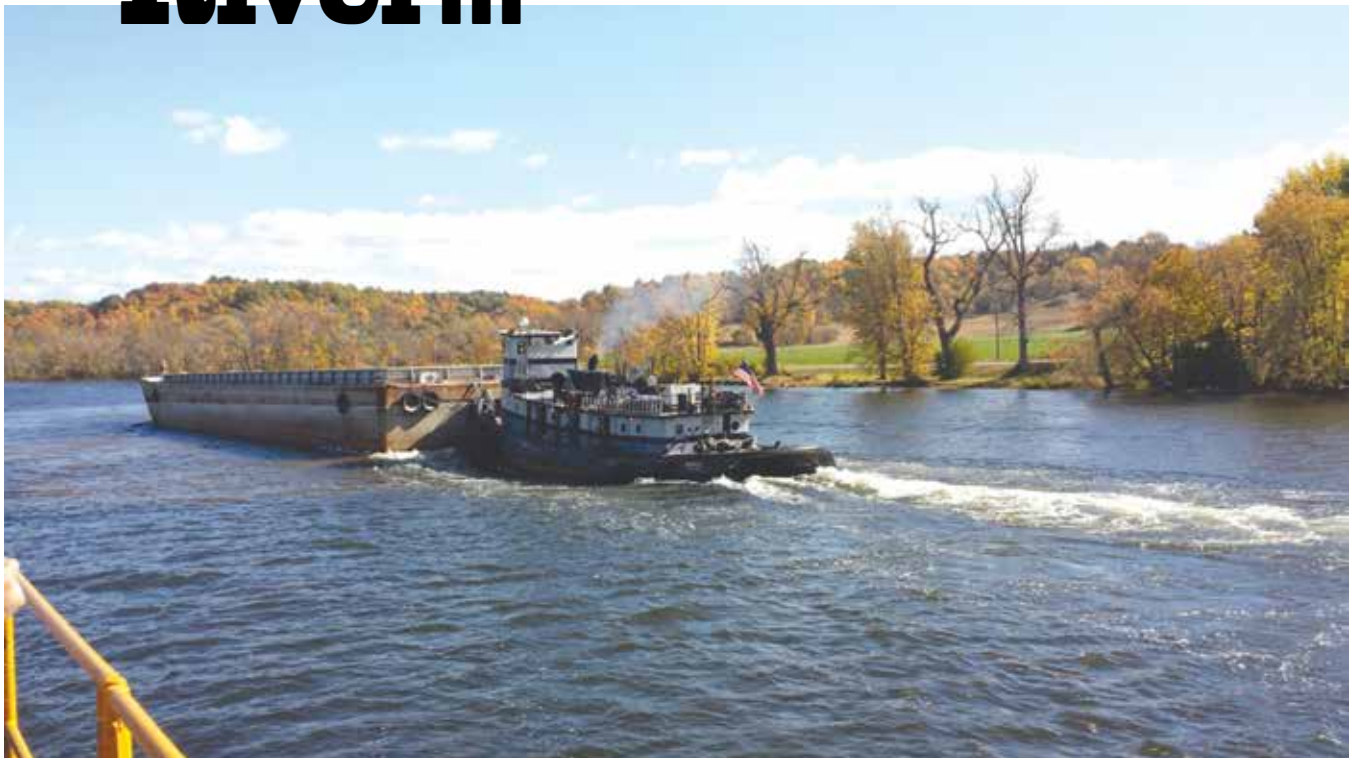
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The Limbo Is A Great Dance, But Not In The Middle Of The Hudson River!!!



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



A NYS Marine Highway tugboat on the Hudson River off Stillwater in 2016.



A white perch.
Photo courtesy of
Marylandbiodiversity.com

**“Jack be nimble, Jack be quick....”
Chubby Checker’s hit of the early
1960s may well describe the dance
being conducted with the Hudson’s
future hanging in the balance, but
we may all end up in “limbo” for
generations to come!**

A bit of a limbo dance seemingly has developed regarding the current state of environmental cleanliness of the Hudson River, as various State and Federal agencies grapple for the solution to a problem that originated while Grandma was still alive, namely the cleanup of manufacturing deposits which were legally dumped into the river from upstate factories but the aftereffects of which have curtailed economic development along the upper River since the late 1970s.

Without getting into the details of the various factions and the government decrees that have gotten us to this point (follow the hyperlinks to read more about the positions of the EPA and various groups involved), suffice it to say that this “dance” has put us in a “limbo” of sorts, to use a different definition of the word. Simply put, we are stuck between the political answer and the scientific answer of whether the Hudson River is “clean”.

If its clean, then we should be able to fully utilize it for both

recreational and commercial use. Build docks, bulkheads, boat and kayak launches, and even 21st Century environmentally-sustainable factories along its shores. If its not clean, then steps should be underway to make it sufficiently clean as soon as possible so the ideas above can be implemented. But where the EPA seems to have settled is on a “clean enough” standard, using measured levels of PCBs in various fish such as the ubiquitous white perch and a concept of “attenuation” that will help straighten the water out in about 50 years. 50 years?????

The problem with “clean enough” is that it really isn’t clean enough to do anything meaningful at all, except check off a few boxes on some bureaucrats’ to-do lists. Can the Village of Schuylerville clean out the storm drains adjacent to the waterfront ballfields at Fort Hardy Park so that potentially-contaminated water doesn’t keep backing up onto them? Can the main navigational channel be dredged to and maintained at the Constitutionally-mandated 12 feet versus the current controlling depth of about 9? Can a waterfront terminal be created in Halfmoon to support the proposed Area 3 project and bring jobs and major investment to the area?

To be fair, the representatives of the EPA are just doing their job and adhering to scientific principles and the letter of agreements made at the start of the PCB dredging project to measure their success. At a July 19 hearing at the Saratoga Hilton, EPA representatives presented evidence to support their assertion that measured results indicate the desired improvements have largely been achieved. Groups like Scenic Hudson and Riverkeeper have evidence to the contrary and have been very vocal about it. For example Althea Mullarkey of Scenic Hudson said, “the data does not support the claim that this remedy will



Scenic Hudson's Althea Mullarkey makes a point during the comment portion of the July 19 meeting.

be protective of the environment." Kevin Farrar from the NY State DEC concurred, stating his belief that "the levels of PCBs are too high." Whether these sentiments will prevail in modifying the EPA assessment is questionable – after all a deal is a deal and in the opinion of EPA Project Director Gary Klawinski, "we don't believe more dredging would significantly affect fish recovery time."

The real problem is that fish recovery time is a lousy measurement of whether or not the River is functioning as a fully utilized asset to our community. The problems on the Hudson are a function of a century of neglect – first using the River as a disposal pit and, quite frankly, a toilet, and then later ignoring the polluted River and riverfront sites in favor of other locales which

required less environmental review and remediation in order to provide economic value to the community. This despite the fact that the Canal system remains fully open and viable even with some constraints between Troy and Fort Edward. A more aggressive effort over the decades to keep industry thriving along its shores might have put more companies in the River Towns with vested interests in helping it live up to its full potential, and the resources to help make it so. Alas, this is not the case, so the ongoing saga of reaching far into the past to try and place blame, assess culpability and prescribe remedies continues. As Lee Jameson of Stuyvesant, NY said yesterday during the hearing, "a little bit of pollution may cause centuries of damage." This is a warning we all should heed.

We can't wait 50 years to have a fully-utilized Hudson River.




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THESE MAGNIFICENT EAGLES

On August 8th, 2017 I was standing on the very tip of Catskill Point at 8 AM. This is the very spot where Catskill Creek empties into the Hudson. Across from Catskill Point is a marsh, and behind that is a string of trees, some with dead branches. There high in the treetops were these two beautiful birds. They had to be a quarter mile away but my telephoto lens picked them out.

The tide was running out, with carp jumping all around the point and other schools of fish swirling in the fast ebbing waters. Pieces of plants floated by signifying the end of summer were fast approaching.

From Catskill north to Albany the Hudson River is alive with virility, eagles and other forms of wildlife. There are fresh water drum, walleye, and perhaps a hundred species of fish in the waters around Catskill Point.

Sad, so very sad, that the powers that be are still harping on the same old rhetoric of a dirty, dead Hudson River while all this is going on around us.

Is anyone ever going to wake up, smell the Rose's, and move on to the better world that surrounds us?

We need to be able to do the same things on that river that we can do on the Mohawk. A harbor was dredged in months when it was decided that a marina and adjacent casino belonged in Schenectady despite any challenges emanating from its former use as a locomotive factory. Can we do something similar, perhaps, to put a bulkhead in for tugs and barges in northeastern Halfmoon, or help Schuylerville clean out its drainage culverts?

The only way to resolve this issue is to bring all stakeholders together to come up with an economically sustainable plan that doesn't scapegoat individual companies but brings all parties together to build partnerships, develop ideas, accumulate investment, clean the River, and construct waterfront facilities in a manner that may not completely satisfy everyone, but at least would be something everyone can live with. Otherwise, our communities' future will be in "limbo" for a long, long time.

This article first appeared in the Times Union blog July 2017.



An annual fixture at the Roundup has been this replica of the first-ever cargo ship built in New York State, the 1614 Onrust. This year, the vessel has spent more time downstate in collaborative efforts with the Hudson River Maritime Museum, the Connecticut River Museum, Marist College, and later this fall, the Bronx Museum/Greene County Historical Society, Crailo State Historic Site and Albany County Visitor Center.

Could this boat change history? Solar Sal made its historic journey in late 2015, and retired RPI professor David Borton (left) continues to work towards a new fleet of commercially-viable solar electric boats on area waterways. He is planning to show off his latest creations at the World Canals Conference in Syracuse from September 24-28.



Reflections on the "Roundup"!

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

When I took over leadership of the Chamber of Southern Saratoga County over six years ago, I was told about this interesting event in Waterford that immediately captured my attention – the Waterford Tugboat Roundup. This annual celebration of maritime commercial history is a really unique and wonderful way to learn something about the waterways that have provided the lifeblood of energy generation, materials transportation and interstate commerce for two centuries. Plus, we're all boaters! So what's better than a maritime festival to give us all something to get excited about?

The Tugboat Roundup is inspirational because it not only shows us the vessels of the past, but also those of the present and future. Last year, moored behind the replica of the 17th Century Onrust were several boats of the New York State Marine Highway's fleet. These tugs move some 90 percent of the products shipped on the canal system each year and almost all of the freight which is transported on the Champlain Canal. These vessels are specifically designed to handle the unique demands of the canals – some even have telescoping pilothouses to duck under bridges in a 21st century version of "Low



Last year was the first annual Tugboat Chug 5k, a great event held right along the historic canals and downtown Waterford. There will be a kids fun run directly following the 5k, plus prizes for top finishers and all the kids!

Bridge, Everybody Down!" It's important that we consider the role of commercial cargo transportation in the Hudson River's future, especially as questions remain as to the need for additional remedial action to address some of the challenges left behind by 20th Century manufacturing operations.

In 2015, a small vessel named Solar Sal made a trailblazing voyage across New York State, carrying some 8000lbs of recycled cardboard from Lockport to Mechanicville in the first-ever fossil fuel-free cargo delivery in Erie Canal history. A great example of Tech Valley ingenuity, Solar Sal is the first of a generation of new vessels of various sizes which eventually hope to be a mainstay of the tourism/ trawler/light duty cargo market on inland waterways.

The tugboats battle for various honors and it's always fun to watch the littlest vessels compete against one another. Regardless of whether the boats are meant for pleasure or for profit, the tugboats of the Waterford Tugboat Roundup are always fun to see!

There are a lot of other activities at the Roundup, including vendors, food, a boat show, boat rides, kayak rentals and other exhibits and nearby shops in downtown Waterford are open for business too. Saturday night will feature some of the best fireworks in the Capital Region (weather permitting). For more information visit [HYPERLINK "http://www.tugboatroundup.com"](http://www.tugboatroundup.com) www.tugboatroundup.com , the CSSC website at [HYPERLINK "http://www.southernsaratoga.org"](http://www.southernsaratoga.org) www.southernsaratoga.org or stop by the Southern Saratoga Information Center at the Clifton Park Rest Area, on the I-87 Northway at Exit 9.



These boats mean business! The pride of the NYS Marine Highway tugboat fleet was on display at the 2016 Roundup, and these vessels can often be seen plying the Hudson River's waters pushing barges full of cargo to their destinations.

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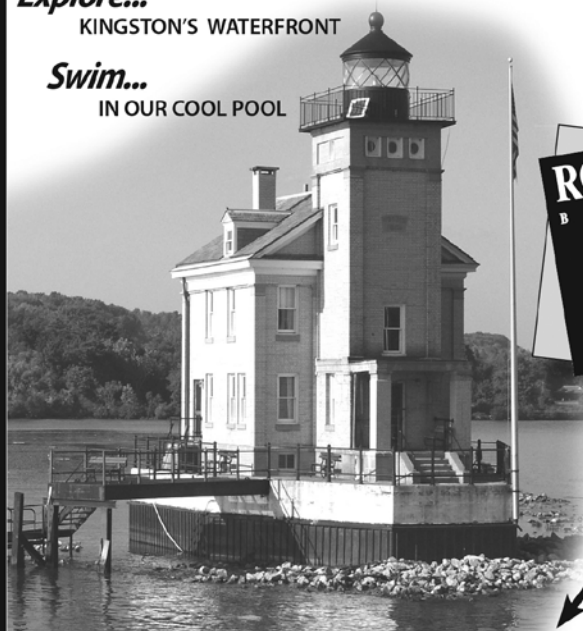
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BOAT TALK WITH



Alex Salomatoff

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Question: I have a 1988 Silverton Yacht with a Generator. The Generator has not worked since I bought the boat 3 years ago. No surprise, I was told, up front, that it did not run. My wife keeps bugging me so now I would like to see why it does not start! It cranks, but will not fire up, I tried ether, but that did not work. It is a diesel with approx. 5000 Hrs. 8kw

Answer: These engines are quite simple. It is either fuel or air! My guess is no fuel or bad glow plugs or both.

First open an injector line. Is fuel coming out? If you are going to fix it yourself then replace all filters now. Fill the filters with fuel before screwing them back on. Make sure the fuel solenoid is engaged. The plunger should be in. It should try to fire.

Then you need to trouble shoot the oil pressure and high temp shutdowns. You can by pass the sensors by using a small jumper to the hot side of the battery.

At some point you will want to make sure your glow plugs are getting hot. Even in the summer they are very helpful in starting your diesel generator.

If none of this works then I suggest you get it repaired by us at your leisure. It will add value to your boat, and provide convenience to your lay overs, not to mention the nagging will stop from your wife.



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by Dallas Trombley

I don't like the way the Hudson River is characterized in the media.

Should we disparage the river as a dirty toxic dump? I don't think so.

I grew up in New Baltimore, about a mile uphill from the Hudson. My dad and I used to take a walk to the river every March, and watch the icebergs flow south after the wind had warmed the air. Standing on the

riverbank with my father meant the arrival of spring every year.

My father had a friend from high school, who bought an old building that was once an ice house, and then a spot where the Frangella brothers grew mushrooms. His friend cemented the floor and painted the walls and sold hamburgers and soft-serve ice cream in the old warehouse down in Coeymans. It was called The Muddy Rudder and it was in the building where Yanni's Too is today. The business only lasted a couple of years. My dad and I took walks down Main Street in Ravena on school nights, and then he'd drive me to his friend's ice cream spot. While they talked, I strolled to the dock at Coeymans Landing, and looked over the dark water. I was twelve, thirteen, fourteen years old then, in love for the first time, wanting to leave my home town. I'd watch a barge drone downriver, or hear a train across the river rushing through the woods, and imagine I was a stowaway on the ship or a hobo on the train.

Now I'm an adult, I've hitch hiked, visited other states and countries, lived in a city. I miss spending time by the river with my father.

President Trump's slogan "Make America Great Again" helped get him elected. I've worked in politics and sales and I just knew that the candidate was a salesman who came up with a slogan that he thought regular people would buy. Of course it worked, and I don't blame him for being a better advertiser than his competitor for office. However, I really believe in making America great again, and I believe it can only happen if we resurrect our small town communities and markets, and I resent that he used the phrase so flippantly without a real plan—like if my partner in a card game just threw out a trump card instead of using it when it would be most effective. After the last election, it's going to be harder to get people to help make their communities great again, because they will feel it's just a dog and pony show to get some millionaire elected.

I want to pursue my ideas to make our small towns in upstate New York great again. I really think we could do it, if only we focused on fixing up our local Main Streets and riverfronts. I've got plenty of ideas, but before any of them could happen, we've got to get over our discouragement and start to have pride in where we live again. That means not disparaging our local communities, and not disparaging the Hudson River.

The Hudson River is the greatest river in the world! New York City is the greatest city in the world because it sits at the

entrance of the Hudson River. New York State is the Empire State because the Hudson, in conjunction with the Erie Canal, filled the need that allowed transportation of goods from the interior of the United States to New York City. The Hudson River was the subject of the paintings of the first artists in America after the Revolution (you can visit Thomas Cole's and Frederick Church's houses near Catskill). The Hudson Valley is the setting of the first novels in the history of American literature, where James Fennimore Cooper's characters scouted and Washington Irving's horsemen lost their heads, or slept for 100 years. It is the site of battles that preserved our liberty. It is the river where the environmental movement began. And yet, my entire life, I've heard the river disparaged as dirty, disgusting, and toxic. Just as, my entire life, I've heard my hometown disparaged. I'm sick of it. The sooner we start to appreciate what the river has to offer, the better.

My friend Jake is a schoolteacher. He is running for Town Council in New Baltimore. I'm nervous for him, because he goes to all the meetings, he's very smart, very friendly, has a lot of ideas. But for decades now, people have won office on the idea that "we're going to hell in a hand basket," and I'm afraid he won't be able to reach enough people who think, "But I want to make things better." Cynics are the worst sort of people. They think they're very smart. I think they're social parasites, since their negativity puts a check on positive action.

I have a vision of the future. In this future, people like to visit small towns, because there are interesting things to do there.

