The Walkway Over The Hudson

Dan McLaughlin

In the late 1880’s a group embarked on a journey many considered impossible. More than 100 years later another brave group embarked on a similar journey. Both journey’s were often laughed at and ridiculed. The first journey was completed in 1888 and the second one reaches completion this October. Both projects involved bridging what was once considered impossible: the Hudson River.

As many of you know from paddling in the Mid-Hudson area, the Poughkeepsie Railroad Bridge (PRB) towers some 212 feet above the water. Historically, this was the first bridge to span the Hudson River and connect the coal fields in Pennsylvania to the manufacturing sites in New England, a major catalyst in the Industrial Revolution that helped the country flourish and grow into the 20th century.

When it was completed in 1888, the Poughkeepsie Railroad Bridge was an engineering marvel. At 6,767 feet, this steel cantilever bridge was the longest bridge in the world and was the main Hudson River crossing south of Albany until the construction of the Bear Mountain Bridge in 1924. The PRB crossing used to be advertised as the way to go if you wished to avoid New York City. The PRB was closed in 1974 when a fire damaged a portion of the decking. By then, the bridge was no longer commercially important, so there was no incentive to repair it.

Blessing of the Fleet

Photos and Text by Bonnie K. Aldinger

It was a cold, gray, rainy evening in New York Harbor on June 5th, unpleasant enough to discourage the casual observer. But despite the drizzle, the banners flew, the Regimental Band of the U.S. Merchant Marine Academy Band played marches, and Governor Paterson & other dignitaries spoke at the New York Harbor Blessing of the Fleet – and for the first time in the 4-year history of the event, paddlers and rowers became a part of the event.

The Blessing is organized by the New York Harbor Sailing Foundation. Under the direction of Michael Fortenbaugh, who is also commodore of the North Cove-based Manhattan Sailing Club, this group has been working to re-establish New York Harbor as the sailing capital it once was, before the same pollution that drove the paddling & rowing clubs from the shores of the Hudson sent the sailors north to Newport. The Blessing of the Fleet ceremony was inaugurated in 2005 as one of a growing range of events run by the Foundation to encourage sailors to begin to look at New York as a great destination for sailing.

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The Clearwater Row, 2009—Pier 40, NYC, to Croton Point and Back!!

Text and Photos by Rob Buchanan

June 19-22: The VCB (Village Community Boathouse) Away Team took two Gigs north to the Clearwater Festival, departing pier 40 Friday afternoon at 3:30 pm and arriving at our first stop and campsite for the night in the picnic area north of the Alpine boat basin around 7:30.

Our boats are called Gigs, specifically Whitehall Gigs, and they’re four-oared longboats that evolved in the New York harbor. ‘Whitehall’ because that was the street that ran down to the water and ended in steps, where you caught human-powered ferries for Brooklyn or for ships at anchor. We build them ourselves, and students do most of the work, both at pier 40, where VCB is based, and at Pier 84, home to the ‘Floating The Apple’ group.

Rowing was easy Friday and relatively easy Saturday morning, though due to a late start (6:30 am) we had to row against the tide for the last little bit. Special thanks to John and David for providing extra horsepower, and to Michael, VCB’s newly-appointed sommelier.

We arrived at Croton Point around 11:30, just as the first drops of rain started to fall. It went on for the next 24 hours and the festival grounds turned into a classic mudpit. But the food was good and the morale high, especially among the Rocking the Boat contingent, who all but took over the dance floor on Saturday night.

There was a small-craft warning on Sunday’s return trip, with big winds forecast out of the north. We left at 12:30 on the beginning of the ebb, raised sail, and flew south towards the Tappan Zee. By 2 we were under the bridge and roasting in unexpected sunshine. The Storm Queen crew elected to go on to Alpine while the Quixotic stopped at Italian Gardens to check out the falls—roaring after all the rain, but with the water still beautifully clear. On the last little run to Alpine we got caught in a wild rain squall, with big rollers stacking up on the Hudson despite the ebbing tide. More showers that afternoon drove us up into the pavilion, where we camped in splendid comfort and feasted on the leftovers of a family reunion.

