

# **Hudson River Guide (2015)**

**Lawrence Zeitlin**

The relatively short Hudson River, reaching from tiny "Tear of the Clouds" lake in the Adirondacks to New York City, has a disproportionate importance in US history. Many of the early battles of the Revolutionary War were fought for domination of this critical waterway. The Colonial forts at West Point, Garrison, Stony Point and Fort Montgomery were situated at narrow bends in the river to allow cannons to bear on British warships trying to maneuver in tight quarters. It can be truly said that if the British had managed to wrest control of the river from the Colonials, we would all be playing cricket and drinking tea with our scones.

In 1608 the Dutch East India Company hired English explorer Henry Hudson to find an all water route to Asia through North America. They provided a ship, the Half Moon, and a crew of 20 Dutch and English sailors. Hudson landed on the coast of Maine in 1609 and traveled southward along the Atlantic coastline. He explored both Chesapeake and Delaware Bays. Eventually he concluded that both were "dead ends." He thought he had found the desired route when he entered what is now New York harbor and sailed upriver to Albany only to realize that the "River of Mountains" was a dead end as well. On a later voyage his crew mutinied and set him adrift in what is now known as Hudson's Bay, Canada. Hudson's voyage led to the Hudson Valley being settled by the Dutch as New Amsterdam.

The lower portion of the Hudson is a tidal estuary that broadens into Tappan Zee, a brackish inland sea starting about 25 miles north of New York City. From Peekskill, south to New York City, the Hudson is a few inches below sea level. Salt water from the ocean mixes with river water, constantly refreshed by tides and upstate rain. The Hudson estuary is among the most biologically productive ecosystems on Earth. The constant exchange of salt and fresh water and the diversity of marine habitats make it a prime breeding ground for marine life. Over 200 species of fish and shellfish use Haverstraw Bay as a nursery and feeding ground. These include the American short nosed sturgeon, the Atlantic sturgeon, striped bass, white perch, eel, bluefish, herring, alewives, largemouth bass, tom cod, and sunfish. Oysters, clams, and crabs are among the shellfish in the bay.

Above Peekskill, the gateway to the Hudson Highlands, the Hudson River narrows to conventional size but is tidal all the way to Albany. The river is part of the NYS Canal System extending up the Hudson Valley from New York City to Troy just above Albany. There the canal system bifurcates, becoming a series of controlled water level rivers and man made cuts, one branch heading west to Buffalo with side spurs to Syracuse, the Finger Lakes and Lake Ontario, the other north through Lake Champlain, to the St. Lawrence River. A trip up the river at trawler speeds usually takes an easy three days. With stops to visit the Hudson Valley's many historic sites and scenic wonders, it can, of course, take much longer.

The designation "Hudson Valley" is loosely applied to the river and shore side communities within ten miles of either side from the Tappan Zee Bridge to Albany. During

the summer and fall the Hudson Valley is full of celebrations, festivals and events. Experience the Hudson Valley (845-463-0051) publishes a seasonally updated free pocket guide listing restaurants, lodging, and planned activities. Copies are available at most locations catering to tourists. A complete listing of all activities is available from: [www.experiencethehudsonvalley.com](http://www.experiencethehudsonvalley.com)

For cruisers a good source of current information on the Hudson is a monthly free magazine called "Boating on the Hudson" published by Beacon Publishing Corp. in Verplanck, NY. Their web site is: [www.boatingonthehudson.com/](http://www.boatingonthehudson.com/). The magazine has annual listings of the best anchorages, fuel stops, and restaurants along the river. I have included an edited and annotated collection of the listings in Appendix 1, "Dining Along the Hudson," Appendix 2, "Fuel Guide to the Hudson" and Appendix 3, "Hudson River Anchorages." The editor, John Vargo, might be willing to send you future containing updated information if you will contact him. His telephone number is 845-401-2699. There may be a small charge for mailing but the past issues are on the web site for free.

The best book about the Hudson and its environs is the "Hudson River Guidebook" by Arthur G. Adams, published by Fordham University Press. It covers geographic and historic facts about the river on a mile-by-mile basis. Another book, the "Cruising Guide to Lake Champlain," describes the waterway from Montreal through Lake Champlain to New York City. It is available from the Lake Champlain Publishing Co. in Burlington, VT. <http://www.lakechamplainpub.com/>

Restaurants lodging, and tourism in the Hudson Valley are listed in [www.experiencethehudsonvalley.com](http://www.experiencethehudsonvalley.com).

If the Erie Canal will be part of your trip, call (800) 4-CANAL-4 for a free set of charts and canal information from the NYS Canal Corporation  
<<http://www.canals.ny.gov/>>

Cell phone coverage is very good along the river and most marinas offer wi-fi. Free wi-fi is available at many locations in the towns along the route. Public libraries, Starbucks, McDonalds, and malls and convenience stores offer this service.

Distances along the Hudson, like much of the ICW, are measured in statute miles with New York City's Battery considered to be the mile zero starting point. On the other hand, tidal currents are usually described in knots. This is designed to exercise your mathematical skills. For those quantitatively impaired, a pocket calculator provides a useful support.