In the towns straddling the river, in my vision, there are thriving riverfront communities. There are municipal beaches where people can swim, as in Ulster Landing. There are tidal boardwalks for people to stroll from one hamlet to another. There are water taxis to ferry people from one center of nightlife in, say, Athens, across the river to another in Hudson. A Swiss company proposed to build a gondola from the train station in Rensselaer across to the Empire Plaza in Albany a year ago—what a great idea! It seems to me that if people appreciated what the river has to offer, they would congregate there, and if people congregate in an area, it becomes a profitable place to site a business, and if multiple businesses congregate in one area, it becomes thriving and draws more people, and those businesses subsidize the tax base, which make buildings in the whole municipality more attractive, and people walk around and see their thriving community, and feel better about the way things are going, and are nicer to one another, and become more active citizens. And then they raise their children to be respectable and happy, and they save money, and there are more jobs for teenagers and retired people and entrepreneurs. But first we have to get over this idea that society is going downhill and our greatest historical resources, like the Hudson, are somehow bad. The Hudson River is a grand, ancient avenue of communication and transportation and beauty and ephemeral peace. Let us focus on that! It seems like a good place to start.

Let's Make The Hudson Great Again

The Battery

DATE	DAY	Moon	AM LOW TIME/HEIGHT	AM HIGH TIME/HEIGHT	PM LOW TIME/HEIGHT	PM HIGH TIME/HEIGHT
1 Fri			11:34 1.1	5:26 4.0	No PM Low	5:46 4.7
2 Sat			12:14 0.8	6:20 4.2	12:21 0.9	6:36 4.9
3 Sun			12:58 0.6	7:06 4.4	1:06 0.7	7:18 5.1
4 Mon	N		1:41 0.3	7:46 4.6	1:51 0.5	7:57 5.3
5 Tue			2:23 0.1	8:22 4.9	2:36 0.3	8:32 5.4
6 Wed	O		3:04 0.0	8:56 5.0	3:19 0.2	9:07 5.5
7 Thu			3:43 -0.2	9:30 5.2	4:02 0.1	9:45 5.4
8 Fri			4:22 -0.2	10:07 5.3	4:46 0.1	10:27 5.3
9 Sat			5:00 -0.2	10:50 5.4	5:31 0.2	11:16 5.1
10 Sun			5:41 0.0	11:40 5.4	6:22 0.3	No PM High
11 Mon			6:27 0.2	12:12 4.9	7:22 0.5	12:36 5.4
12 Tue			7:25 0.4	1:13 4.7	8:32 0.6	1:35 5.3
13 Wed	OP		8:37 0.6	2:16 4.6	9:42 0.6	2:38 5.3
14 Thu			9:48 0.6	3:22 4.5	10:45 0.4	3:45 5.2
15 Fri			10:53 0.4	4:31 4.6	11:42 0.1	4:55 5.3
16 Sat			11:51 0.2	5:38 4.8	No PM Low	6:01 5.4
17 Sun	S		12:35 -0.1	6:38 5.1	12:46 0.0	6:58 5.6
18 Mon			1:26 -0.3	7:30 5.3	1:39 -0.1	7:48 5.7
19 Tue			2:14 -0.4	8:18 5.5	2:29 -0.2	8:33 5.7
20 Wed	●		3:00 -0.4	9:02 5.6	3:17 -0.2	9:17 5.5
21 Thu			3:43 -0.3	9:45 5.6	4:03 -0.1	10:00 5.3
22 Fri			4:24 -0.2	10:29 5.5	4:47 0.1	10:45 5.0
23 Sat			5:04 0.1	11:14 5.3	5:30 0.3	11:32 4.7
24 Sun			5:42 0.5	11:59 5.1	6:14 0.6	No PM High
25 Mon			6:21 0.8	12:22 4.4	7:02 0.9	12:45 4.9
26 Tue			7:04 1.2	1:12 4.2	7:57 1.1	1:32 4.7
27 Wed	OA		7:59 1.4	2:03 4.0	8:59 1.3	2:20 4.5
28 Thu			9:06 1.5	2:55 3.9	9:58 1.2	3:11 4.5
29 Fri			10:07 1.5	3:51 3.9	10:51 1.0	4:06 4.5
30 Sat			11:01 1.3	4:48 4.0	11:38 0.8	5:03 4.6

TIDES September

Spuyten Duyvil

DATE	DAY	Moon	AM LOW TIME/HEIGHT	AM HIGH TIME/HEIGHT	PM LOW TIME/HEIGHT	PM HIGH TIME/HEIGHT
1 Fri			12:15 0.8	6:18 3.4	12:22 0.9	6:38 3.9
2 Sat			1:02 0.7	7:12 3.5	1:09 0.8	7:28 4.1
3 Sun			1:46 0.5	7:58 3.7	1:54 0.6	8:10 4.3
4 Mon	N		2:29 0.3	8:38 3.9	2:39 0.4	8:49 4.5
5 Tue			3:11 0.1	9:14 4.1	3:24 0.3	9:24 4.5
6 Wed	O		3:52 0.0	9:48 4.2	4:07 0.2	9:59 4.6
7 Thu			4:31 -0.2	10:22 4.4	4:50 0.1	10:37 4.5
8 Fri			5:10 -0.2	10:59 4.5	5:34 0.1	11:19 4.5
9 Sat			5:48 -0.2	11:42 4.5	6:19 0.2	No PM High
10 Sun			6:29 0.0	12:08 4.3	7:10 0.3	12:32 4.5
11 Mon			7:15 0.2	1:04 4.1	8:10 0.4	1:28 4.5
12 Tue			8:13 0.3	2:05 3.9	9:20 0.5	2:27 4.5
13 Wed	OP		9:25 0.5	3:08 3.9	10:30 0.5	3:30 4.5
14 Thu			10:36 0.5	4:14 3.8	11:33 0.3	4:37 4.4
15 Fri			11:41 0.3	5:23 3.9	No PM Low	5:47 4.5
16 Sat			12:30 0.1	6:30 4.0	12:39 0.2	6:53 4.5
17 Sun	S		1:23 -0.1	7:30 4.3	1:34 0.0	7:50 4.7
18 Mon			2:14 -0.3	8:22 4.5	2:27 -0.1	8:40 4.8
19 Tue			3:02 -0.3	9:10 4.6	3:17 -0.2	9:25 4.8
20 Wed	●		3:48 -0.3	9:54 4.7	4:05 -0.2	10:09 4.6
21 Thu			4:31 -0.3	10:37 4.7	4:51 -0.1	10:52 4.5
22 Fri			5:12 -0.2	11:21 4.6	5:35 0.1	11:37 4.2
23 Sat			5:52 0.1	No AM High	6:18 0.3	12:06 4.5
24 Sun			6:30 0.4	12:24 3.9	7:02 0.5	12:51 4.3
25 Mon			7:09 0.7	1:14 3.7	7:50 0.8	1:37 4.1
26 Tue			7:52 1.0	2:04 3.5	8:45 0.9	2:24 3.9
27 Wed	OA		8:47 1.2	2:55 3.4	9:47 1.1	3:12 3.8
28 Thu			9:54 1.3	3:47 3.3	10:46 1.0	4:03 3.8
29 Fri			10:55 1.3	4:43 3.3	11:39 0.8	4:58 3.8
30 Sat			11:49 1.1	5:40 3.4	No PM Low	5:55 3.9

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Tarrytown

DATE	DAY	Moon	AM LOW TIME/HEIGHT	AM HIGH TIME/HEIGHT	PM LOW TIME/HEIGHT	PM HIGH TIME/HEIGHT
1 Fri			1:24 0.7	7:15 2.8	1:31 0.8	7:35 3.3
2 Sat			2:11 0.6	8:09 2.9	2:18 0.6	8:25 3.4
3 Sun			2:55 0.4	8:55 3.1	3:03 0.5	9:07 3.6
4 Mon	N		3:38 0.2	9:35 3.2	3:48 0.3	9:46 3.7
5 Tue			4:20 0.1	10:11 3.4	4:33 0.2	10:21 3.8
6 Wed	O		5:01 0.0	10:45 3.5	5:16 0.1	10:56 3.9
7 Thu			5:40 -0.1	11:19 3.6	5:59 0.1	11:34 3.8
8 Fri			6:19 -0.1	11:56 3.7	6:43 0.1	No PM High
9 Sat			6:57 -0.1	12:16 3.7	7:28 0.1	12:39 3.8
10 Sun			7:38 0.0	1:05 3.6	8:19 0.2	1:29 3.8
11 Mon			8:24 0.1	2:01 3.4	9:19 0.3	2:25 3.8
12 Tue			9:22 0.3	3:02 3.3	10:29 0.4	3:24 3.7
13 Wed	OP		10:34 0.4	4:05 3.2	11:39 0.4	4:27 3.7
14 Thu			11:45 0.4	5:11 3.1	No PM Low	5:34 3.6
15 Fri			12:42 0.3	6:20 3.2	12:50 0.3	6:44 3.7
16 Sat			1:39 0.1	7:27 3.4	1:48 0.1	7:50 3.8
17 Sun	S		2:32 -0.1	8:27 3.6	2:43 0.0	8:47 3.9
18 Mon			3:23 -0.2	9:19 3.7	3:36 -0.1	9:37 4.0
19 Tue			4:11 -0.3	10:07 3.9	4:26 -0.1	10:22 4.0
20 Wed	●		4:57 -0.3	10:51 3.9	5:14 -0.1	11:06 3.9
21 Thu			5:40 -0.2	11:34 3.9	6:00 -0.1	11:49 3.7
22 Fri			6:21 -0.1	No AM High	6:44 0.1	12:18 3.9
23 Sat			7:01 0.1	12:34 3.5	7:27 0.2	1:03 3.7
24 Sun			7:39 0.3	1:21 3.3	8:11 0.4	1:48 3.6
25 Mon			8:18 0.6	2:11 3.1	8:59 0.6	2:34 3.4
26 Tue			9:01 0.8	3:01 2.9	9:54 0.8	3:21 3.3
27 Wed	OA		9:56 1.0	3:52 2.8	10:56 0.9	4:09 3.1
28 Thu			11:03 1.1	4:44 2.7	11:55 0.8	5:00 3.1
29 Fri			No AM Low	5:40 2.7	12:04 1.1	5:55 3.1
30 Sat			12:48 0.7	6:37 2.8	12:58 0.9	6:52 3.2

TIDES September

Haverstraw

DATE	DAY	Moon	AM LOW TIME/HEIGHT	AM HIGH TIME/HEIGHT	PM LOW TIME/HEIGHT	PM HIGH TIME/HEIGHT
1 Fri			2:09 0.8	7:41 2.9	2:16 0.9	8:01 3.4
2 Sat			2:56 0.6	8:35 3.0	3:03 0.7	8:51 3.5
3 Sun			3:40 0.5	9:21 3.2	3:48 0.6	9:33 3.7
4 Mon	N		4:23 0.2	10:01 3.3	4:33 0.4	10:12 3.8
5 Tue			5:05 0.1	10:37 3.5	5:18 0.2	10:47 3.9
6 Wed	O		5:46 0.0	11:11 3.6	6:01 0.2	11:22 4.0
7 Thu			6:25 -0.2	11:45 3.7	6:44 0.1	No PM High
8 Fri			7:04 -0.2	Mid N	7:28 0.1	12:22 3.8
9 Sat			7:42 -0.2	12:42 3.8	8:13 0.2	1:05 3.9
10 Sun			8:23 0.0	1:31 3.7	9:04 0.2	1:55 3.9
11 Mon			9:09 0.2	2:27 3.5	10:04 0.4	2:51 3.9
12 Tue			10:07 0.3	3:28 3.4	11:14 0.5	3:50 3.8
13 Wed	OP		11:19 0.5	4:31 3.3	No PM Low	4:53 3.8
14 Thu			12:24 0.5	5:37 3.2	12:30 0.5	6:00 3.7
15 Fri			1:27 0.3	6:46 3.3	1:35 0.3	7:10 3.8
16 Sat			2:24 0.1	7:53 3.5	2:33 0.2	8:16 3.9
17 Sun	S		3:17 -0.1	8:53 3.7	3:28 0.0	9:13 4.0
18 Mon			4:08 -0.2	9:45 3.8	4:21 -0.1	10:03 4.1
19 Tue			4:56 -0.3	10:33 4.0	5:11 -0.2	10:48 4.1
20 Wed	●		5:42 -0.3	11:17 4.0	5:59 -0.2	11:32 4.0
21 Thu			6:25 -0.2	No AM High	6:45 -0.1	Noon 4.0
22 Fri			7:06 -0.2	12:15 3.8	7:29 0.1	12:44 4.0
23 Sat			7:46 0.1	1:00 3.6	8:12 0.2	1:29 3.8
24 Sun			8:24 0.4	1:47 3.4	8:56 0.5	2:14 3.7
25 Mon			9:03 0.6	2:37 3.2	9:44 0.7	3:00 3.5
26 Tue			9:46 1.0	3:27 3.0	10:39 0.9	3:47 3.4
27 Wed	OA		10:41 1.1	4:18 2.9	11:41 1.1	4:35 3.2
28 Thu			11:48 1.2	5:10 2.8	No PM Low	5:26 3.2
29 Fri			12:40 1.0	6:06 2.8	12:49 1.2	6:21 3.2
30 Sat			1:33 0.8	7:03 2.9	1:43 1.1	7:18 3.3



Peekskill

DATE	DAY	Moon	AM LOW TIME/HEIGHT	AM HIGH TIME/HEIGHT	PM LOW TIME/HEIGHT	PM HIGH TIME/HEIGHT
1 Fri			2:30 0.6	7:54 2.6	2:37 0.7	8:14 3.0
2 Sat			3:17 0.5	8:48 2.7	3:24 0.6	9:04 3.1
3 Sun			4:01 0.4	9:34 2.8	4:09 0.4	9:46 3.3
4 Mon		N	4:44 0.2	10:14 2.9	4:54 0.3	10:25 3.4
5 Tue			5:26 0.1	10:50 3.1	5:39 0.2	11:00 3.5
6 Wed		O	6:07 0.0	11:24 3.2	6:22 0.1	11:35 3.5
7 Thu			6:46 -0.1	11:58 3.3	7:05 0.1	No PM High
8 Fri			7:25 -0.1	12:13 3.5	7:49 0.1	12:35 3.4
9 Sat			8:03 -0.1	12:55 3.4	8:34 0.1	1:18 3.5
10 Sun			8:44 0.0	1:44 3.3	9:25 0.2	2:08 3.5
11 Mon			9:30 0.1	2:40 3.1	10:25 0.3	3:04 3.5
12 Tue			10:28 0.3	3:41 3.0	11:35 0.4	4:03 3.4
13 Wed		OP	11:40 0.4	4:44 2.9	No PM Low	5:06 3.4
14 Thu			12:45 0.4	5:50 2.9	12:51 0.4	6:13 3.3
15 Fri			1:48 0.3	6:59 2.9	1:56 0.3	7:23 3.4
16 Sat			2:45 0.1	8:06 3.1	2:54 0.1	8:29 3.5
17 Sun		S	3:38 -0.1	9:06 3.3	3:49 0.0	9:26 3.6
18 Mon			4:29 -0.2	9:58 3.4	4:42 0.1	10:16 3.6
19 Tue			5:17 -0.3	10:46 3.5	5:32 -0.1	11:01 3.6
20 Wed		●	6:03 -0.3	11:30 3.6	6:20 -0.1	11:45 3.5
21 Thu			6:46 -0.2	No AM High	7:06 -0.1	12:13 3.6
22 Fri			7:27 -0.1	12:28 3.4	7:50 0.1	12:57 3.5
23 Sat			8:07 0.1	1:13 3.2	8:33 0.2	1:42 3.4
24 Sun			8:45 0.3	2:00 3.0	9:17 0.4	2:27 3.3
25 Mon			9:24 0.5	2:50 2.8	10:05 0.6	3:13 3.1
26 Tue			10:07 0.8	3:40 2.7	11:00 0.7	4:00 3.0
27 Wed		OA	11:02 0.9	4:31 2.6	No PM Low	4:48 2.9
28 Thu			12:02 0.8	5:23 2.5	12:09 1.0	5:39 2.9
29 Fri			1:01 0.8	6:19 2.5	1:10 1.0	6:34 2.9
30 Sat			1:54 0.6	7:16 2.6	2:04 0.8	7:31 2.9

Newburgh

DATE	DAY	Moon	AM LOW TIME/HEIGHT	AM HIGH TIME/HEIGHT	PM LOW TIME/HEIGHT	PM HIGH TIME/HEIGHT
1 Fri			3:30 0.6	9:12 2.5	3:37 0.7	9:32 2.9
2 Sat			4:17 0.5	10:06 2.6	4:24 0.6	10:22 3.0
3 Sun			5:01 0.4	10:52 2.7	5:09 0.4	11:04 3.2
4 Mon		N	5:44 0.2	11:32 2.9	5:54 0.3	11:43 3.3
5 Tue			6:26 0.1	No AM High	6:39 0.2	12:08 3.0
6 Wed		O	7:07 0.0	12:18 3.3	7:22 0.1	12:42 3.1
7 Thu			7:46 -0.1	12:53 3.4	8:05 0.1	1:16 3.2
8 Fri			8:25 -0.1	1:31 3.3	8:49 0.1	1:53 3.3
9 Sat			9:03 -0.1	2:13 3.3	9:34 0.1	2:36 3.3
10 Sun			9:44 0.0	3:02 3.2	10:25 0.2	3:26 3.3
11 Mon			10:30 0.1	3:58 3.0	11:25 0.3	4:22 3.3
12 Tue			11:28 0.3	4:59 2.9	No PM Low	5:21 3.3
13 Wed		OP	12:35 0.4	6:02 2.9	12:40 0.4	6:24 3.3
14 Thu			1:45 0.4	7:08 2.8	1:51 0.4	7:31 3.2
15 Fri			2:48 0.3	8:17 2.9	2:56 0.3	8:41 3.3
16 Sat			3:45 0.1	9:24 3.0	3:54 0.1	9:47 3.3
17 Sun		S	4:38 -0.1	10:24 3.2	4:49 0.0	10:44 3.5
18 Mon			5:29 -0.2	11:16 3.3	5:42 -0.1	11:34 3.5
19 Tue			6:17 -0.3	No AM High	6:32 -0.1	12:04 3.4
20 Wed		●	7:03 -0.3	12:19 3.5	7:20 -0.1	12:48 3.5
21 Thu			7:46 -0.2	1:03 3.4	8:06 -0.1	1:31 3.5
22 Fri			8:27 -0.1	1:46 3.3	8:50 0.1	2:15 3.4
23 Sat			9:07 0.1	2:31 3.1	9:33 0.2	3:00 3.3
24 Sun			9:45 0.3	3:18 2.9	10:17 0.4	3:45 3.2
25 Mon			10:24 0.5	4:08 2.7	11:05 0.6	4:31 3.0
26 Tue			11:07 0.8	4:58 2.6	No PM Low	5:18 2.9
27 Wed		OA	Mid N	5:49 2.5	12:02 0.9	6:06 2.8
28 Thu			1:02 0.8	6:41 2.4	1:09 1.0	6:57 2.8
29 Fri			2:01 0.8	7:37 2.4	2:10 1.0	7:52 2.8
30 Sat			2:54 0.6	8:34 2.5	3:04 0.8	8:49 2.9