The wind came up again the next morning, and as the tide rose it became impossible to keep the boats on the little-north facing beach. We

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Blessing of the Fleet

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This year’s blessing was a particularly exciting one, coinciding as it did with the beginning of the Quadricentennial Flotilla, and therefore involving a fascinating array of historical vessels, both replicas & true antiques. Word traveled well beyond sailing circles, and hearing of the event, which was being promoted as open to vessels of all types, a few New York City paddlers and rowers, led by HRWA’s metropolitan coordinator Nancy Brous, Red Hook Boaters founder Tim Gamble, and Village Community Boathouse founder Rob Buchanan, made inquiries about participating.

Initially, to their disappointment, they met with resistance. Although the invitation read that all craft were welcome, apparently the organizers had not expected that any non-motorized boaters would accept, and were very concerned about the safety issues that naturally arise when very small craft & rather large craft begin to intermingle in close quarters. However, after some discussion, and after the human-powered boaters agreed to certain conditions, the Blessing was opened to the group.

After winning acceptance, a little foul weather didn’t put the paddlers & rowers off—they donned their foulies, lit their running lights and slogged their way down against the current from the 3 Hudson River Park boathouses (Pier 40, Pier 66 and Pier 96) that were represented. On land, New York Outrigger founder Roger Meyer and I both attended and did our best to show the colors of the paddling community.

Michael Fortenbaugh gave the opening speech, immediately followed by Governor Paterson, who awarded the first Medal of Discovery to Pete Seeger (who was not present but whose Clearwater Foundation was well represented by the sloop Clearwater and schooner Mystic Whaler). Additional speeches were given by: Joan K. Davidson, Chair of the NYS Hudson-Fulton-Champlain Quadricentennial Commission; Pete Grannis, Commissioner, NYS DEC; Hugo Gajus Scheltema, Consul General of the Netherlands; and Capt. Robert R. O’Brien, Captain of the Port/USCG.

A truly diverse quartet of religious and spiritual leaders then took the podium: Reverend Canon Thomas P. Miller of the Cathedral Church of Saint John the Divine; Michael Pace (Xingweleno), former Assistant Chief of the Delaware Tribe of Indians; Rabbi Joseph Potasnik, Exec. VP, New York Board of Rabbis, FDNY Chaplain; and Donna Henes, urban Shaman and “Unofficial Commissioner of Public Spirit of New York City.”

During all the speeches, the flotilla gradually made their way from their staging area by the Statue of Liberty, heading north to Jersey City, then crossing the Hudson and heading south to the blessing. The kayaks and Whitehalls had been tucked into a sheltered spot on the Manhattan side and had a fine view of the larger ships as they passed by, before taking their place near the end of the group.

And it was one of the best parades of boats I’ve seen since OpSail 2000, well worth waiting for even in the rain.

Fittingly, the first vessel was the Half Moon, a handsome replica of Henry Hudson’s Halve Maen that is familiar to most people who’ve spent any time boating anywhere on the Hudson. The Clearwater vessels Clearwater and
Inwood Canoe Club Promotes Human-Powered Boating in Northern Manhattan

By Kevin McKeon, ICC Fleet Captain

As the oldest canoe and kayak club in New York City, the Inwood Canoe Club (ICC) continues in its mission of promoting human-powered boating to area residents. The ICC, an American Canoe Association affiliate, was founded on its current site, 100 yards south of the Dyckman Marina on Dyckman Street, in 1902. The Club has been a registered not-for-profit organization since 1911.

Located on the Hudson River in Northern Manhattan, the ICC offers a free summer Sunday kayaking program. Quoting ICC Commodore, Antonio Burr: “We welcome New Yorkers to come out on the river and see their city from the waterside. Depending on the current, we take groups up to the Spuyten Duyvill Railroad Bridge or down towards the George Washington Bridge. Guests, many of whom are first-time paddlers, are given a paddle demo and a safety lesson before they go out with a club member escort. This past year, we were able to get a grant to buy several boats, PFDs, and paddles for the Open House program so we are able to take more people out on the water. On a recent July session, 61 guests came out and three waves of paddlers went out on the thirty minute trips on the Hudson.”