TIDES September



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Poughkeepsie

DATE	DAY	Moon	AM LOW TIME/HEIGHT	AM HIGH TIME/HEIGHT	PM LOW TIME/HEIGHT	PM HIGH TIME/HEIGHT
1 Fri			4:13 0.7	10:00 2.7	4:20 0.7	10:20 3.2
2 Sat			5:00 0.5	10:54 2.9	5:07 0.6	11:10 3.3
3 Sun			5:44 0.4	11:40 3.0	5:52 0.5	11:52 3.5
4 Mon		N	6:27 0.2	No AM High	6:37 0.3	12:20 3.1
5 Tue			7:09 0.1	12:31 3.6	7:22 0.2	12:56 3.3
6 Wed		O	7:50 0.0	1:06 3.7	8:05 0.1	1:30 3.4
7 Thu			8:29 -0.1	1:41 3.7	8:48 0.1	2:04 3.5
8 Fri			9:08 -0.1	2:19 3.7	9:32 0.1	2:41 3.6
9 Sat			9:46 -0.1	3:01 3.6	10:17 0.1	3:24 3.7
10 Sun			10:27 0.0	3:50 3.5	11:08 0.2	4:14 3.7
11 Mon			11:13 0.1	4:46 3.3	No PM Low	5:10 3.7
12 Tue			12:08 0.3	5:47 3.2	12:11 0.3	6:09 3.6
13 Wed		OP	1:18 0.4	6:50 3.1	1:23 0.4	7:12 3.6
14 Thu			2:28 0.4	7:56 3.1	2:34 0.4	8:19 3.5
15 Fri			3:31 0.3	9:05 3.1	3:39 0.3	9:29 3.6
16 Sat			4:28 0.1	10:12 3.3	4:37 0.1	10:35 3.7
17 Sun		S	5:21 -0.1	11:12 3.5	5:32 0.0	11:32 3.8
18 Mon			6:12 -0.2	No AM High	6:25 -0.1	12:04 3.6
19 Tue			7:00 -0.3	12:22 3.9	7:15 -0.1	12:52 3.7
20 Wed		●	7:46 -0.3	1:07 3.9	8:03 -0.1	1:36 3.8
21 Thu			8:29 -0.2	1:51 3.7	8:49 -0.1	2:19 3.8
22 Fri			9:10 -0.1	2:34 3.6	9:33 0.1	3:03 3.7
23 Sat			9:50 0.1	3:19 3.4	10:16 0.2	3:48 3.6
24 Sun			10:28 0.3	4:06 3.2	11:00 0.4	4:33 3.5
25 Mon			11:07 0.5	4:56 3.0	11:48 0.6	5:19 3.3
26 Tue			11:50 0.8	5:46 2.9	No PM Low	6:06 3.2
27 Wed		OA	12:43 0.7	6:37 2.7	12:45 1.0	6:54 3.1
28 Thu			1:45 0.9	7:29 2.7	1:52 1.0	7:45 3.1
29 Fri			2:44 0.8	8:25 2.7	2:53 1.0	8:40 3.1
30 Sat			3:37 0.7	9:22 2.7	3:47 0.9	9:37 3.1

Kingston

DATE	DAY	Moon	AM LOW TIME/HEIGHT	AM HIGH TIME/HEIGHT	PM LOW TIME/HEIGHT	PM HIGH TIME/HEIGHT
1 Fri			5:01 0.9	10:46 3.5	5:08 0.9	11:06 4.1
2 Sat			5:48 0.7	11:40 3.7	5:55 0.8	11:56 4.3
3 Sun			6:32 0.5	No AM High	6:40 0.6	12:26 3.9
4 Mon		N	7:15 0.3	12:38 4.5	7:25 0.4	1:06 4.0
5 Tue			7:57 0.1	1:17 4.7	8:10 0.3	1:42 4.3
6 Wed		O	8:38 0.0	1:52 4.8	8:53 0.2	2:16 4.4
7 Thu			9:17 -0.2	2:27 4.8	9:36 0.1	2:50 4.6
8 Fri			9:56 -0.2	3:05 4.8	10:20 0.1	3:27 4.7
9 Sat			10:34 -0.2	3:47 4.7	11:05 0.2	4:10 4.8
10 Sun			11:15 0.0	4:36 4.5	11:56 0.3	5:00 4.8
11 Mon			No AM Low	5:32 4.3	12:01 0.2	5:56 4.8
12 Tue			12:56 0.4	6:33 4.1	12:59 0.3	6:55 4.7
13 Wed		OP	2:06 0.5	7:36 4.0	2:11 0.5	7:58 4.7
14 Thu			3:16 0.5	8:42 4.0	3:22 0.5	9:05 4.6
15 Fri			4:19 0.3	9:51 4.0	4:27 0.3	10:15 4.7
16 Sat			5:16 0.1	10:58 4.2	5:25 0.2	11:21 4.8
17 Sun		S	6:09 -0.1	11:58 4.5	6:20 0.0	No PM High
18 Mon			7:00 -0.3	12:18 4.9	7:13 -0.1	12:50 4.7
19 Tue			7:48 -0.3	1:08 5.0	8:03 -0.2	1:38 4.8
20 Wed		●	8:34 -0.3	1:53 5.0	8:51 -0.2	2:22 4.9
21 Thu			9:17 -0.3	2:37 4.8	9:37 -0.1	3:05 4.9
22 Fri			9:58 -0.2	3:20 4.7	10:21 0.1	3:49 4.8
23 Sat			10:38 0.1	4:05 4.4	11:04 0.3	4:34 4.7
24 Sun			11:16 0.4	4:52 4.1	11:48 0.5	5:19 4.5
25 Mon			11:55 0.7	5:42 3.9	No PM Low	6:05 4.3
26 Tue			12:36 0.8	6:32 3.7	12:38 1.0	6:52 4.1
27 Wed		OA	1:31 0.9	7:23 3.5	1:33 1.2	7:40 4.0
28 Thu			2:33 1.1	8:15 3.4	2:40 1.3	8:31 4.0
29 Fri			3:32 1.0	9:11 3.4	3:41 1.3	9:26 4.0
30 Sat			4:25 0.9	10:08 3.5	4:35 1.1	10:23 4.0

TIDES September

Hudson

DATE	DAY	Moon	AM LOW TIME/HEIGHT	AM HIGH TIME/HEIGHT	PM LOW TIME/HEIGHT	PM HIGH TIME/HEIGHT
1 Fri			6:39 0.9	No AM High	6:46 0.9	12:24 3.5
2 Sat			7:26 0.7	12:44 4.1	7:33 0.8	1:18 3.7
3 Sun			8:10 0.5	1:34 4.3	8:18 0.6	2:04 3.9
4 Mon	N		8:53 0.3	2:16 4.5	9:03 0.4	2:44 4.0
5 Tue			9:35 0.1	2:55 4.7	9:48 0.3	3:20 4.3
6 Wed	O		10:16 0.0	3:30 4.8	10:31 0.2	3:54 4.4
7 Thu			10:55 -0.2	4:05 4.8	11:14 0.1	4:28 4.6
8 Fri			11:34 -0.2	4:43 4.8	11:58 0.1	5:05 4.7
9 Sat			No AM Low	5:25 4.7	12:12 -0.2	5:48 4.8
10 Sun			12:43 0.2	6:14 4.5	12:53 0.0	6:38 4.8
11 Mon			1:34 0.3	7:10 4.3	1:39 0.2	7:34 4.8
12 Tue			2:34 0.4	8:11 4.1	2:37 0.3	8:33 4.7
13 Wed	OP		3:44 0.5	9:14 4.0	3:49 0.5	9:36 4.7
14 Thu			4:54 0.5	10:20 4.0	5:00 0.5	10:43 4.6
15 Fri			5:57 0.3	11:29 4.0	6:05 0.3	11:53 4.7
16 Sat			6:54 0.1	No AM High	7:03 0.2	12:36 4.2
17 Sun	S		7:47 -0.1	12:59 4.8	7:58 0.0	1:36 4.5
18 Mon			8:38 -0.3	1:56 4.9	8:51 -0.1	2:28 4.7
19 Tue			9:26 -0.3	2:46 5.0	9:41 -0.2	3:16 4.8
20 Wed	●		10:12 -0.3	3:31 5.0	10:29 -0.2	4:00 4.9
21 Thu			10:55 -0.3	4:15 4.8	11:15 -0.1	4:43 4.9
22 Fri			11:36 -0.2	4:58 4.7	11:59 0.1	5:27 4.8
23 Sat			No AM Low	5:43 4.4	12:16 0.1	6:12 4.7
24 Sun			12:42 0.3	6:30 4.1	12:54 0.4	6:57 4.5
25 Mon			1:26 0.5	7:20 3.9	1:33 0.7	7:43 4.3
26 Tue			2:14 0.8	8:10 3.7	2:16 1.0	8:30 4.1
27 Wed	OA		3:09 0.9	9:01 3.5	3:11 1.2	9:18 4.0
28 Thu			4:11 1.1	9:53 3.4	4:18 1.3	10:09 4.0
29 Fri			5:10 1.0	10:49 3.4	5:19 1.3	11:04 4.0
30 Sat			6:03 0.9	11:46 3.5	6:13 1.1	No PM High

Albany

DATE	DAY	Moon	AM LOW TIME/HEIGHT	AM HIGH TIME/HEIGHT	PM LOW TIME/HEIGHT	PM HIGH TIME/HEIGHT
1 Fri			8:26 0.2	1:20 4.8	8:18 0.4	1:57 4.0
2 Sat			9:16 0.0	2:10 4.9	9:11 0.3	2:48 4.2
3 Sun			10:04 -0.2	2:57 5.0	10:01 0.1	3:33 4.3
4 Mon	N		10:48 -0.3	3:39 5.1	10:50 0.0	4:14 4.5
5 Tue			11:30 -0.5	4:17 5.2	11:37 -0.1	4:52 4.6
6 Wed	O		No AM Low	4:52 5.2	12:10 -0.5	5:26 4.8
7 Thu			12:23 -0.2	5:25 5.2	12:50 -0.5	5:56 4.9
8 Fri			1:09 -0.2	6:00 5.2	1:29 -0.5	6:26 5.1
9 Sat			1:57 -0.2	6:42 5.1	2:09 -0.5	7:03 5.2
10 Sun			2:48 -0.1	7:31 5.0	2:51 -0.4	7:48 5.3
11 Mon			3:42 0.0	8:30 4.8	3:39 -0.3	8:42 5.3
12 Tue			4:41 0.1	9:37 4.7	4:34 -0.1	9:45 5.2
13 Wed	OP		5:42 0.1	10:46 4.5	5:36 0.0	10:58 5.1
14 Thu			6:45 0.1	11:54 4.5	6:42 0.0	No PM High
15 Fri			7:46 -0.1	12:11 5.1	7:47 0.0	12:58 4.6
16 Sat			8:44 -0.3	1:18 5.2	8:48 -0.2	1:59 4.7
17 Sun	S		9:39 -0.5	2:19 5.3	9:46 -0.4	2:54 5.0
18 Mon			10:30 -0.7	3:13 5.4	10:39 -0.5	3:46 5.2
19 Tue			11:18 -0.8	4:03 5.5	11:30 -0.5	4:34 5.3
20 Wed	●		No AM Low	4:50 5.4	12:03 -0.8	5:20 5.4
21 Thu			12:19 -0.4	5:36 5.3	12:46 -0.6	6:05 5.4
22 Fri			1:05 -0.3	6:22 5.1	1:27 -0.4	6:50 5.3
23 Sat			1:51 -0.1	7:09 4.9	2:06 -0.2	7:35 5.2
24 Sun			2:37 0.2	7:57 4.7	2:44 0.1	8:20 5.1
25 Mon			3:23 0.4	8:48 4.5	3:21 0.3	9:06 5.0
26 Tue			4:12 0.5	9:41 4.3	3:59 0.5	9:53 4.9
27 Wed	OA		5:03 0.6	10:35 4.2	4:43 0.7	10:44 4.8
28 Thu			5:57 0.7	11:31 4.1	5:37 0.8	11:38 4.8
29 Fri			6:52 0.6	No AM High	6:38 0.8	12:27 4.1
30 Sat			7:46 0.5	12:35 4.8	7:40 0.8	1:22 4.2

Castleton

DATE	DAY	Moon	AM LOW TIME/HEIGHT	AM HIGH TIME/HEIGHT	PM LOW TIME/HEIGHT	PM HIGH TIME/HEIGHT
1 Fri			7:57 0.2	1:03 4.8	7:49 0.4	1:40 4.0
2 Sat			8:47 0.0	1:53 4.9	8:42 0.3	2:31 4.2
3 Sun			9:35 -0.2	2:40 5.0	9:32 0.1	3:16 4.3
4 Mon	N		10:19 -0.3	3:22 5.1	10:21 0.0	3:57 4.5
5 Tue			11:01 -0.5	4:00 5.2	11:08 -0.1	4:35 4.6
6 Wed	O		11:41 -0.5	4:35 5.2	11:54 -0.2	5:09 4.8
7 Thu			No AM Low	5:08 5.2	12:21 -0.5	5:39 4.9
8 Fri			12:40 -0.2	5:43 5.2	1:00 -0.5	6:09 5.1
9 Sat			1:28 -0.2	6:25 5.1	1:40 -0.5	6:46 5.2
10 Sun			2:19 -0.1	7:14 5.0	2:22 -0.4	7:31 5.3
11 Mon			3:13 0.0	8:13 4.8	3:10 -0.3	8:25 5.3
12 Tue			4:12 0.1	9:20 4.7	4:05 -0.1	9:28 5.2
13 Wed	OP		5:13 0.1	10:29 4.5	5:07 0.0	10:41 5.1
14 Thu			6:16 0.1	11:37 4.5	6:13 0.0	11:54 5.1
15 Fri			7:17 -0.1	No AM High	7:18 0.0	12:41 4.6
16 Sat			8:15 -0.3	1:01 5.2	8:19 -0.2	1:42 4.7
17 Sun	S		9:10 -0.5	2:02 5.3	9:17 -0.4	2:37 5.0
18 Mon			10:01 -0.7	2:56 5.4	10:10 -0.5	3:29 5.2
19 Tue			10:49 -0.8	3:46 5.5	11:01 -0.5	4:17 5.3
20 Wed	●		11:34 -0.8	4:33 5.4	11:50 -0.4	5:03 5.4
21 Thu			No AM Low	5:19 5.3	12:17 -0.6	5:48 5.4
22 Fri			12:36 -0.3	6:05 5.1	12:58 -0.4	6:33 5.3
23 Sat			1:22 -0.1	6:52 4.9	1:37 -0.2	7:18 5.2
24 Sun			2:08 0.2	7:40 4.7	2:15 0.1	8:03 5.1
25 Mon			2:54 0.4	8:31 4.5	2:52 0.3	8:49 5.0
26 Tue			3:43 0.5	9:24 4.3	3:30 0.5	9:36 4.9
27 Wed	OA		4:34 0.6	10:18 4.2	4:14 0.7	10:27 4.8
28 Thu			5:28 0.7	11:14 4.1	5:08 0.8	11:21 4.8
29 Fri			6:23 0.6	No AM High	6:09 0.8	12:10 4.1
30 Sat			7:17 0.5	12:18 4.8	7:11 0.8	1:05 4.2

Troy

DATE	DAY	Moon	AM LOW TIME/HEIGHT	AM HIGH TIME/HEIGHT	PM LOW TIME/HEIGHT	PM HIGH TIME/HEIGHT
1 Fri			8:36 0.2	1:28 4.8	8:28 0.4	2:05 4.0
2 Sat			9:26 0.0	2:18 4.9	9:21 0.3	2:56 4.2
3 Sun			10:14 -0.2	3:05 5.0	10:11 0.1	3:41 4.3
4 Mon	N		10:58 -0.3	3:47 5.1	11:00 0.0	4:22 4.5
5 Tue			11:40 -0.5	4:25 5.2	11:47 -0.1	5:00 4.6
6 Wed	O		No AM Low	5:00 5.2	12:20 -0.5	5:34 4.8
7 Thu			12:33 -0.2	5:33 5.2	1:00 -0.5	6:04 4.9
8 Fri			1:19 -0.2	6:08 5.2	1:39 -0.5	6:34 5.1
9 Sat			2:07 -0.2	6:50 5.1	2:19 -0.5	7:11 5.2
10 Sun			2:58 -0.1	7:39 5.0	3:01 -0.4	7:56 5.3
11 Mon			3:52 0.0	8:38 4.8	3:49 -0.3	8:50 5.3
12 Tue			4:51 0.1	9:45 4.7	4:44 -0.1	9:53 5.2
13 Wed	OP		5:52 0.1	10:54 4.5	5:46 0.0	11:06 5.1
14 Thu			6:55 0.1	No AM High	6:52 0.0	12:02 4.5
15 Fri			7:56 -0.1	12:19 5.1	7:57 0.0	1:06 4.6
16 Sat			8:54 -0.3	1:26 5.2	8:58 -0.2	2:07 4.7
17 Sun	S		9:49 -0.5	2:27 5.3	9:56 -0.4	3:02 5.0
18 Mon			10:40 -0.7	3:21 5.4	10:49 -0.5	3:54 5.2
19 Tue			11:28 -0.8	4:11 5.5	11:40 -0.5	4:42 5.3
20 Wed	●		No AM Low	4:58 5.4	12:13 -0.8	5:28 5.4
21 Thu			12:29 -0.4	5:44 5.3	12:56 -0.6	6:13 5.4
22 Fri			1:15 -0.3	6:30 5.1	1:37 -0.4	6:58 5.3
23 Sat			2:01 -0.1	7:17 4.9	2:16 -0.2	7:43 5.2
24 Sun			2:47 0.2	8:05 4.7	2:54 0.1	8:28 5.1
25 Mon			3:33 0.4	8:56 4.5	3:31 0.3	9:14 5.0
26 Tue			4:22 0.5	9:49 4.3	4:09 0.5	10:01 4.9
27 Wed	OA		5:13 0.6	10:43 4.2	4:53 0.7	10:52 4.8
28 Thu			6:07 0.7	11:39 4.1	5:47 0.8	11:46 4.8
29 Fri			7:02 0.6	No AM High	6:48 0.8	12:35 4.1
30 Sat			7:56 0.5	12:43 4.8	7:50 0.8	1:30 4.2

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THE WONDERFUL LAKE GEORGE BOAT SHOW, SEPTEMBER 16,17 2017



Sylvan Mirage
Pontoon boats
represented by
Schroon Lake
Marina

by John H. Vargo,
Publisher

Located right on Beach Road. In the heart of Lake George Village this event perfectly winds up summer!

It represents a final chance to take a demo ride on a beautiful new 2018 boat of your choice, or stroll through a wide range of models of your choice boats brought here by representative dealers on lake George and the surrounding Lakes of the Adirondacks.

Chris Craft by Shoreline
Boats, Lake George



Bryant Boats sold by
F. R. Smith & Sons



With pontoon boats being the number one seller, there are a number of models to test with a verity of engine options.

Dealers are eager to bring to your attention the new 2018 features or designs and offer you the boat of your choice at spectacular pricing.

The cooler weather represented by September makes for an enjoyable weekend trip. Most importantly fall reduced pricing is in affect at area hotels and motels.

Have that dream weekend you deserve as a wonderful memory throughout the forth coming winter.

IT'S A LOT MORE THAN A CATFISH CONTEST 7/15/2017



Brad Poster, Executive Director of United Way of Greene & Columbia Counties, on right with 1500 dollar winner Greg Van Wormer on left.

by **John H. Vargo, Publisher**

Brad Poster, Executive director of the united way of Columbia and Greene Counties has developed a way of reaching across a wide spectrum of the communitys within Columbia and Greene Counties to raise financial support for 501c3's, (non profits) in a fun, inspirtional day of catfishing!

On top of that many of the board of directors and even members of the 501c3's that receive a significant amount of money from United Way, also volunteer their services for the day.

It cannot get any simpler than a catfish contest on the Hudson River. It is something that southern fishermen have enjoyed for generations and has caught on in the Hudson River.

First the Hudson River is healthy and full of a wide variety of fish and other wildlife. Catfish are a strong resilient fish that can be caught, transported to the weighing station and then released with very little possibility of destroying the fish. Further Channel Catfish, a species that is very prevalent in the Hudson River is growing in size, length and quantity each year.

All this inspired Brad Poster Executive Director to establish a catfish contest over 4 years ago. This year over 450 people registered for the contest making it the best fundraiser that United Way of Columbia and Greene Counties has ever had. An estimated \$23,000 was raised and is earmarked for deserving non-profit organizations that apply for the money.



Kirsten Gaylord, age 24, who lives in Hudson, NY has been fishing as long as she can remember. Her father and brother put their boat in early at the boat ramp but found the engine was overheating so, not giving up, they began fishing from shore. Kirsten, who met them at 8 AM on the shore, was not fishing 20 minutes when she again showed she has the "touch" by catching this 24" inch channel catfish.



Hudson River Fishermen volunteer, Tony D, and 7 yr. old Zaida Cruz of Catskill, NY with the first fish Zaida has ever caught. (If you do not think this is a memory that will stick forever, think again)



Tony D, and 7 yr. old Zaida Cruz

Underneath
everything we are,
Underneath
everything we do,
We are all people.
Connected,
Interdependent, United.
And when we reach out
a hand to one,
We influence the
condition of all.
That's what it means to
LIVE UNITED!



A picture's worth a thousand words. There were 377 registrations, 121 fish measured, and recorded and released. There were an estimated 800 people fishing!



Thanks to everyone who helped:

- Save - A - Lot donates 400 hot dogs and hamburgers
- Price Chopper donates the condiments
- Freighoffer donates the buns
- Loews gives us the charcoal
- Kohl's Department Stores sends 10 volunteers and they cook it all and we give it away! (any remaining food goes to Salvation Army)
- Big Top Tent Rental donates a 45' x 30' tent with 6 tables and 30 chairs
- Village Dodge in Hudson pays for the insurance policy that covers a new pick-up truck, boat, motor and trailer if someone sets the NYS Channel Catfish record during the contest (the flyer says Sawyer Chevrolet...there was an eleventh hour change)
- Mid-Hudson Cable Vision sponsor's the Smallest Catfish of the day in the Junior category
- Herrington Lumber sponsor's the Kid's Casting Contest (I named it "Ed's Kids")

- Our local iHeart Radio Station broadcasts from the event and a DJ spins music and provides a PA system (donated)
- The Top Junior prize was a new bicycle donated by Wal-Mart.
- We handed out prizes to the top 8 adult places and top 7 Junior places.
- The Village of Catskill waives the fee for the Dutchman's Landing Park for the event
- Every year we invite Individuals with Developmental Disabilities to join us at no charge and that group gets bigger every year
- The Hudson River Fisherman's Association drives 2 hours to volunteer with bait and poles!
- We got a donation of Box Seat tickets at Fenway Park for a Red Sox Game and an autographed football signed by Hall of Fame Quarterback of the Buffalo Bills Jim Kelly, and a \$400.00 Whirlpool Electric Stove that were raffled.



Brad Poster, Executive Director, (in center under 50 years sign) with all of the volunteers of the HRFA, of Rochelle Park, NJ. Who donate free fishing rods, bait and tackle to anyone who wish's to fish for the day. This is the last of a breed of volunteers with knowledge, skill and enthusiasm to support such as organizations as United Way on the Hudson River an the coast of New Jersey

Around Long Island Race

by Jeff Sublett



Last years winner of the ALR was Frequent Flyer

The competitors are milling around in the starting area, the breeze is up, it's 2:00 PM on July 27th 2017, the horn sounds and they are off for a 205 mile race around Long Island. It starts under the watchful eyes of Lady Liberty and ends at the breakwater in Hempstead Harbor. After the finish line it's on to the Sea Cliff Yacht Club to celebrate. The race is known as The Around Long Island Regatta. This race was first run in 1977 making this the 41st annual run. The race is open to sailors of all levels and all sailboats 26 feet and larger handicapped according to PHRF (Performance Handicap Racing Fleet) rules which allow dissimilar classes of boats to race against each other fairly. The race typically last one to three days making a good test for all involved. The race course combines Harbor, ocean and sound racing in unpredictable July weather making it a tactical strategic challenge every mile, not to mention a real test of patience in the light summer winds on Long Island Sound in mid-summer. For you power boaters out there sailing thought the Eastern end of Long Island Sound in the summer means negotiating currents of 4-5 knots in boats making headway in the single digits, in a good wind. If you have ever cruised the Sound in summer you know any kind of reliable breeze is rare.

This year's event actually started with the Captains Meeting Wednesday July 26, 2017 at Liberty Landing Marina and the festivities officially end Sunday afternoon, July 30, at the Awards Ceremony and Beach Party hosted by the Sea Cliff Yacht Club, Sea Cliff, New York.

The idea for the ALIR was brought to the Sea Cliff Yacht Club back in 1976-77 by Frank Braynard, one

of the creators of the South Street Seaport and the Bicentennial Tall Ships celebration in 1976. With the start in the harbor against the backdrop of lower Manhattan, the Statue of Liberty and Jersey City, the ALIR will reach a whole new level of popularity.

This year the race starts in the harbor just North of the Statue of Liberty and heads south under the Verrazano Narrows Bridge and out into the Atlantic Ocean. There they head East along the South shore of Long Island passing Long Beach, Jones Beach, Fire Island, the Hamptons and on to Montauk Point. After rounding Montauk Light they will head northwest to Plum Gut or through The Race, into Long Island Sound. Once in the Sound they head due West to Hempstead Harbor and the finish line at the Glen Cove breakwater. After that, it's a great party of music, food, drinks and awards at the Sea Cliff Yacht Club on Sunday afternoon.

Starting the race in the harbor made the actual start

observable to many more spectators than the previous starts off Rockaway Point near Sheepshead Bay in Brooklyn.

The new start welcomed spectators and media from New York, Brooklyn and New Jersey. Regetta Chairmen Jim Aikman and Doug Wefer were very excited about this new venue and opportunity to showcase the ALIR Race in the same arena as the Americas Cup races last year. Not only was the start observable from New York City but there were great vantage points at Liberty State Park in New Jersey. There was a picnic like atmosphere in the park where I went to see the start. It was a mix of sailing enthusiast and people boarding the ferries to the Statue of Liberty. It was interesting to hear the exchanges between the tourists and sailors explaining what all these sailboats were doing, seemingly going around in circles awaiting the start. We may have the seeds of a whole new group of sailing enthusiasts.

To support the move to New York Harbor the Liberty Landing Marina in Jersey City will serve as a venue for overnight sailboat dockage prior to the start. Jason Dalli, General Manager at Liberty Landing Marina, loved the idea and made Liberty Landing Marina a co-host for the event and sponsored the

Captains Meeting the night before the start at the Liberty House Restaurant in Liberty State Park. Mr. Dalli said, "We have always had competitors stop over on the way to the start of the ALIR but this year we are delighted to be a more integral part of the event".

I got lucky at the Liberty Landing Marine Center and struck up a conversation with a customer who just happened to be the overall winner of last year's race. Alistair Duke, the

captain of "Frequent Flyer". Alistair invited me down to see the boat and meet the rest of the crew.

Defending overall winners competing in the PERF division. The "Frequent Flyer crew: Tom O'Connell, Tom Keegan, Eric Stanley, Itala Goncalves, Scott Wetzel, Captain, Alistair Duke have been sailing together for many years. They sail out of Saugatuck Yacht Club in Westport Connecticut, and this year were the only member boat in the race. Their boat is a 2003 36 Foot Beneteau 36.7 sail number 52361, one of 250 in the US, about 15 in this area, all built between 02 and 08. It's a one design yacht, a number of boats built to the same specs. A displacement boat as opposed the newer surfing hulls by Beneteau, and one of six in class six for the ALIR this year.

The captains plan was to be Finished by Saturday night, 36-48 hours depending on the wind. The crew would do 4 hour watches, 4 on and the 4 off to rest. Later on after the race, Alistair said they may try 3 on and 3 off next time, he felt it would be easier to maintain concentration.



Gemini crew at the awards ceremony

According to Alistair Duke, last year's winning captain, "by starting in the lower harbor they added a little more excitement to the event this year". He later related how exciting it was to sail through the harbor traffic and down under the Verrazano Bridge to reach the open ocean.

Alistair recounted that they had a thrilling sail down under the Verrazano Narrows Bridge and headed for deep water and a better breeze but it cost them some time against the boats that took the riskier inshore route better known to the local boats. They did well to catch up for the next 6 to 8 hours until the wind went light Thursday night. By then the inshore boats had a definite advantage, and they kept it Friday was spent flopping around with no wind just past Fire Island barely moving at 1 and 1/2 knots. Wind picked up around Plum Island and we had a sleigh ride to the finish. At the start the crew volunteered "We will eat well until Sat night, and a bit hungry after that when provisions get thin". And they did, deli sandwiches after the start, lasagna the first night, breakfast burritos the next morning, risotto Friday night and breakfast sandwiches Saturday morning. I'm guessing none of the crew lost any weight that weekend.

They finished the race in 1 day, 16 hours, 52 mins and 15 seconds, and respectable time but not a winning time this year. With no major awards waiting they headed back to Saugatuck after crossing the finish line. Despite not having the repeat success they had hope for, the entire crew hailed the race as a huge success, well organized, well run, and they are definitely planning to be back next year for the 42nd ALIR. Alistair said, "Although we didn't come home with the win again he was happy the victory stayed in the neighborhood, the winning boat and crew this year were from the Cedar Point Yacht Club a mile or so South of the Saugatuck Yacht Club on the Saugatuck River.

James Coffman, the winning captain of this year's ALIR said "I would definitely characterize the relationship between the clubs as a very 'friendly' rivalry. Alistair is a great sailor and his team has enjoyed a lot of success as well. While we compete hard, we also celebrate each other's wins. Alistair is



Frequent Flyer on station for the start.



The horn sounds and the games begin.

a class act and I appreciate that he radioed me shortly after the finish to congratulate us".

Team Gemini pulled off an impressive win in the 41st Around Long Island Race sailing their 2010 broad beam 37 foot Hanse 375 number USA 60468. As summarized by Cedar Point Yacht Club skipper/owner James Coffman, "We had an epic start, beating our way out of NY Harbor dodging the ferries and

container ships. We got stuck in the doldrums off the southern coast of Long Island near the Hamptons and rounded Montauk Point in the fog. We anchored in 2 knots of adverse current and no wind off Orient Point while watching 5 boats drift past us. After that we had the spinnaker ride of our lives as the winds built to over 20 knots from the NE overnight with the boat hitting a record 13.5

knots surfing down a wave. One last dramatic jibe took us on a perfect lay to the finish in Hempstead Harbor after 1 day, 16 hours, 13 mins and 29 secs of racing. Through great teamwork and constant focus, we managed to win Division 4, win overall PHRF Spinnaker fleet, receive the Bohemia award for best performance of a 1st time competitor, and receive the Jack Tar Crew trophy for the bowman of the winning boat (John Cavoores). This skipper couldn't be more proud of the whole crew - Trevor Uhl (Watch Captain), Brian Higgins (Navigator), Colby Jennings (Foredeck), Gavin Pommernelle (Foredeck and Trimmer), Ray Martin (Trimmer), John P Cavoores Jr (Bowman extraordinaire), and Kyle Riviezzo (Foredeck and Trimmer). Looking forward to the ALIR next year!"

I expect another exciting start in the harbor next year with more spectators, parties and events, we'll be there, hope you will as well. I'll be watching Gemini and Frequent Flyer,

two different boat types, skippers and crews from neighboring yacht clubs, each with an ALIR win, I think we have the makings of great rivalry here. Both teams are planning to return so it sounds like there will be some good racing.

A note to the power boat readers. You may be thinking, 41 hours to go 205 miles, works out to about 5 miles per hour. Is that a race? A cigarette boat could do that in four hours, in smooth water, maybe even stop for lunch. Even for your average 20 -25 knot cruiser that would only be a long day trip. The boats and crews in the ALIR have to prepare a boat to support a crew's food, rest, and hygiene for at least three days of peak performance without stops. The crew has to calculate the route, the currents, wind



Gemini heading for the finish.



Newer broad stern boats.

and weather for every minute and mile of the race. When you and your team have done all of this better than all the other competition the feeling of satisfaction is indescribable, that's why they spend 41 hours to travel 205 miles.

Hope you will join us next year for the 42nd ALIR, as a spectator, a participant or just a fan. Have a happy, healthy and safe fall boating season.



YOU HAVE TO SEE THIS PROPERTY TO BELIEVE IT !

by **John H. Vargo, Publisher**

This restaurant is directly on the Hudson River in Athens, NY (At the top of the photo, past the island is Hudson, NY)

An opportunity like no other! A beautifully, well-built restaurant situated on the banks of the Hudson River in Athens, NY. This stunning turn key operation is the chance of a lifetime.

The relationship between Hudson and Athens is key to the success of anyone who purchases this waterfront dream. While it may be the "Local's", who are the main customers of this restaurant, it is the tourists and regular out of town visitors, who will continue to grow the market. Promoting this tourism effort is greatly supported by the "very active" Greene County Tourism Agency.

Athens is the center focus of a "Real Estate" boom like no other. The reason being, a dramatic favorable property price difference, and lower taxes in Greene County, which Athens resides.

On Friday nights, throughout the year, hundreds of second homeowners from the 5 boroughs and New Jersey travel the railroad into Hudson, NY. During Spring, Summer and Fall, many of these property owners take the Hudson Cruise Ferry the short ride across the Hudson River to get to their vacation homes in Sleepy Hollow Lake and the surrounding areas. This short ferry ride takes about 10 minutes,

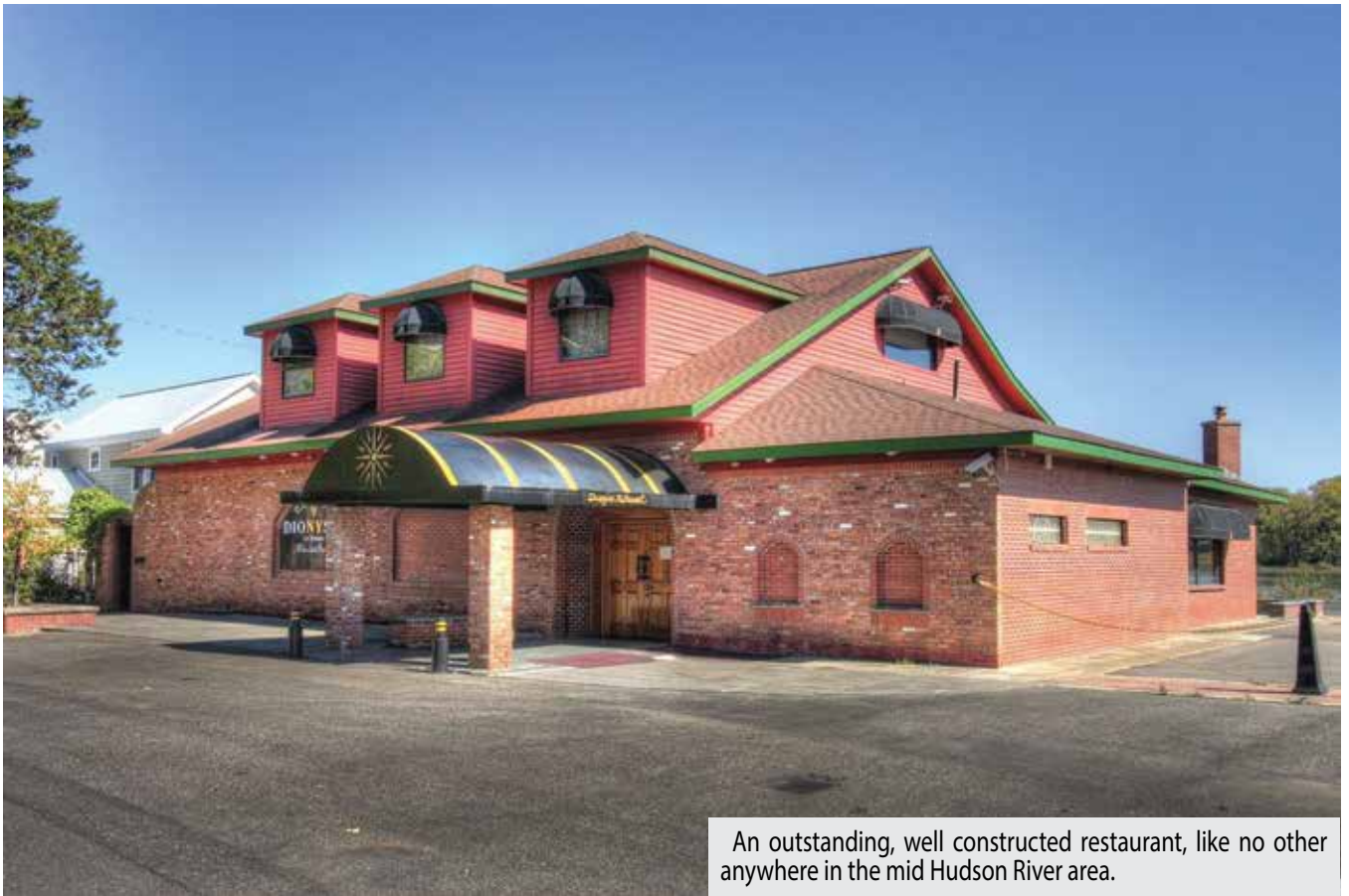
carries a fee of twelve dollars and delivers customers just a few hundred feet from this restaurant.