Although the ICC has been featured in the New York Times, New York Magazine, and other media outlets, the kayak club has been described as one of the best-kept secrets in Northern Manhattan.

The Inwood Canoe Club’s free Sunday kayaking program begins on Memorial Day weekend and ends on Labor Day weekend. Open House Runs Memorial Day Through Labor Day: Every Sunday at 10 am

For more info see http://www.inwoodcanoeclub.org/Home.

Blessing of the Fleet

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Mystic Whaler followed. Next was the newest boat in the flotilla, the Onrust, a sailing barge (with leeboards) which is a replica of the first ship ever built in New York State. She was built in honor of the Quadricentennial; her keel was laid in October of 2006, and she was launched on May 20, 2009, just in time for the festivities.

After that came all the old familiar New York Harbor boats, plus a few new ones and visitors – schooners Pioneer, Adirondack, Shearwater, and Clipper City (the last a newcomer from Baltimore); the 1927 tug Cleveland; retired fireboat John J. Harvey (giving a full water display); Riverkeeper, and more. A few determined small sailboats made their way by, then came the kayakers & rowers, accompanied by the Big G (generously provided by the Metropolitan Waterfront Association when the organizers asked that the paddlers & rowers bring their own safety boat), The Admiral’s Launch, a classic motor vessel owned by the Manhattan Sailing Club, followed and was supposed to be the official last boat. The official boats from the Coast Guard and harbor police were recognized, and as the last few private sailboats and motor yachts continued to struggle in behind them, the dwindling crowd began to break up and head for the reception (which ended up being open to anyone who’d stayed for the whole ceremony). The religious leaders were the last to arrive at the reception, having done a thorough job of making sure that all the boats got blessed.

Here’s hoping that this year’s participation sets a precedent and that next year brings better weather, fewer initial difficulties, and a larger contingent of human-powered craft!
Abandoned in the seventies, the structure was dormant until 1995 when a group known as Walkway Over the Hudson proposed restoring and rededicating it as the longest and highest pedestrian and bicycle bridge in the world. Upon completion this October, the bridge will link 27 miles of bike paths, rail trails and river front parks already built or planned in Ulster and Dutchess Counties, becoming part of a recreational network from Hopewell Junction to Maybrook, New York.

As with many things built in the 1800’s, the bridge was built to last. Still a major reconstruction effort was needed to resurface the bridge. In July 2008, construction crews removed the rails, ties and track decking from the bridge, as the first stage in it’s $35 million plus conversion. Next, a new surface was laid, which was composed of prefabricated concrete slabs that were manufactured further up the Hudson at Fort Edwards, NY.

The Bridge’s official reopening will be on October 3rd and will be celebrated with 3 days of fireworks, musical acts, a guest appearance by the Clearwater, and many other activities. There are both day and nighttime activities planned. We are hoping a large contingent of kayakers can congregate to help celebrate the day.

However, before you get too excited with the idea of being the first visitors on the bridge, the Great Champlain-Hudson Paddle of 2009, while staying over at Highland Landing, was invited to be the first Quad event to get a tour of the bridge—even before it opened. It’s just like everyone says, “Paddling the Hudson does have its perks!!”

See you on the water,

Dan McLaughlin

For more information regarding the Walkway, go to walkway.org
Happenings in the HRWA World

photos by Lee Goldsmith

Peggy Navarre and Ira Rosenfeld work the booth at the Clearwater Hudson River Festival this summer at Croton Point Park. This year the event should have been called the Rainwater Festival!

Paddling past the Esopus Lighthouse

Scott Keller at the orientation in Poughkeepsie for the participants in the 2009 Great Champlain-Hudson Paddle (GCHP)

Nancy Brous leads a group of paddlers from the Downtown Boathouse to Governor’s Island for the City of Water event, in which paddlers are allowed to camp on the island for the first time.