Others use the newly offered services of Uber, rent a car, or have friends pick them up and travel to Greene County. Athens and Hudson are about 9 miles apart and takes about 14 minutes by car.

I mention all of this because investors who see the big picture realize that GROWTH IN GREENE COUNTY, especially in real estate, is booming. The opportunities to buy are NOW!

This outstanding restaurant building with its gleaming heavy oak interior, was constructed in 2003. The beautiful, fully equipped kitchen, the dining areas, outside patio, outdoor bar, and decks are all screaming OPPORTUNITY! This property was never marketed to its major feature, the Hudson River, boasting an amazing 225 feet of waterfront. It makes your head swim with endless possibilities.

Besides all the features that this restaurant has to offer, there is an apartment/office upstairs that incorporates wonderful views of the Hudson River. With the eagles, ospreys and ducks that populate the island only a few hundred feet away.



An outstanding, well constructed restaurant, like no other anywhere in the mid Hudson River area.



The entire interior of this building is solid oak paneling, making for an elegant dining experience.



On a cold winters night, dining here with the warming fireplace, this can be an unforgettable experience.



Another look at the main dining area.

For further information on this terrific opportunity call Kelli Forschner at 518-429-0841. Lake and Mountain Realty, LLC office information at 518-731-3222 www.lakeandmountainllc.com Greene County, NY Real Estate specializing in Sleepy Hollow Lake in Athens, New York.



The complete kitchen with walk in freezer and work area.



The washdown area.

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Seastreak

to The Shore

Manhattan was melting on a mid July morning and I was escaping to the cool water and breezes of Sandy Hook National Park.

It was an easy, ten-minute walk from Grand Central Terminal to the Seastreak Pier at 34th St on the East River. There I caught the ferry at 8:45 AM, which got me the early bird special. The rate was thirty dollars round trip. Later trips from the same location cost forty six dollars round trip. Children under 5 ride free and fewer than 12 at reduced rates.

The Seastreak Ferry is roomy, fast and stable being a Catamaran. After leaving 34th St. we made a stop at Wall St. After that it was a direct flying trip out of the harbor, under the magnificent Verrazano Bridge. As we were passing the bridge

Below decks I found a clean well organized, air conditioned operation with comfortable seats and a fully stocked bar. Although I cannot imagine why anyone would be looking at TV when the New York City Skyline is whizzing by outside the windows. The ride alone was worth the thirty dollars!

Our destination was the Coast Guard Station pier on Sandy Hook. This station at one time was very busy but today seemed almost abandoned. In the parking lot was a school bus, which we were directed to.

Once we were all seated it took only five minutes to drive to the nearest beach. The entire Sandy Hook National Park is well maintained by the Park Service with portable toilets, drinking water and lifeguards as well as picnic areas. On this weekday morning it looked almost deserted! There are no food vendors, you must carry in your own food and drink.

by John Michael Vargo

The beach was clean and hundreds of yards wide. I trudged through the sand working up a sweat. Then, very quickly changed into my swimsuit. On certain parts of this National Park swimsuits are optional.

On this day the Atlantic Ocean was calm, a gentle, mellow surf. A refreshing dip was all it took to satisfy my day.

If you're planning on staying at Sandy Hook National Park overnight there are camp sites, or you can go to a distant hotel in Long Branch, New Jersey or Highland, NJ. I found a LaQuinta Inn at Long Branch, (109 per night) which was a \$40.00 cab ride from the beach.

To avoid expensive cab rides I would suggest you bring a bike to the park. That way you can travel to the various tourist sites such as the Proving Grounds or the Fort Hancock Museum or for that matter the Coast Guard Station.





It is a two-mile walk to the closest community, via the Naversink River Bridge to Highlands, NJ, the nearest community to the park. The larger town of Atlantic Highlands has daily commuter service to Wall Street. Walking the streets of Atlantic Highlands I found trendy shops, restaurants and a well-protected marina. The marina offers daily charter fishing trips.

Seastreak offers Martha Vineyard trips as well as Nantucket Trips from New York City. I cannot imagine

anyone wanting to take their car through all the traffic and congestion to these locations when factoring in the expense and aggravation of summer traffic. This is such a clean, air-conditioned short ferry ride.

Sandy Hook Beach Shuttle Service

Complimentary shuttle service provided between the Sandy Hook Ferry Landing and several beaches within Sandy Hook: North Beach, Gunnison Beach, Beach E, and Beach D. Our shuttle buses will be waiting for you upon arrival at Sandy Hook Beach and will bring you to the beach of your choice. We'll pick you up in the afternoon for your return to the ferry.

Weekday Shuttle Bus Departures

Beach D Beach E Gunnison North Beach

2:35 PM*	2:30 PM*	2:20 PM*	2:10 PM*
3:40 PM	3:45 PM	3:50 PM	3:55 PM
4:35 PM**	4:30 PM**	4:20 PM**	4:10 PM**

These shuttle departures will take passengers to the ferry terminal in Highlands for the 2:50 PM departure.

These shuttle departures will take passengers to the ferry terminal in Highlands for the 4:55 PM departure

Weekend Shuttle Bus Departures

Beach D Beach E Gunnison North Beach

3:05 PM	3:10 PM	3:10 PM	3:15 PM
5:05 PM	5:10 PM	5:10 PM	5:15 PM
7:05 PM	7:10 PM	7:10 PM	7:15 PM



For further information on Seastreak and its wide assortment of trips go to seastreak.com/contact-us/

Seastreak, LLC. 2 First Avenue. Atlantic Highlands, NJ 07716. Phone: 1-800-BOATRIDE (1-800-262-8743)



About the Cover

There is no more interesting character than "Dallas" whom I have featured on the cover for September.

Back in 2005, Dallas began his quest to build a raft, out of the most impossible junk you have ever seen, and float it down the Hudson River to New York City.

As I looked into all this nonsense and saw the following that he had developed, I began to realize that this was more than just adventure.

It was Dallas Trombley's way of putting some meaning into his life in a rather unique way.

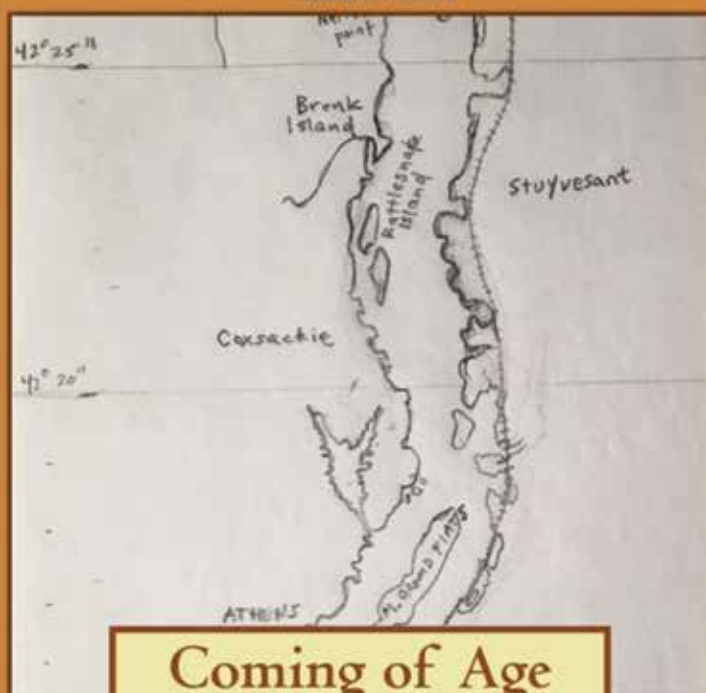
So unique was it that Cory Kilgannon of the New York Times, and Outside Magazine both wrote in depth stories about him and his trips.

Since I was in regular contact with him on his trips it came to pass on one of them that his adventure really ended with a bang.

Dallas called me from his raft while in Newburgh Bay and said, "I think I am in trouble, my raft is falling apart and it is getting very dark in the west over Newburgh."

I took one look at the weather online and saw that a huge thunderstorm was coming directly at him.

Lucky for him Lex Filipowski, a dear friend of mine, was on the water fairly close to where the raft was falling apart. Alerting



Coming of Age on the Hudson Volume I

IN WHICH I MAKE SEVERAL ATTEMPTS TO FLOAT FROM ALBANY TO MANHATTAN BETWEEN 2006 AND 2010, AND IN THE PROCESS, BECOME A CITIZEN AND A MAN

DALLAS TROMBLEY

Lex on his cell he went over to Dallas in his boat and began towing the raft south to Cold Spring Yacht Club.

The winds were picking up and the sky was getting very dark, as Lex came to the Cold Spring Dock. Just as they arrived and untied the towline between them, a bolt of lightning struck a metal pole right near the two boats. Now the wind and rain came in torrents.

They ran for cover and waited for the storm to stop. That was a very dramatic end to one of Dallas's trips.

Of course Dallas continued to build other rafts and had all sorts of adventures both in building the rafts and on the water.

What I never knew until I read his two-volume book on his adventures was what an expert writer and storyteller he is.

Trombley uses his seven years of experience at the New York State Legislature to enrich his political and historical non-fiction writing. He draws on his varied experiences when writing fiction. Trombley has been employed as a pharmacy technician, a gas-tank repairer, an insurance clerk, a truck stop bartender, a substitute teacher, an independent tutor, a server at a Mexican restaurant, a house painter, and as the Senior Analyst for the Labor and Insurance Committees at the New York State Legislature.

Trombley was featured in The New York Times and Outside. The most enjoyable part of publishing a magazine about the Hudson River is all the wonderful characters that you meet!

This is a two-volume book that can be purchased on Amazon or for that matter at one of his autograph signings that will take place throughout September and October at different locations up and down the Hudson River.

I will make a prediction that Dallas Trombley's writing will explain the ins and outs of the New York State Legislature to a lot of people. Dallas was a "fly on the wall" in many of the laws that were enacted while he worked there. He brings a tremendous amount of talent to explaining to the average New York State resident how things work in Albany!

His public appearances will be noted on Boating on the Hudson, Facebook and on DallasTrombley.Com

You can also purchase his two-volume book set at Amazon.com and bring it to his book signings for his autograph.

I am convinced that one day his autograph on these original books of COMING OF AGE ON THE HUDSON RIVER will be very valuable.



Dallas at work on a raft.



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Lost in the Woods, the 1945 Crash Site of a Navy Hero

by Corey Kilgannon

Clutching a bundle of American flags to his chest, Dave Rocco made his way up Mount Beacon, battling through the 90-degree heat and pain from his titanium knees.

Mr. Rocco, 60, negotiated the rocky path blazed 72 years ago by rescuers who hacked their way up the mountain following a plane crash some 1,100 feet up in the Hudson Highlands, a few miles east of Beacon, N.Y., a 75-minute drive north of New York City.

Mr. Rocco hopes to turn the rocky passage into a path of recognition to the place where a Navy transport plane went down in the rain and fog on Nov. 11, 1945, killing all six servicemen aboard.

"You can still see the scorched earth — it's still bare after 72 years," Mr. Rocco said of the crash site, which with some scattered wreckage was still visible on the forest floor along Fishkill Ridge.

Mr. Rocco and some friends have been hiking to this wooded spot in recent years to tend it as a memorial to the victims, who included Commodore Dixie Kiefer, 49, a decorated Naval hero who served in both world wars.

Commodore Kiefer emerged as one of the most famous commanders in World War II, and received the Distinguished Service Medal from the Secretary of the Navy, James V. Forrestal, a Beacon native who nicknamed Commodore Kiefer "the indestructible man," for his having survived close brushes with death in battle.

A few months after receiving the award, Commodore Kiefer perished on this ridge on a routine flight.

"Imagine surviving both World Wars and dying in a crash — ain't that a kick in the ass," Mr. Rocco said.

At the site, Mr. Rocco has draped large flags from tree branches and stuck small ones into the ground. Over the years, hikers have gathered small parts of the plane wreckage and left them at the base of a tree that bears a small plaque and a laminated newspaper article. Included in the article is a now faded photo of Commodore Kiefer in dress uniform with his arm still in a cast from shrapnel wounds incurred during Japanese kamikaze attacks on the aircraft carrier Ticonderoga in 1945.

Dave Rocco on Mount Beacon at the site where a Navy transport plane crashed in 1945, killing all six servicemen aboard.
photo:Hiroko Masuike/The New York Times

This article originally appeared in the the New York Times, JULY 25, 2017



Mr. Rocco, a former carpenter for the New York City Housing Authority, has dedicated himself to drawing attention not only to Commodore Kiefer, but the other servicemen who died on Mount Beacon on Armistice Day in 1945, a predecessor to Veterans Day.

Memories of the crash have faded into the domain of local lore and some military buffs, said Mr. Rocco, who hopes to change that. He helped create a group to honor the victims and has led numerous hikes to the site. He has given presentations to local groups and found people with connections to the crash and victims. He is raising funds to have a memorial installed near Mount Beacon's base.

"Most of all, I just want their story to be told," said Mr. Rocco, who spent more than three years gathering research material on the crash

through libraries, historical societies and government archives.

Mr. Rocco said he attended a reunion of surviving sailors who served under Commodore Kiefer, "and every time I asked them about Dixie Kiefer, tears came down their faces."

Mr. Rocco is not a writer, but in January he happened to pick up a book by Don Keith, an author in Alabama who specializes in military history and themes. Mr. Keith's books have been turned into movies, including "Firing Point," a 2012 submarine thriller that is being made into "Hunter Killer," a film starring Gerard Butler, Gary Oldman and Billy Bob Thornton.

Mr. Rocco contacted Mr. Keith and interested him in the crash and the story of Commodore Kiefer, a graduate of the Naval Academy who suffered 10 major wounds in

the wars.

During the Battle of Midway in 1942, Commodore Kiefer survived the sinking of the U.S.S. Yorktown and was wounded while saving other sailors. During the kamikaze attacks on the Ticonderoga, he ordered the ship maneuvered in a way that saved many lives, even while he was badly wounded. He was also featured in "The Fighting Lady," a 1945 Academy Award-winning documentary.

Mr. Keith agreed to write a book with Mr. Rocco, who sent him a large box of research material he had gathered. The result is the recently published biography, "The Indestructible Man: The True Story of World War II Hero 'Captain Dixie'"

Mr. Rocco's own serendipitous path to memorializing the crash stems from volunteer crusades that included efforts to get an old rail bridge crossing the Hudson River near Poughkeepsie, N.Y., renovated into the Walkway Over the Hudson pedestrian bridge that opened to the public in 2009.

Afterward, Mr. Rocco turned his sights to renovating the Mount Beacon Fire Tower, during which he was told by local residents about two Navy plane crashes on Mount Beacon: the 1945 crash, and one in 1935 that killed two servicemen whose remains have not been found.

One of those local residents was an avid hiker and dentist, Dr. Bill Stolfi, 59, who had come upon the crash site after hiking Mount Beacon for years. Dr. Stolfi began taking people to the site and marking the trail with small flags. He replaced a small wooden marker at the site with the plaque, which is posted under a laminated New York Times article by the Pulitzer Prize winning journalist and columnist Meyer Berger.

The article describes how the six servicemen, after attending an Army-Notre Dame football game at Yankee Stadium, were flying back to the Quonset Naval Base in Rhode Island, where Commodore Kiefer was the commander. The pilot went off course, "obviously lost in the soupy fog," Mr. Berger wrote.



Posted on a tree above pieces of wreckage is a New York Times article from Nov. 13, 1945, about the crash
photo:Hiroko Masuike/The New York Times

At the crash site on a recent weekday, Mr. Rocco replaced some of the smaller weathered flags and adjusted the hanging ones. He pulled out two small boxes containing Commodore Kiefer's Navy medals, which he obtained from a friend of the Kiefer family.

The "indestructible man" was less concerned with medals than the welfare of his sailors, Mr. Rocco said, adding that 240 of Commodore Kiefer's men rushed from the base to help with the rescue efforts.

After a 15-hour search, Commodore Kiefer's cap was found along with his charred remains. He was 49.

"There were a lot of bummed-out people when they found out Dixie Kiefer was among the dead," Mr. Rocco said as he began his labored descent back down the trail blazed by the rescuers.



Check out
Dave Rocco on
YouTube - www.youtube.com/h?v=l8OrCYyVnqE

YouTube

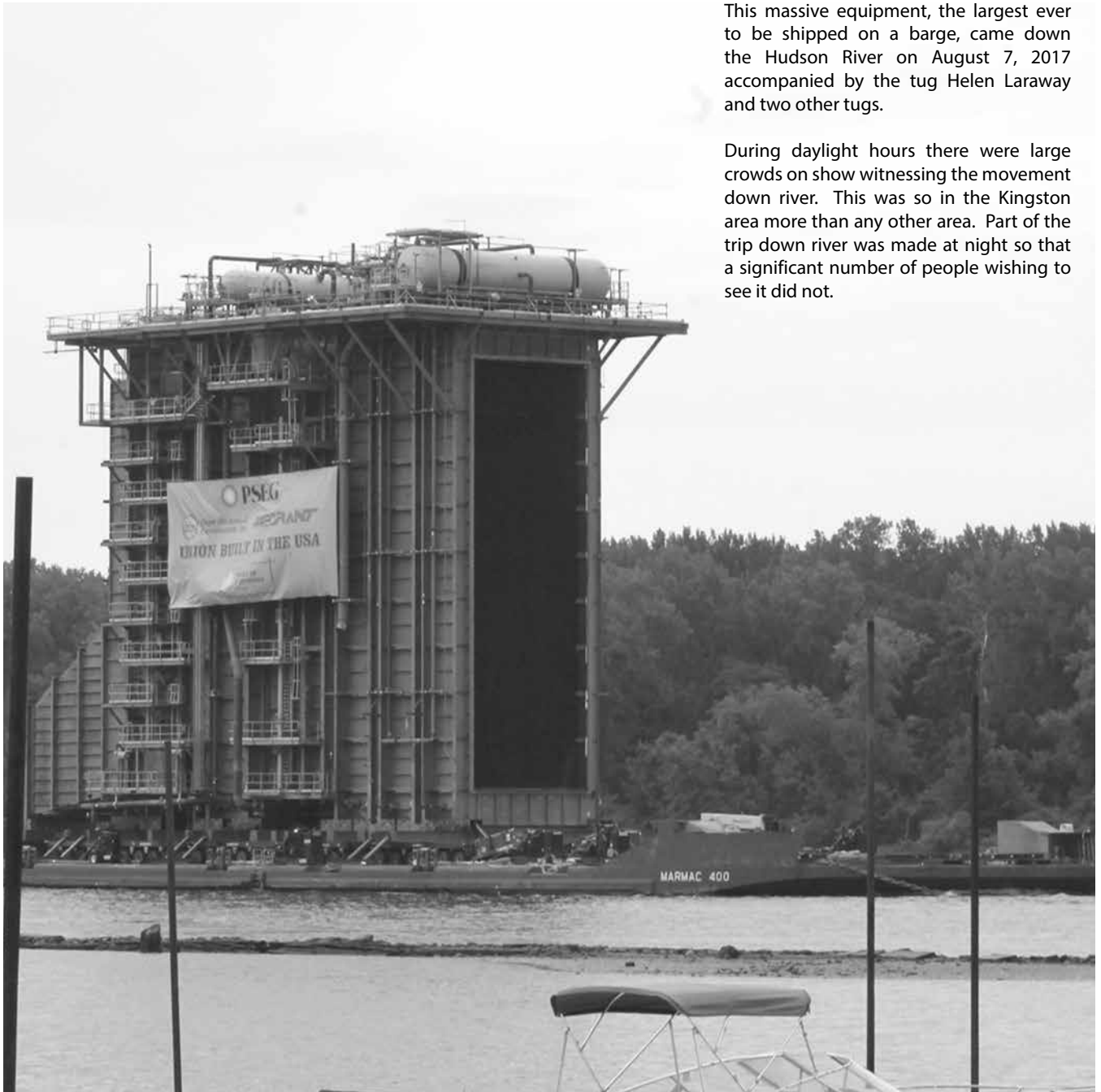
Mr. Rocco near what
remains of the Navy plane
that crashed in 1945.
*photo:Hiroko Masuike/The
New York Times*

195 Million Dollar Heat Recovery Equipment Comes Down the Hudson River

The \$195 million piece of equipment, a heat-recovery steam generator that is one of the essential components of a new, \$600 million power plant being built by PSEG in Seawaren, N.J., is the latest structural marvel to be assembled at the port of Coeymans and shipped down the Hudson River.

This massive equipment, the largest ever to be shipped on a barge, came down the Hudson River on August 7, 2017 accompanied by the tug Helen Laraway and two other tugs.

During daylight hours there were large crowds on shore witnessing the movement down river. This was so in the Kingston area more than any other area. Part of the trip down river was made at night so that a significant number of people wishing to see it did not.



Newport International Boat Show Announces Exciting New Education Series

Newport Exhibition Group, owners and producers of the Newport International Boat Show, announced today the 2017 Education Series for this year's Boat Show. Greatly expanding on past offerings, the Newport International Boat Show will host in-water courses, seminars and demonstrations, giving showgoers plenty to look forward to beyond the excitement of new boats and boating gear debuts.

This year's education opportunities include Confident Captain's At The Helm instruction program and the CruiserPort University seminar series presented by PassageMaker, Sail, Soundings and Power & Motoryacht. In addition, ticket holders will also have the opportunity to tour the 200-foot educational Tall Ship SSV Oliver Hazard Perry at no additional charge. The ship will be docked at Perry Mill Wharf for tours and staff will be on-hand to answer questions.

"The Newport International Boat Show offers so much more than the latest boats and marine equipment available on the market today," said Nancy Piffard, show director at Newport Exhibition Group. "Our guests have the opportunity to attend seminars presented by top-notch speakers who are well known around the world. There is nothing more valuable than At The Helm training with a licensed captain to improve one's boating skills. These educational offerings are not to be missed!"

Confident Captain's At The Helm courses include: Become a Power-Boater, Powerboat Docking and Maneuvering, Advanced Outboard Handling, Just Go Sailing! and Advanced Sailboat Handling and Trim (Including Spinnaker Sailing).

CruiserPort University will include a number of seminars by world-renowned speakers. Author and researcher Nigel Calder will present Troubleshooting and Repairing Diesel Engines Underway and Troubleshooting and Repairing Systems Underway. Chris Parker will discuss Offshore Weather. Captain John Clayman will present Characteristics of Offshore Boats, Sail and Power and Storm Tactics: Power & Sail. Bob Sweet will speak on Old School Navigation. Captain John Clayman and Ryan Gettler will present To Bermuda, the Caribbean and Beyond. Eric Kunz and Bob Sweet will discuss Radar and Electronic Navigation. Captain Bob Arrington, Brian Kinsella and Ben Sprague will discuss Survival at Sea. Eric Kunz will cover Troubleshooting Electronics at Sea. There will also be a presentation entitled, First Aid & Emergency Preparedness at Sea with a DAN Medical Services instructor. Seminars will take place at the Newport Blues Café across the street from the boat show entrance.

For more information on the 2017 Newport International Boat Show, please visit www.newportboatshow.com.

Show Dates & Hours:

Thursday, Friday & Saturday, September 14th, 15th, and 16th: 10 a.m. to 6 p.m.

Sunday, September 17th: 10 a.m. to 5 p.m.

Admission Prices:

•Thursday, September 14th, VIP Day: Online and at the gate tickets are \$35*.

•Friday, Saturday or Sunday, September 15th, 16th or 17th advanced tickets are \$15* until September 14th and day-of tickets are \$20.

•Two-day discounted ticket packages are also available online.

•Children under 12 are admitted free all days when accompanied by an adult.

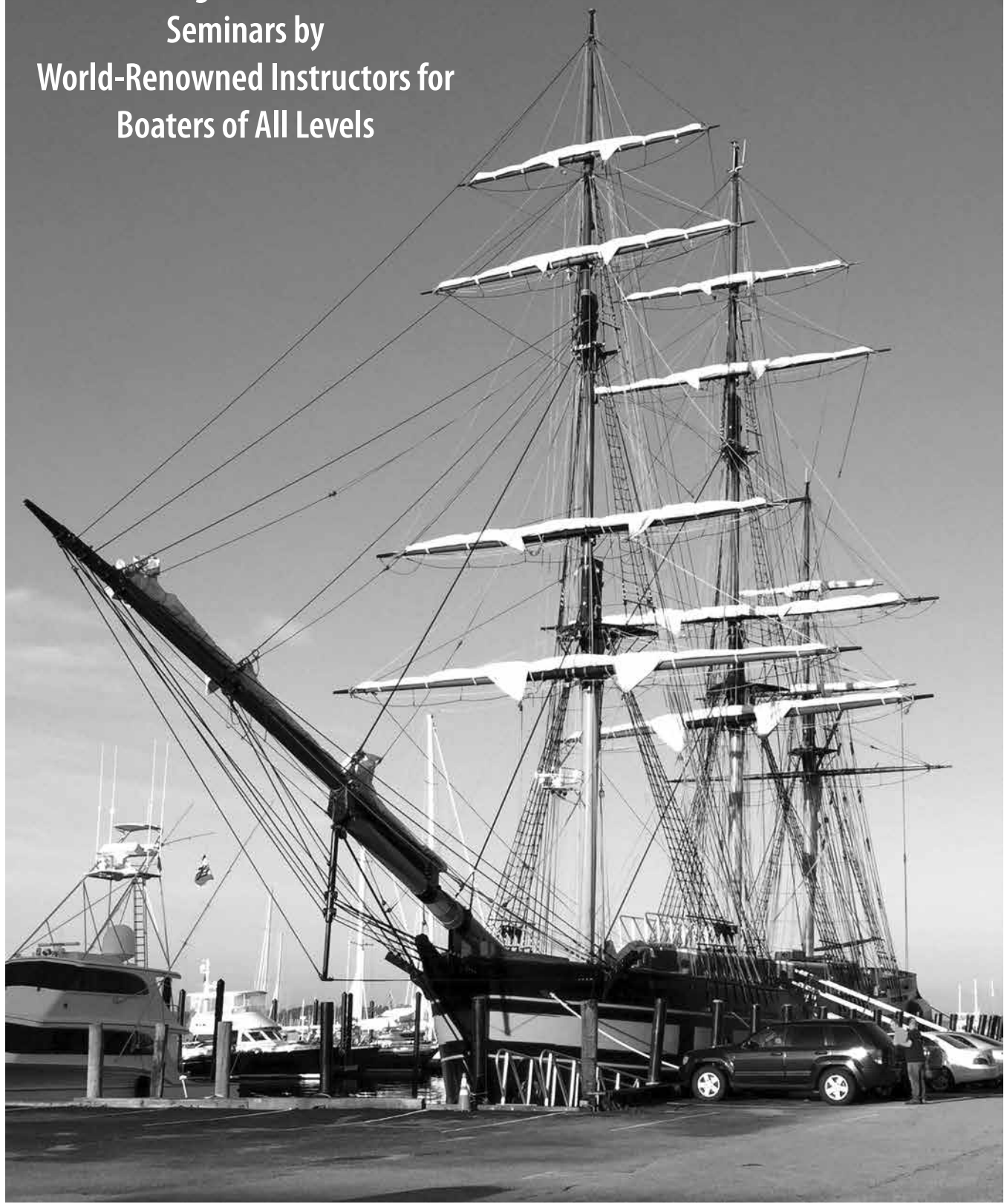
•Friday, September 15th only, visitors with a valid Military or Newport County Resident ID pay \$12 admission at the ticket booth (This discount cannot be combined with any other discount offer).



To learn more or to register for the Confident Captain At The Helm or the CruiserPort University programs, visit newportboatshow.com/index.php/attending-the-show/educational-seminars.

Details on the SSV Oliver Hazard Perry are listed at www.ohpri.org/ship.

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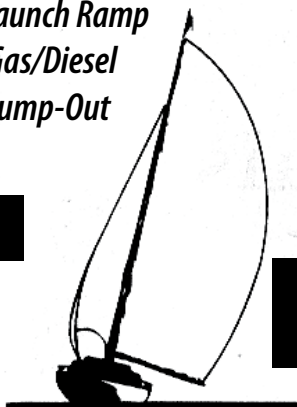
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Insurance is required by lenders for home, property, car, boat and other tangible items in the event they are involved in an incident where there is a total loss or damage to protect the lender's interest. Leasing companies, landlords, Departments of Motor Vehicles, Marinas, equipment and car rental agencies require liability insurance in the event you cause bodily injury and/or property damage and they are drawn into a law suit. But what about those situations where insurance is not required, but there is a great exposure for an out of pocket expense or law suit that could wipe out your assets that you may not have thought of? It is not possible to insure every mishap, but let's look at some common situations that could affect you and how insurance can minimize your exposure. Let's look at some of these situations as they may relate to your leisure activities and what you can do to protect yourself from financial loss, law suits and loss of your free time activities.

BOATS & PERSONAL WATERCRAFT - In New York, the Department of Motor Vehicles does not follow registrations to see that you have insurance, as they do with cars, trucks and vans. The marina or boat club where you keep your boat may require you to have liability insurance in the event you or your boat causes



bodily injury or property damage. If you keep your boat at your residence or even at a location where you are not required to have insurance, you are taking a big

risk without it. Not only can you suffer the out of pocket consequence of having to pay to repair or replace your vessel, but you could face a law suit by other boat owners in individuals that have suffered injuries on board, in another boat, on land, or in the water or damage to another boat, dock or structure. A recent fire at a nearby marina in Verplanck, NY started in the middle of the night apparently on a boat which ultimately damaged other boats. The cause is under investigation, but you can see what can happen. Also, you if participate in tubing or waterskiing activities, be sure your policy provides coverage for injuries to those you are pulling behind your boat. Often this is an exclusion of coverage and you "can buy it back" with an endorsement, or if it is unavailable it may mean having to change insurance companies.



MOTORCYCLES - As with boats, in New York the Department of Motor Vehicles does not keep track of insurance. However, if you are stopped by police or involved in an accident, your operation without insurance can mean a fine and then a law suit from someone who has suffered bodily injury or damage to their vehicle.

GOLF CARTS - A New York homeowners policy will usually include the liability insurance for the use of the cart, provided you are not on public roads. I have seen these carts being used as modes of transportation to go to and from stores, parties at friend's homes and even as "recreational vehicles" with young children operating them. There are insurance companies that will



include the liability insurance for public road use and also include the collision and comprehensive coverage, so check with your own company to see what coverage you may have or are missing.

CAR RENTAL - check with your insurance company to see if your policy extends liability and physical damage. In New York this coverage is usually automatic for renting in the US, but I would still recommend buying the collision damage coverage. Returning a damaged car to the car rental agency would be problematic, time consuming and also since they won't "wait" to be paid by your insurance company would most likely charge you credit card a large amount until this is settled. The claims process also could be aggravating if there was not an agreement about the amount your auto insurance company would offer to pay and what the



rental company may accept. The rental car agency would be requesting the amount to fix or replace the damaged car and the loss of use they would have been able to collect for renting the car that you have damaged.

HOTELS, CRUISES, VACATION HOUSE RENTAL - If you have homeowners insurance, in New York, your policy should "follow you" providing liability insurance. But what about your personal property? Subject to your deductible, you should also have coverage for fire, water damage and some other perils, but what about

theft? You may have an exclusion in your policy for off premises theft, but may be able to add the coverage on with an additional premium by endorsement. Higher valued items such as jewelry, camera equipment, laptops, golf clubs, and musical instruments can usually be itemized and covered for theft and other perils on and off premises often with no deductible, for an additional premium.

RENTING YOUR OWN HOME - Air BNB is becoming popular as homeowners realize the income they can make renting out their own homes on a temporary basis. Before doing this, check with your insurance company since any loss during this occupancy may be excluded and damage to your home or bodily injury or property damage caused by the "tenant" may be excluded. In New York a homeowners insurance policy requires the occupant to be the owner. At Karas Insurance Agency we represent companies that offer an endorsement to cover this temporary rental situation and for an additional premium, you can add it to your homeowners policy.

YOUR PETS - If you have a homeowners policy in New York on a typical form, you most likely have liability insurance if your pet bit or scratched someone causing injury. There are some policy contracts that have an exclusion for this, so check with your company or agent to be sure this coverage is in place for you. Even if you don't own a home, a renters personal property policy usually automatically has this coverage, unless there is an exclusion. Beware there are some breeds that some insurance companies find unacceptable such as Pit Bulls, German Shepherds, Rottweilers, Dalmatians and some other breeds and will not issue a policy if your dog is one of the breeds (or any mix that includes one).