Enjoying the view during a rest break on this year’s GCHRP

GCHRP paddlers at the Esopus Lighthouse in Saugerties
Visiting the Half Moon in Athens

Connie Hyman finds a victim, takes aim and lets it go!

Boats on the beach at Middle Ground Flats during a lunch break

On the far right, from top down:
Scott Killer and GCHCP land crew: Jason Pohieven and Andrew Cassulo.
Lee Goldsmith, HRWA President.
Madeine Wilson.
Roger Donegan
After being introduced to sea kayaking on a summer vacation in Maine some 16 years ago, Peggy found herself addicted to the sport. She has since paddled the Hudson River extensively, as well as many other locations in the US, Panama, Baja, and Israel.

During a short hiatus from the publishing industry, Peggy worked for several local New York and Connecticut kayak outfitters, where she enjoyed selling equipment, leading tours, and teaching the basics.

Peggy has been a HRWA board member for the past 8 years, where, amongst many other things, she also designed and edited the newsletter.

Peggy holds a 3 Star BCU sea kayaking award. For an interesting story, ask her about being stranded off Tybee Island, Georgia, in 5 Star sea conditions with Nigel Foster.

Ira Rosenfeld

A retired biological chemist, Ira has been a HRWA member for multiple years. Acquiring an early interest in sea kayaking, Ira participated in many formative HRWA/NYC kayaker trips all along the Hudson River. Now paddling almost 20 years, Ira has acquired several BCU and sea kayak coaching awards and uses his teaching skills to help others prepare for safe entry into the sport.

Ira has recently been invited to give a presentation on ‘Paddling on the Hudson River’ at the new REI store expected to open this fall in Northern New Jersey. This is to be the first sea kayak talk following its Grand Opening. Ira sees the talk as an opportunity to promote not only his favorite sport, but, more importantly, an opportunity to be able to open people’s minds and eyes to the unequaled beauty of the Hudson River, thus encouraging an entirely new generation of Hudson River paddling enthusiasts.

Ira has paddled in multiple venues worldwide, as well as guiding locally in New York, Connecticut, and New Jersey.

Ira Rosenfeld

Bob Ihlenburg

Bob Ihlenburgh has served on both the HRWA board and as its President. As President, one of his biggest accomplishments has been the development of the 25 acre Bronck Island property as a campsite for the Hudson River Valley Greenway Water Trail. Thanks to Bob’s work, the Greenway Agency awarded HRWA a grant to help develop a campsite with two tent platforms, a composting toilet and appropriate signage—making it the crown jewel of the watertrail. Bob and his team worked from April through October of that year to complete the project. The nearest launch is Stuyvesant Landing (see page 23 of the Hudson River Watertrail Guide) from which it’s a short paddle across to Bronck Island. Bob is also active with the Hudson-Athens Lighthouse Preservation Society.
The Hudson: History and Habitat, A Primer for Kayakers—Part II

By Cynthia F. Walsh

(Article courtesy of Atlantic Kayak Tours. See their website: http://www.atlantickayaktours.com for more information.)

The next phase in the life of the Hudson saw the wilderness being celebrated with the introduction of the great mountain hotels. The Catskills boasted the Catskill Mountain House, the Kaaterskill Hotel and the Laurel House, among others. The Catskill Mountain House was situated more than 2,000 feet above the River in Haines Falls and was one of the first resort hotels in America. Its clientele came from around the world to take in the majestic views, enjoy nature and escape from the unhealthy cities. A partial guest list included Henry James, Jenny Lind, Winslow Homer, Oscar Wilde, Ulysses S. Grant, Alexander Graham Bell, Mark Twain, Washington Irving and various American presidents (The Traveler’s Guide to the Hudson River Valley, Mulligan, 1995, p. 74).