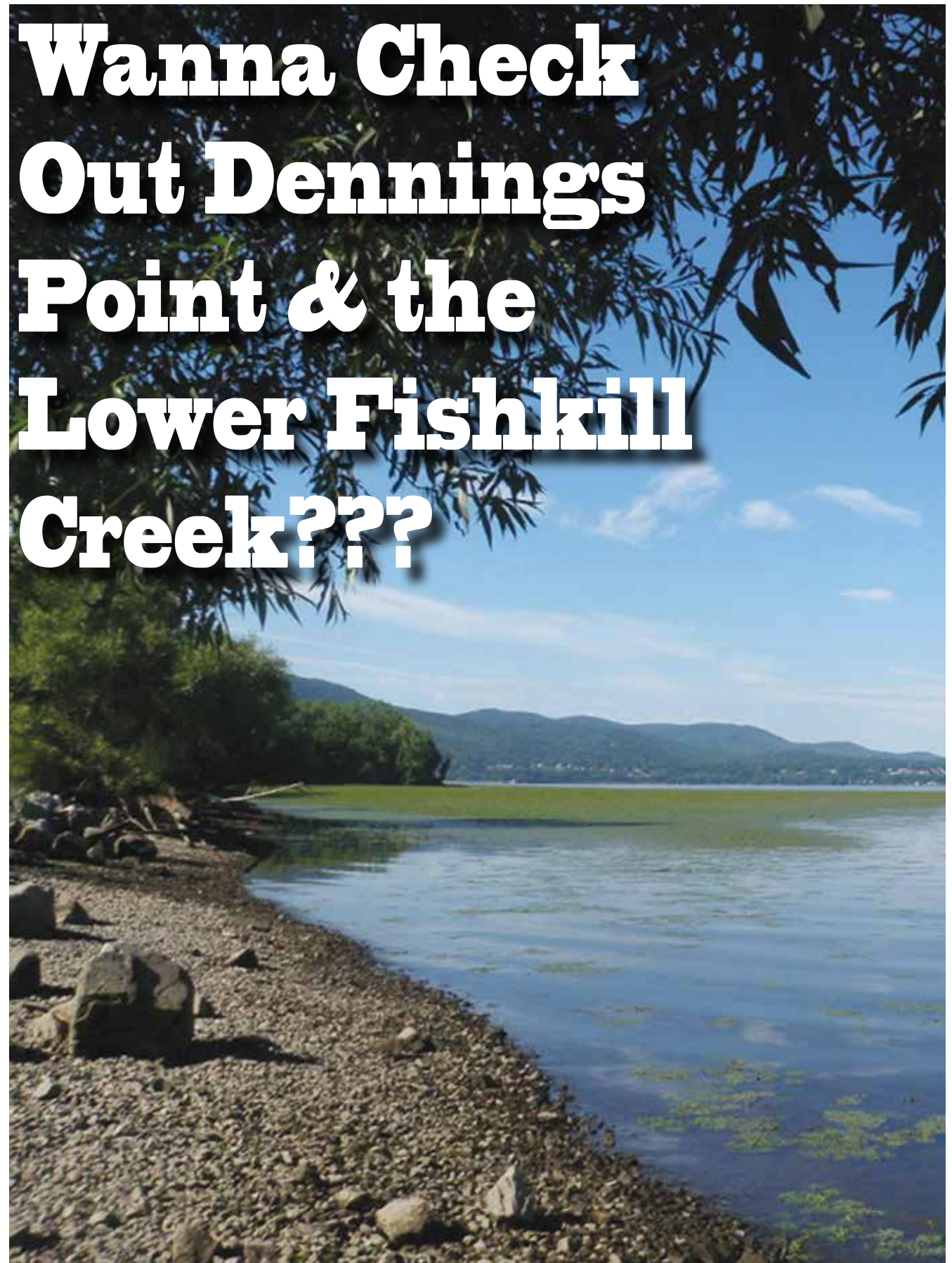
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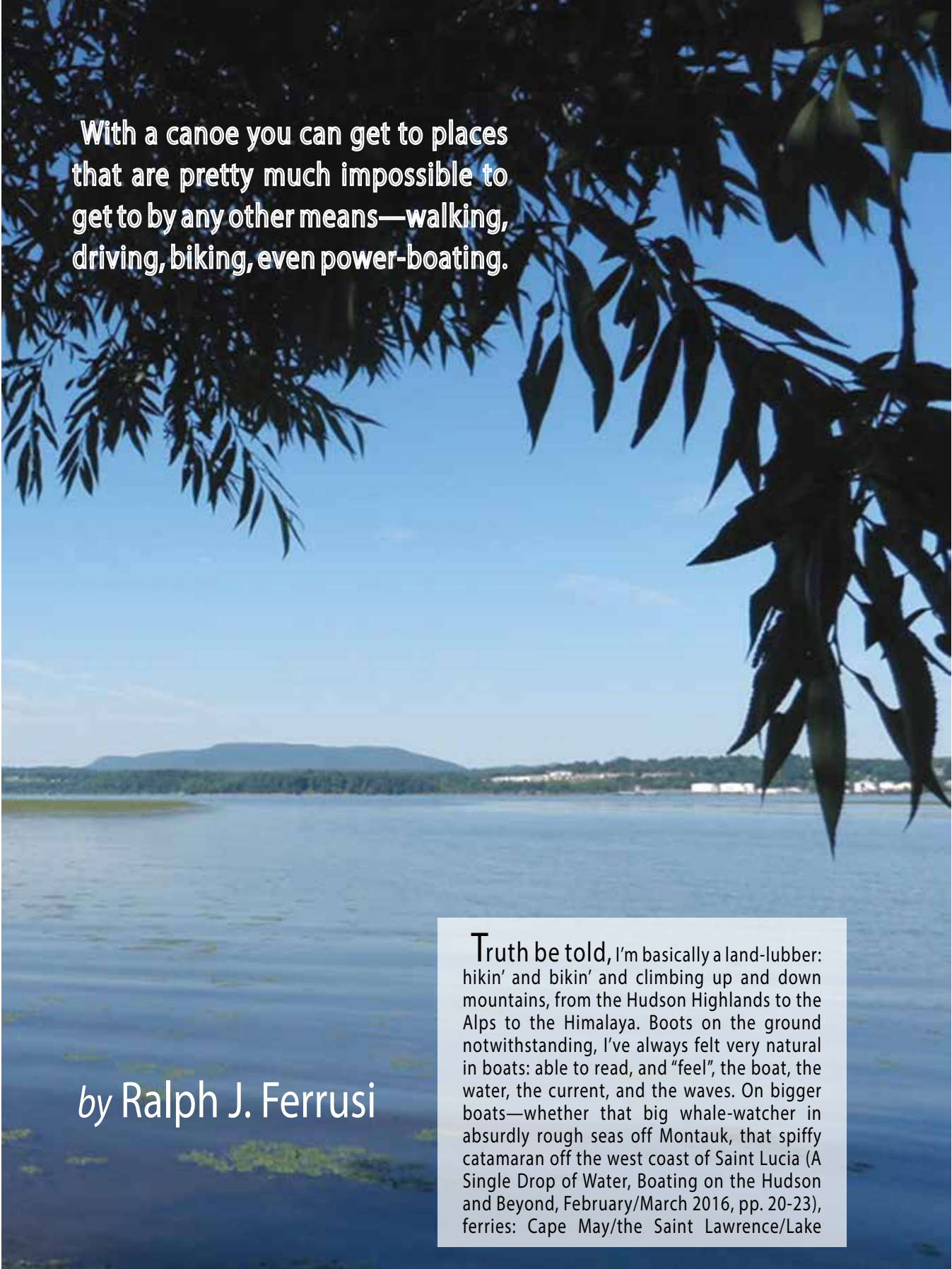
Hoping you are all enjoying your summer and will give some thought to covering your possibility for a loss during your "fun" time. Not only can a "gap" of insurance mean financial loss, but also create anxiety of having caused injuries or property damage to others and facing a law suit with out of pocket legal costs. At Karas Insurance Agencies Inc., we are a 3rd generation, independent insurance agency representing many companies to serve you for over 40 years. All of our employees are licensed in New York with many years of experience are here to provide quotes and answer any questions about your insurance needs.

Cathy J. Karas, President, Certified Insurance Counselor Karas Insurance Agencies Inc., 321 South Riverside Ave, Croton-on-Hudson, NY 10520. You can reach us by phone 914-271-5188 or email cathyakaras@karainsurance.com.

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Wanna Check Out Denning's Point & the Lower Fishkill Creek???





With a canoe you can get to places that are pretty much impossible to get to by any other means—walking, driving, biking, even power-boating.

by Ralph J. Ferrusi

Truth be told, I'm basically a land-lubber: hikin' and bikin' and climbing up and down mountains, from the Hudson Highlands to the Alps to the Himalaya. Boots on the ground notwithstanding, I've always felt very natural in boats: able to read, and "feel", the boat, the water, the current, and the waves. On bigger boats—whether that big whale-watcher in absurdly rough seas off Montauk, that spiffy catamaran off the west coast of Saint Lucia (A Single Drop of Water, Boating on the Hudson and Beyond, February/March 2016, pp. 20-23), ferries: Cape May/the Saint Lawrence/Lake

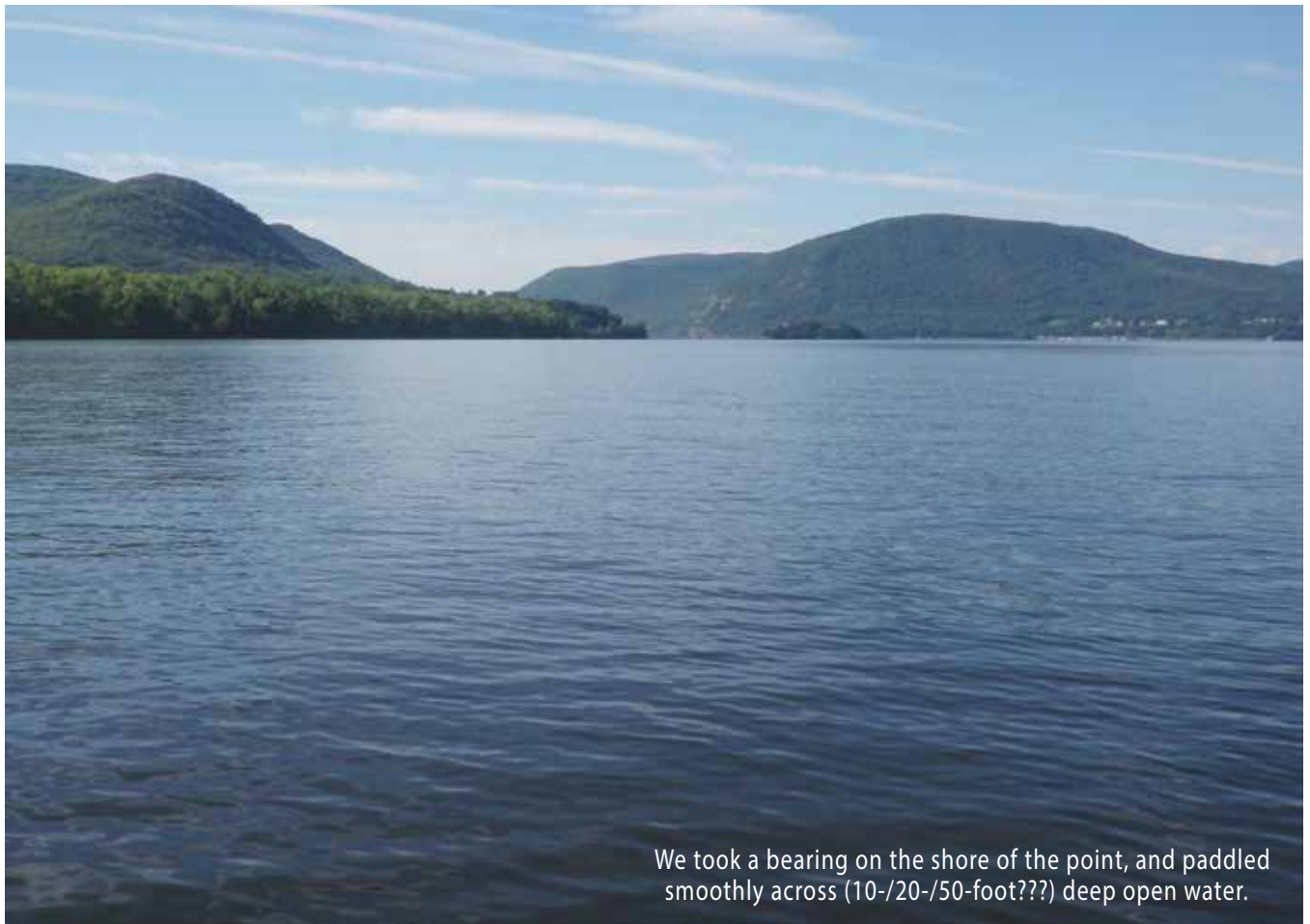


Champlain/etc., or, aboard the only cruise ship I've ever been on, the 250-passenger Dalmatica on the Adriatic—I always gravitate as far forward as I'm allowed to go.

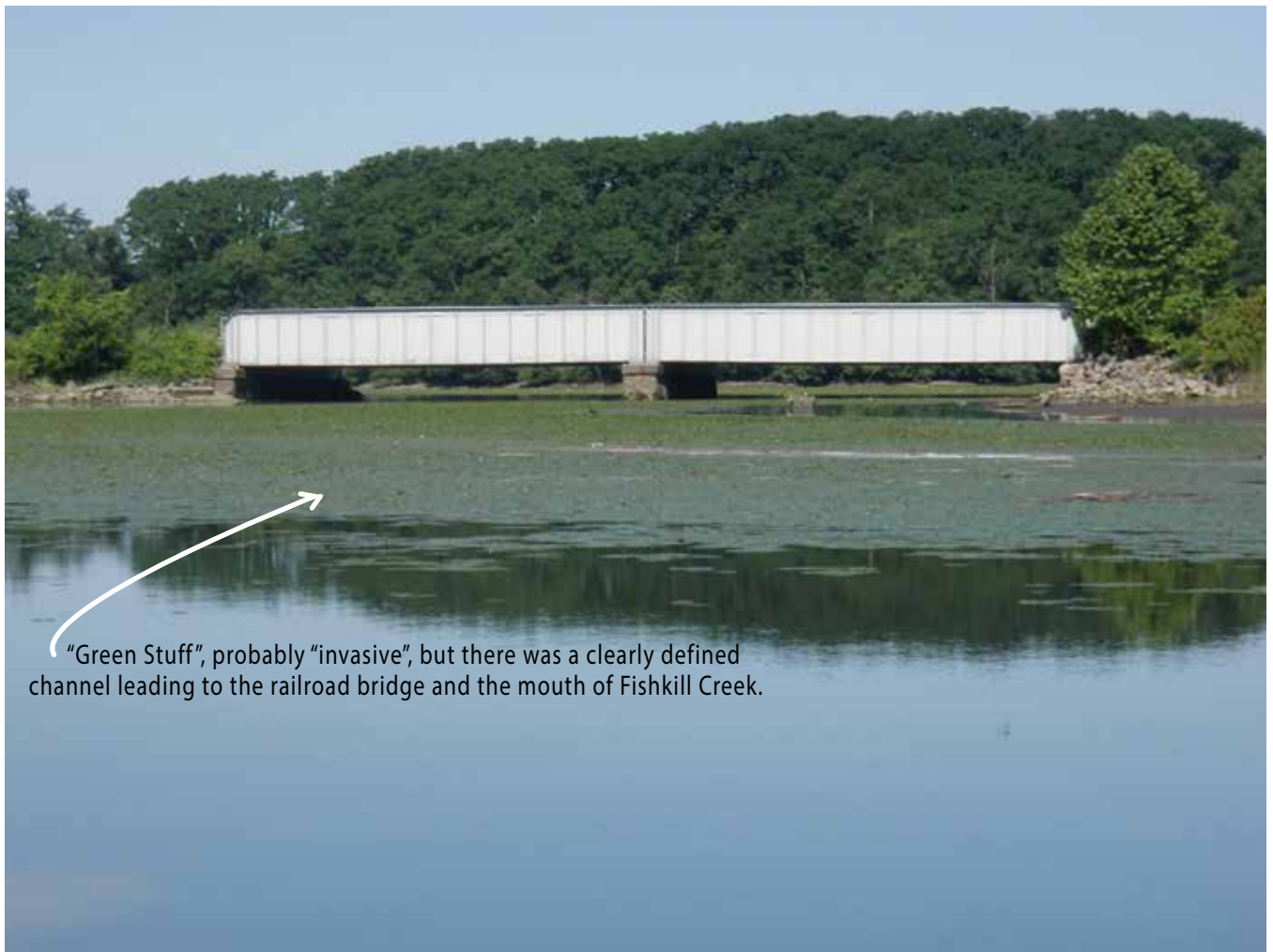
Back in the day, I did own one power boat—a 14-foot fiberglass Crestliner—and, even though I enjoyed the hell out of it, I never felt compelled to upgrade to 16-/20-/24-/36-footers. My boats-of-choice for the last decade or so have been two-seater canoes: Royalex, or Kevlar. To me, they're one of the simplest, most basic, most efficient forms of human transportation there is: all's you need is, well, water—our current boats actually need very little of it, with their 2-3-inch drafts—and a couple of paddles.

One of the real beauties of this is you can get to places that are pretty much impossible to get to by any other means—walking, driving, biking, or, power-boating, except maybe small, shallow draft boats, and even these can't get under some of the railroad or road bridges that we can squeeze under—'way up narrow creeks and through marshes as far as it's possible—and sane—to paddle.





We took a bearing on the shore of the point, and paddled smoothly across (10-/20-/50-foot???) deep open water.



"Green Stuff", probably "invasive", but there was a clearly defined channel leading to the railroad bridge and the mouth of Fishkill Creek.

So, I love boating on the Hudson (and beyond). We've spent a fair amount of time way out on the river, in deep, power-boat accessible water. Let's talk about a recent trip that not only gets us out a ways on the Hudson, but also around a notable Hudson "point", then under a low Metro North bridge and then up the creek.

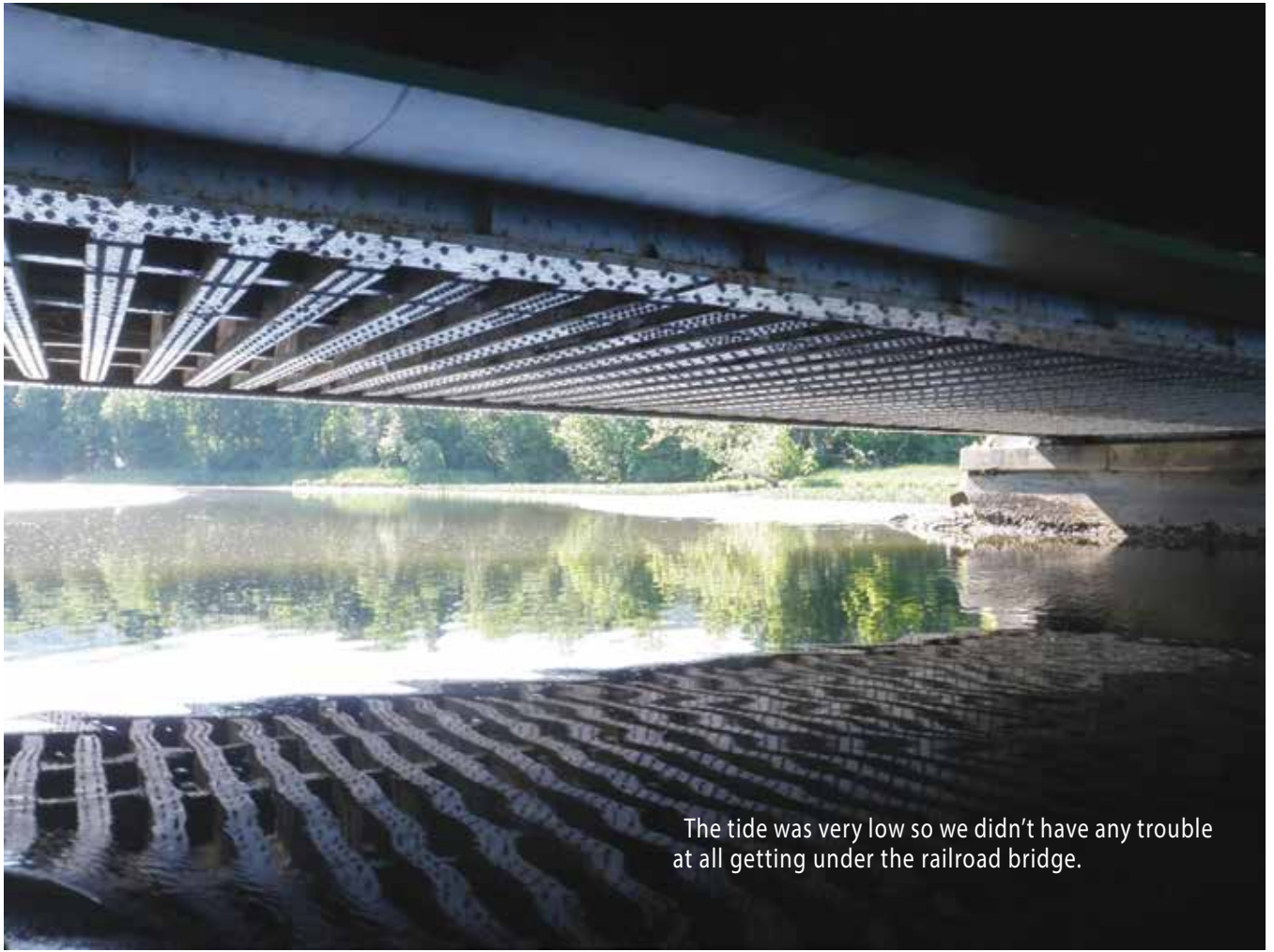
"Hey, whaddayah say we put in at Scenic Hudson's Foundry Dock Park in Beacon and scootch over to and around Dennings Point and up the Fishkill Creek to the old hat factory in Madam Brett Park???"