The Hudson Highlands also had their share of guesthouses and hotels. People flocked to summer in West Point, Cornwall and Cold Spring. They made day trips to Iona Island, which had a resort hotel, a ferris wheel, carousel and picnic grounds (today Iona is a bird sanctuary with no trace of the ferris wheel). The area had an enthusiastic advocate in Nathaniel Parker Willis, a well-known writer who spent a summer in Cornwall for his health and later purchased property there. From his estate, Idlewild, he wrote glowing magazine articles on the benefits of the mountain climate. In order to maintain the tone of the place, however, Willis began to invent and publicize more pleasing or romantic names for some of the local sites: Moodna Creek for Murderer’s Creek, Storm King for Butter Hill, Mount Taurus for Bull Hill. Those invented names have stuck to this day.

As “druids,” the Knickerbockers and the painters of the Hudson River School were loath to acknowledge the industrialization of the River. However, manufacturing was an important part of the River economy from early on, much of it driven by the needs of New York City and facilitated by the ease of river transport. Early manufacturing included:

Lumbering and sawmills, gristmills and paper mills, quarrying in the Palisades for brownstone used in New York City houses, and in the Catskills for blue-stone used to pave the streets.

Brick making had a center in Haverstraw. Bricks were also made in Kingston, Fishkill and elsewhere along the River. Even today, certain Hudson shorelines are covered with bricks, just as other shores are lined with naturally occurring stones.

Sloop building, originally centered in Nyack between 1815 and 1828, was supplanted by the new steamboat building centers in Newburgh and Rondout.

Iron making, which made use of the local iron ore deposits as well as the plentiful timber needed to fuel the foundries. Cold Spring in particular emerged as one of the largest and most modern iron foundries in the country. Started after the War of 1812, the West Point Foundry benefited from excellent transportation alternatives (the Hudson, the Erie Canal, the railroad), its proximity to the armament expertise at West Point, and abundant natural resources (iron, trees for charcoal and stream water to drive the bellows). The Foundry made the first all-iron ship in the country, the engine for the first American-made locomotive and the Parrot gun, a cannon credited with being instrumental in the Union’s victory in the Civil War. The lovely Chapel of Our Lady, standing on a bluff overlooking the River, is now nondenominational, but was originally built in 1833 as a Catholic church for the foundry workers imported from Europe.

Cement making is also an industry that still exists today on the river using local limestone deposits.

Leather tanning, centered in the Catskills with their abundant water and cedar trees, which were used to make the dye. Have you ever wondered where the name “Tannersville” came from?

Ice harvesting was big business. The ice house at Barrytown, owned by the Mutual Benefit Ice Company, could hold 60,000 tons of ice and the Knickerbocker Ice Company, which cut ice from Rockland Lake in Rockland County, employed as many as 3,000 people. An excellent example of an ice house can be found on the east bank of the river at Nutten Hook, across the Hudson from Coxsackie. It is listed on the National Register of Historic Places.

The railroads brought the demise of steamboat travel and encouraged population growth and suburbanization. The river’s natural curves were changed and wet lands were filled in to accommodate the track’s straight lines. As the landscape was tamed for the railroads, people were cut off from the river. Yet subsequently, the railroads also helped to usher in a new set of neighbors on the river. Previously, only the older fami-

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lies of landed gentry had had estates along the Hudson, many dating back to colonial times (the Norrie-Mills Mansion, Montgomery Place, Clermont).

When the Hudson River Railroad was built to Garrison in 1848, it allowed the new prominent business class to have country estates within commuting distance of Wall Street. “Millionaire’s Row” gradually came into being. On the east side of the river, in Garrison and in Tarrytown with Jay Gould, Hamilton Fish (Governor of New York and U.S. Senator), William Osborn (president of the Illinois Central), Samuel Sloan (president of the Hudson River Railroad); and on the west side: JP Morgan, Edward H. Harriman (president of the Union Pacific), James Stillman (president of National City Bank), all near West Point or Bear Mountain. The Vanderbilts established themselves further up the river, at Hyde Park. Many of this group moved to the river in the post Civil War years and were related by marriage and business ties. These were the robber barons of the last half of the 1800’s “...whose object of desire and source of wealth was the railroad. In those days, to be railroad president was to be king, having more power in state politics than governors and more wealth than anyone could have imagined.” (The Hudson River Highlands, Dunwell, 1991, p. 111) Some of the homes built by the robber barons are still in private hands. Some, like Lyndhurst (the Gould estate), Glenclyffe (the Fish mansion), or the Vanderbilt Mansion, are maintained by preservation groups or the National Park Service.

By the final decades of the 19th century the wilderness revered by the Hudson River School painters was no more. The Palisades, Hook Mountain and Breakneck Ridge were being reduced to rubble by quarrying. The Adirondacks, Catskills, and Hudson Highlands were denuded of trees. People at last took notice. “With the pace of destruction proceeding at an ever more rapid rate, the need for public action was dramatically apparent.... Americans responded, and from about 1870 to 1910...sweeping new initiatives were launched to assure that the public interest in natural resources would be protected...” (The Hudson River Highlands, Dunwell, 1991, p. 138-139).

In 1885 the Forest Preserve was established to protect the Hudson’s watershed in the Adirondacks and Catskills. Thanks to the efforts of the Women’s Clubs of New Jersey, the Palisades Interstate Park Commission was established in 1900 as a joint New Jersey and New York project to acquire and protect land on the Palisades. In 1906 the PIPC was expanded to include Hook Mountain and Stony Point. In 1909, the threat of the relocation of Sing Sing Prison across the river to Popolopen Creek was the final straw that resulted in the establishment of Bear Mountain and Harriman State Parks. Edward H. Harriman donated $1 million for the purchase of land, plus 10,000 acres from his own estate. Friends such as John D. Rockefeller and J. Pierpont Morgan donated additional funds. None of the robber barons wanted a prison in their summer back yards! In 1910 the PIPC extended its jurisdiction to include both parks.

One of the purposes of the PIPC was to provide access to the parks for the public. As a result, the Commission sponsored road building: the Henry Hudson Parkway, the Palisades Parkway, the Storm King Highway. Automobile access to the river was enhanced with the construction of river crossings: the Bear Mountain (1924), the Mid-Hudson (1930), George Washington (1931) and Tappan Zee (1955) Bridges, and the Holland (1927) and Lincoln (1937) Tunnels. Paradoxically, the highways and bridges added to the alienation from the river brought about by the railroads, by allowing people to move through the landscape without being part of it.

While the roads, bridges and tunnels encouraged the growth of the suburbs, the advent of the interstate highway system in the 1930’s through 1950’s contributed to the decline of many river towns. Industry no longer relied on the river or railroads for transportation; many manufacturing companies moved to lower cost sites elsewhere in the country.

The environmental movement we know in the United States today has it roots firmly in the Hudson. While influenced by the conservationist tradition that established the PIPC at the turn of the century, the movement blossomed nationally and locally in response to several events in the 1960’s: first, to accommodate growing demand for power from New York City, Consolidated Edison announced its plan to build a generating plant at Storm King in 1962 (the same year Rachel Carson’s Silent Spring was published). The proposed plant would have defaced one of the most prominent sites on the river. What’s more, its cooling system would have pumped massive amounts of heated water into the river, threatening aquatic life. A group concerned about Con Ed’s plans formed the Scenic Hudson Preservation Conference (the precursor to today’s Scenic Hudson) to fight the plant. In 1965 the Second Circuit Court issued a precedent-setting ruling: it revoked Con Ed’s Storm King license and required that in considering any future power plants, the Federal Power Commission include as a basic concern the preservation of natural beauty and national historic shrines. While the battle with Con Ed dragged on and was not finally settled until 1980, the Court’s ruling established for the first time the importance of including environmental and aesthetic impacts in plant licensing.

The precedent established by the Second Circuit case had national repercussions and was reinforced by the passage of two Federal laws which are foundation pieces of environmental protection: the Clean Air Act, passed in 1970, and Clean Water Act, passed in 1972. In addition to Scenic Hudson, two other prominent national environmental organizations, the National Resources Defense Council and The Environmental Defense Fund were
established in direct response to the Storm King controversy.