Saturday, June 24th, was another blustery day—seems like there had been a lot more of them than "normal" lately—but I had hoped the bay/cove south of the put-in was in the lee of the wind, and we would only have to deal with rough water along the west shore of the point, where we could stay close in. Nope: the wind was blasting just about straight out of the west: big rollers and nasty white caps. We'd dealt with worse, but this was supposed to be all about fun, not survival. We headed back

home, and Kath had a brainstorm: let's leave the boat on the rack and try to get out early the next morning, when the winds, and the river, would more likely be calm.

Well, surprise surprise, we didn't get out as early as we used to in the old days, but the river was calm, and, empty. As seems to often be the case lately we were the only boat out there—of any kind—for two-plus hours, on a beautiful blue-sky Sunday morning. I asked Kath if she'd like to swing around the shoreline, or head across the bay right for the point. We took a bearing on the shore of the point, and paddled smoothly across (10-/20-/50-foot???) deep open water.

It's a nice paddle close-in to the west shore of the point. And, one heck of a nice hike on the trail that swings around the point: we've often hiked this trail, and it was nice to look at familiar landmarks from water level. When we reached the point, I was surprised from this perspective that it appeared as if Bannerman's (ummm, Pollepel

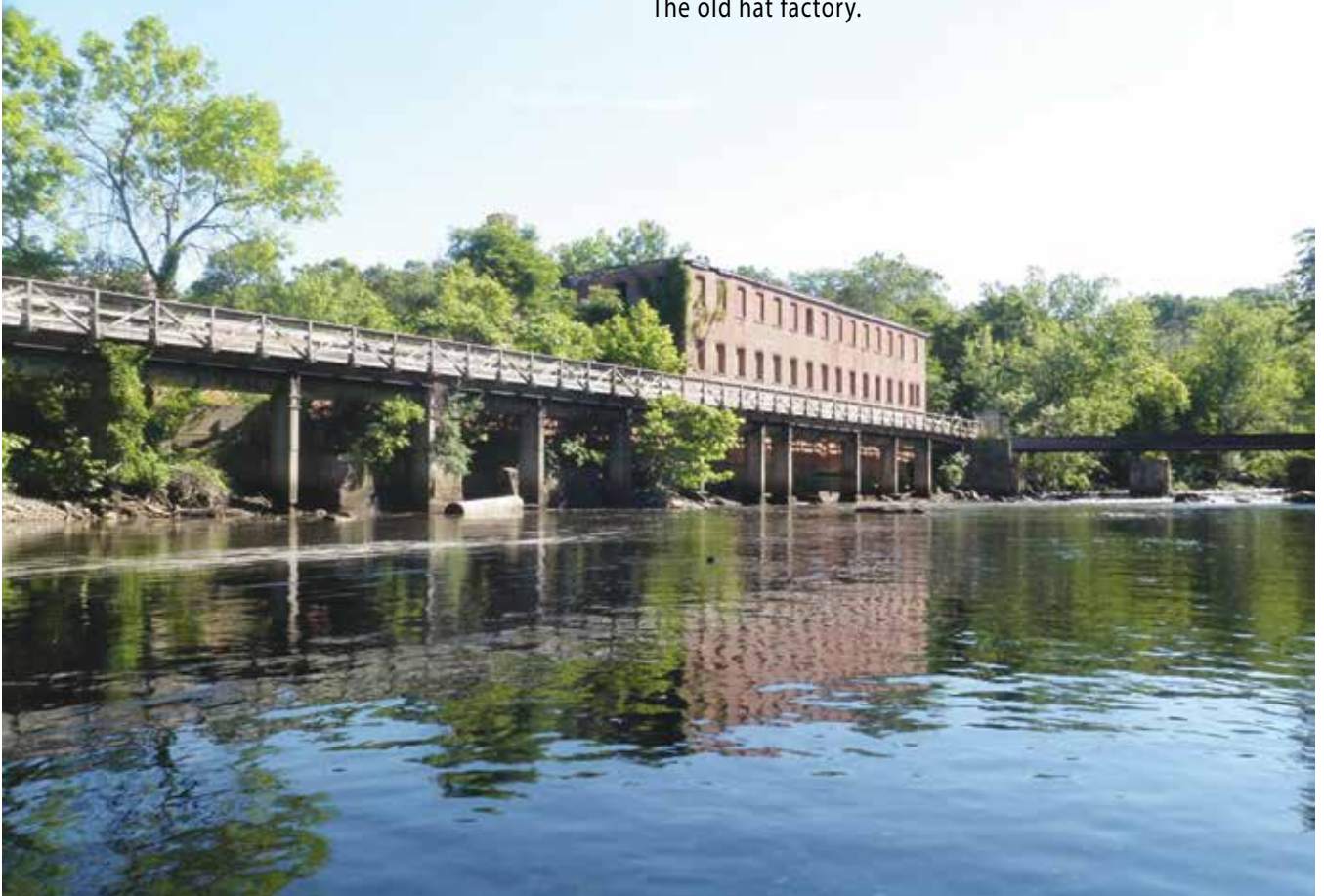


The tide was very low so we didn't have any trouble at all getting under the railroad bridge.





The old hat factory.



island...), was pretty much smack in the middle of the river, as close to the imposing Storm King as it was to the eastern shore!!! Of course, from down the river a ways and closer to the west shore the perspective is more normal, and Bannerman's takes its rightful place as an island with pretty shallow water between it and the closer-by Metro North-lined tracks on the east shore and a much wider gulf of water between it and Vails Gate/Cornwall.

Around the point, the whole bay/cove south of the point was about 99% filled with "green stuff", probably "invasive", but there was a clearly defined channel leading to the railroad bridge and the mouth of Fishkill Creek. We followed it in, and since the tide was very low we didn't have any trouble at all getting under the railroad bridge; in fact, this bridge appeared to be high enough to get under easily even at much higher tides.

With the low tide, we had to be careful picking our way up the creek; at one point, where the creek widened, the water was only inches deep; we kept close to the south (right) shoreline, where there

was a very gentle, but visible current, and, channel. Soon, the old hat factory appeared on the left, and Scenic Hudson's Madam Brett Park boardwalk. We'd just walked this the week before with my cousin Eileen, and had showed her the spectacular waterfall just up the creek a ways.

There's no way you can paddle through the rapids upstream to the waterfall, and we cautiously approached them to a point just under the can't-cross-it-anymore road bridge, pulled into an eddy, then artfully peeled out (ahhh, all that white-water experience) and headed back downstream, back under the bridge, back across to the point, and upriver. Surprise surprise, we had to share the vast expanse of the river with another boat: a woman in a kayak was heading back from an expedition down to Bannerman's.

Another great day on the under-crowded Hudson; and, beyond.

Get in touch with Ralph at
rjferrusi@frontiernet.net



Cortlandt Yacht Club Offers Individuals Ownership

The Cortlandt Yacht Club is a premier boat club located on the Hudson in Montrose, New York. It is unique in that it offers individuals ownership.

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You can be a working or non working member. The benefit of being a working member is a working member who is a part of the spring and fall work parties can amortize the cost of ownership (using a 34' boat as example) over a seven year period.

They then basically boat at half the cost. Working members receive significant credits toward their yearly fees. Another benefit for all member owners is free lifts out of the water and use of the equipment for repairs.

There is a requirement that you rent a slip at the club for one year before you become eligible to become a member owner.

You may want to check their ad on the inside cover of this magazine.

For complete details contact their Rear Commodore Jesse Brody at 914-882-8810.



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Curiosity: "The desire to learn or know about anything; Inquisitiveness."

by John H. Vargo, Publisher



When Ethan Orsino was 9 years old he began dragging small outboards from the storage rooms out into the Coeymans Landing Marine Services shop!

His uncle Carl Senter and Jim Costello co owners of the repair facility, Coeymans Landing Marine Services, Inc. were constantly questioned by Ethan as to how this or that worked. Today at age 13 and with the help of another employee Sean Allan, he is fast becoming a serious student of everything mechanical.

This is a shining example of adults supporting the curiosity of a child and that turning into a vocation that probably will last a lifetime.

Does anyone know of other children who ask questions? Are you giving them answers?

This is where it is at, and used to be the basis for all children's future, today, I don't know, I just don't know.

Sean Allen on left and Ethan Orsino age 13 on right, getting a 3hp outboard running again.

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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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End-of-Season Rituals

Wrapping it up!

Shrink wrap- Shop around; there are many good mobile services available. Experience, quality of workmanship and materials is important. I have seen shrink wrap burned and melted on seats and repaired scorched gelcoat numerous times. Best to have white wrap! White will reflect sun light, keeping your boat cooler.

Before the boat is shrink wrapped be sure it is dry inside. Check the carpets, seats, bedding, etc. Protect your carpet if you are planning to have work done on your boat. Take out all canvas, store in cool dry place at home. Take out wet towels, dock and ski lines, and life jackets. If you have an anchor locker; pull out that wet anchor line – clean it and dry it. Clean your fenders and lines. Remove and clean anything that is damp or will smell.

Make sure the shrink wrap is vented. Install mildew control bags. You may want to place a product called "Damp Away Dehumidifier" on board. Also consider having a zipper access door so you can check on your boat from time to time.

Plan ahead, be first on the schedule to have shrink wrap done rather than last. Last could mean that your boat is filling up with leaves, ice and snow. Last year we did a repair on a boat that had to thaw for days and had a foot thick block of ice in the cabin and bilge. The motor cover was frozen to the floor. The 21' boat had a tongue weight in excess of 1000#; it was a struggle to haul with my dual wheel F-350.

Haul-Outs

It's a good idea to be present when your boat is taken out of the water if your boat requires a travel lift or hydraulic trailer. Lots of things can happen during lifting and moving. I have done many repairs as a result of improper boat moving and blocking.





*Shrink wrapped
for Winter.*

Here's a brief check list for a travel lift haul-out -

- What is the capacity of the lift?
- What is the overall condition of the lift and straps?
- Are there anti-chafe pads on the straps?
- How have haul-outs gone in the past?
- Has the yard ever dropped a boat?
- Be sure your boat is lifted at the proper lifting points
(lift points are usually marked on the boat).
- What kind of recourse do you have if your boat is damaged?

As soon as the boat is safely out of the water and correctly blocked clean the hull inside and out. It's much easier to get the slime off while it is still wet before it gets hard like concrete. Be sure your drain plugs are removed. Make sure there are an adequate number of stands that are properly placed and enough blocking along the keel to carry the load. The bow should be slightly higher than the stern so

that water will run toward the drain holes. If any water should find it way into the boat during storage it will run out. Sounds elementary but you'd be surprised at how many boats I have seen with the bow down. Make every effort to prevent moisture as best as you can; it combined with heat is the perfect environment for mold, mildew and growing mushrooms.

If you trailer your boat, be sure your trailer is in good condition. Check the bunks for torn and rotted carpet. Any bolts protruding? Are the bunks and guide posts solid and secure? Make sure everything is in good operating condition including rollers, winch, tires, wheel bearings, brakes, etc. A defective winch or rotted winch line can leave your boat laying on its side on a boat launch or worse could cause personally injury.

Clean. Restore. Protect.

Cleaning the growth and slimy scum off your hull; it's an end of season ritual. Acid wash products such as "On-Off" work great to clean off all the ugly brown stains but the solution will also remove all the protecting sealer glaze and wax exposing the gelcoat to anything



Travel lift.

that might want to cling to it or absorb through the porous gelcoat. I cannot emphasize enough how important it is to reapply the sealer glaze and wax to best protect the gelcoat. In addition, sealing the gelcoat will help to prevent osmotic blisters. It is cheap insurance compared to the cost of repairing blisters. A hull with a good coat of sealer glaze and wax gives algae and other organisms less to adhere to!

Boats on a trailer; should be removed from the trailer in order to get the entire bottom cleaned and waxed. You are only able to do half a job unless this is done. It's a good opportunity to inspect the entire hull condition and clean the gelcoat hidden under the bunks where osmotic blistering can occur unnoticed. Seek a marine service facility to do this. You do not want to get the acid wash on you or your trailer!

Now is a perfect time to carefully inspect your entire boat. Are there any gelcoat, fiberglass and/or structural issues; cracks in the gelcoat, deep gashes into the fiberglass, airvoids, osmotic blisters, etc.? These types of problems will get worse if not addressed. Check and tighten all your hardware and fittings. Examine the sealant around cleats, hatch covers, windows, etc. Replace missing or dried out sealant. Schedule repairs off season; avoid waiting 'til spring.

Store your boat dry; protect it from damaging dampness. Ventilate it! Before you cover it or have it shrink wrapped remove anything wet or damp such as soggy lines, ski vests, towels, etc! Dampness and shrink wrap combined can create a greenhouse effect. We have also seen damp fabrics bleed color on to the upholstery and stains from pine needles and leaves.

Clean and vacuum out the boat – it'll smell better next season and you will avoid the possibility of rotting wood and staining on your seating, carpet and gelcoat.

Take the time to care for your investment! Before it is stored away clean, restore and protect it! Doing it now will reduce the time you'll need to spend cleaning the boat in the springtime or whenever you intend using it again!

Keep in mind where your boat will be stored. Will it be near a big rotted tree? In a barn or building that won't handle a snow load? Here again we have repaired many boats damaged by wind, snow and ice.

Prepping your boat for the off-season can be costly if not done properly; be sure to have reliable professionals work on your boat.

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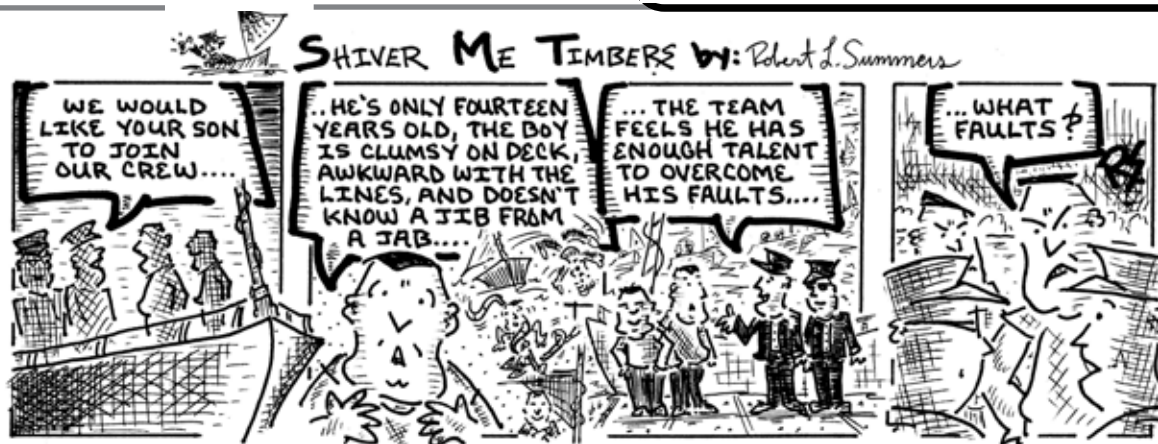
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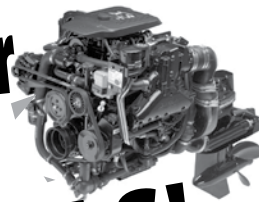
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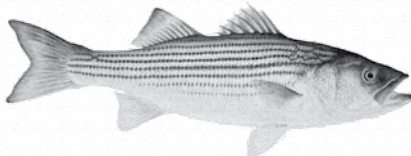
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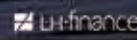


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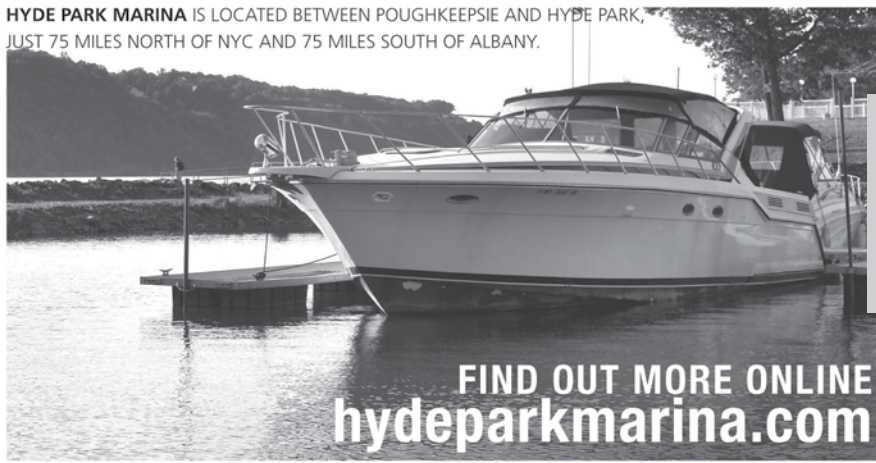
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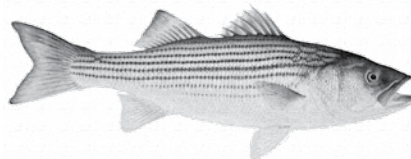
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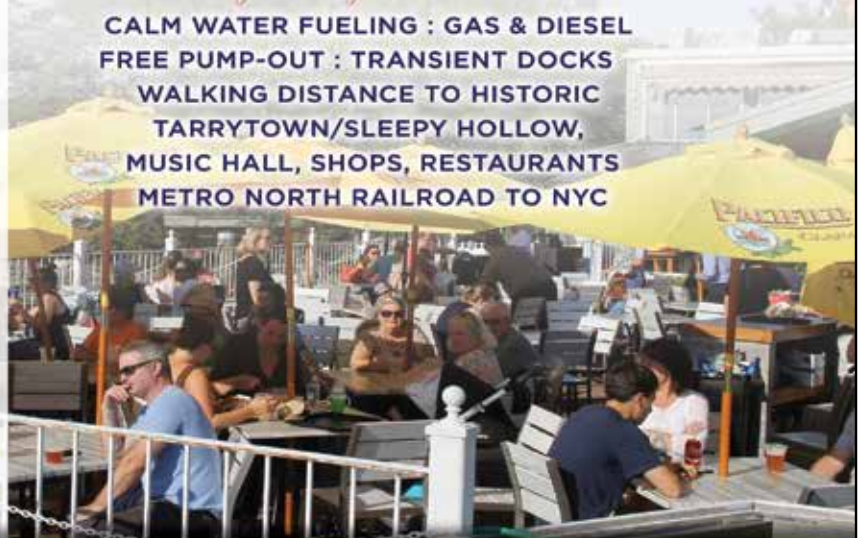
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