A second event important to the environmental movement was the publication in 1969 of Robert Boyle's *The Hudson River: A Natural and Unnatural History*. A fisherman and popular writer for *Field and Stream* Magazine, Boyle's book chronicled the pollution and environmental decline of the Hudson. The book, in conjunction with the battle over Storm King, acted as a call to arms for the public at large and motivated them to join local advocacy groups like Scenic Hudson, The Riverkeeper and the Hudson River Sloop Clearwater. Launched in 1969 by the folk singer Pete Seeger, the Clearwater's mission is to investigate pollution sources and to educate the public on the Hudson's environmental and cultural importance.

Today, the Hudson continues to represent environmental controversy as well as environmental renaissance. The former is exemplified by the battle over General Electric's clean-up of PCB's in the river and the proposal by St. Lawrence Cement Co. to build a new coal-burning cement plant on the river at Hudson and Greenport. While the latter renaissance is something you can see every time you kayak on the river: “For unless you actually get out on the river you will never understand what it has meant and still means to so many people.” (*The Traveler’s Guide to the Hudson River Valley*, Mulligan, 1995, p. 105).

Sources


Stanne, Stephen P; Panetta, Roger G.; and Forist, Brian E., *The Hudson-An Illustrated Guide to the Living River*, 1996

NY State Department of Conservation Hudson Estuary Basics

Hudson River Sloop Clearwater Web Site

Erie Canal Online Web Site

Kingston: Delaware and Hudson Canal Web Site

D & H Canal Historical Society Web Site

HRWA Calendar

**November 29, Sun, 9am – 11am**


**December 1, Tue, 7pm – 9pm**

Tierra Del Fuego Expedition Presentation and Fundraiser Pier 66 Boathouse. West 26th Street and the Hudson River (www.pier66nyc.org) NY-based Marcus Demuth and Biff Wruszek will attempt the first circumnavigation of Isla Grande Tierra del Fuego—South America’s largest island. The expedition will benefit the Achilles fund. Come meet Demuth and Wruszek and hear about their plans and preparations.

**December 2, Wed, 8:30pm – 10:00pm**

NY Kayak Polo Pool St Peter’s College pool, 2641 Kennedy Boulevard, Jersey City NJ. Visit www.nyakaykpolo.org or contact us at nykayakpolo@gmail.com

**December 5, Sat, 11 am – 3pm**

DTBH Volunteer pool program 400 Irving Ave. Brooklyn, NY 11237 (map) In conjunction with the New York Harbor School, see www.downtownboathouse.org for info

**December 5, Sat, 6pm – 8pm**

NY Kayak Polo New Player Sessions St Peter’s College pool, 2641 Kennedy Boulevard, Jersey City, NJ An introduction for novice players, for more information, nykayakpolo@gmail.com

**December 12, Sat, 10AM**

HRWA Board Meeting at the Field Library in Peekskill. 4 Nelson Ave, Peekskill, NY 10566, 737-0010. e-mail Peggy Navarre <peggyn2@earthlink.net> for more info.
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**Type of Membership:** New ______ Renewal ______

- [ ] Basic $35
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- [ ] Patron $500
- [ ] Saint $1,000
- [ ] Archangel $5,000

**Send to:**

Hudson River Watertrail Association  
Box 110, 245 Eighth Avenue, New York, NY 10011

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**HRWA notes**

As we head into December, it’s hard to believe another year has whizzed by. And while the numbers on the calendar keep increasing, it seems like the numbers reported by most activist groups seem to be decreasing. Maybe people are so busy fighting for survival, they just don’t have the time for other causes. Or maybe it’s our cultural Zeitgeist. Maybe people don’t believe the “good fight” is winnable anymore. Whatever the reason, the environment still needs our watchful and loving eyes; and while we have gained multiple access points in the last few years, there are still more needed. And those access points we have gained need to be maintained. Come to our December 12th meeting at the Peekskill Library. E-mail peggy2@earthlink.net for info. and help safeguard your legacy.