Years ago New York State published "The Northwest Passage" cruising guide to the Hudson and Lake Champlain, including a bound copy of river charts. The name refers to Henry Hudson's futile hunt for a short cut to China. The guide was useful but the charts were exceptional. They were enlarged portions of NOAA charts, each page covering only about 10 miles of river. They showed the details of sections of the coastline that are often lost in charts of more moderate scale. Local boaters reproduced the charts to use as gifts. Although dated, the charts are still useful for planning. Fortunately the shoreline and town dock locations change little over the years. A file of these charts is available at:

<<http://www.scribd.com/doc/18651678/Hudson-River-Charts>> .

New York State has released a new set of smaller charts as a companion volume to the NYS Canal Corporation “Cruising Guide to the New York State Canal System.” It is currently available at marine supply stores in the Hudson Valley or can be ordered from the NYS Canal Corporation. The state also publishes a Hudson River waterfront map and travel guide listing marinas, dining, attractions, and accommodations. A free copy is available if you call 1-800-232-4782 or log on to <http://www.travelhudsonvalley.org/>. Skipper Bob Publications offers excellent guides to New York’s waterways in “Cruising the New York Canal System” and “Anchorages Along the Intercoastal Waterway.”

NOAA charts covering the river are #12343 – New York to Wappinger Creek, #12347 – Wappinger Creek to Hudson, and #12348 – Cossackie to Troy. The Maptech Chartbook “Hudson River and New York Harbor” has all the necessary charts. After Troy you enter either the Erie Canal or the Champlain Canal. Charts are of little use in either canal but the NYS Canal Corporation guide presents valuable information on distances between locks and available facilities.

North of New York harbor the Inland Navigation rules apply. Of these, the most important is Rule 9, the Narrow Channels rule. Essentially this rule states that a vessel proceeding along the course of a narrow channel shall keep as close as practicable to the starboard side of the channel. While most recreational boats for whom this guide is intended can travel freely around the waterway, large craft, seagoing ships and tugs with heavy tows are constrained to follow the relatively narrow deep water channel.

The Northern Edition of the Waterway Guide [≤ www.waterwayguide.com/>](http://www.waterwayguide.com/) has a listing of marinas and facilities along the river and the Erie Canal. Local harbor charts are included. It is very informative but highly commercial. A full set of Richardson bound charts of the river and adjoining waterways costs \$69 more or less at West Marine. These charts cover the Hudson, the Erie and Champlain canals, Lake Champlain and the Finger Lakes. Serious cruisers should certainly have a set. All charts of the river must be used with caution. They are updated infrequently. Waterfront areas along small Hudson River towns are not NOAA's top priority. Because the river bottom changes little by little, local knowledge is essential when leaving the big ship channel.

A tide and current chart is essential for sailing or trawler cruising. The tidal range is only about 3 feet but the tidal flow generally overwhelms the fresh water discharge from upstate. Current flows in both directions following the ebb and flood of the tide.

"Muhheakantuck", the Indian name for the river, can be translated as "the river that flows both ways." The tidal current in the more constricted portions of the river can reach almost 3 knots. The speed of the ebb and flow currents are so nearly matched that it would take a bottle dropped in the river at Albany almost half a year to reach New York harbor, 153 miles downstream. If you time it right, you can get a tidal lift for several hours in either direction. Indeed, 18<sup>th</sup> century sailboats often used the tidal flow to make progress against unfavorable winds. They would ride the current in the direction they wished to travel, then anchor and wait until the next tide. The tidal crest moves up river at nearly 15 miles an hour, high tide at Albany occurring 10 hours after high tide at New York's Battery.

If you are a member of the AAA you can download a detailed TripTik from the AAA web site <<http://www.aaa.com/>>. Just enter the towns and cities near your route. The printout will contain lodgings, restaurants, attractions and scheduled events. This listing is useful for boaters in the New York and New England area and the Erie Canal since highways parallel coastlines, rivers, and canals. While not intended for pinpoint marine navigation, an automobile GPS is a surprisingly useful adjunct to position location. Most cities and towns in the northeast were established adjacent to navigable waterways. The bulk of New York State's population lives within a few miles of Long Island Sound, the Hudson River, or the Erie and Champlain Canals. Google Earth <[earth.google.com/](http://earth.google.com/)> on a laptop computer will also give a graphic representation of the waterway as well as identify nearby points of interest.

The Hudson can be done without charts if you keep to the buoyed big ship channel. However if you do that, you will miss many of the best sights and shore excursions. Parts of the upper Hudson are quite shallow outside of the channel but if you don't mind picking your way with a depth finder, most town docks are approachable. In the early spring, rapid runoff from snow melt sweeps shore side debris and fallen branches into the river. Keep a sharp lookout for partly submerged branches. Although the relatively infrequent commercial ships and barge tows travel the river 24/7, it is best not to cruise at night.

The Appalachian mountain range makes a formidable barrier between the northern cities on the East coast and the nation's interior. During Colonial times transport of people and goods was possible only by horse and wagon over dirt roads. By a quirk of nature, with help from an ice age glacier, the Hudson River carved a gap in the mountain range and opened a water passage from New York City to Albany. The original Erie Canal in 1825 provided a water route from New York City through to Buffalo and the Great Lakes and opened the interior

of the country to commerce. Many of the cities and towns along the Hudson and Erie Canal were settled to provide venues for canal services and manufacturing.

Because of this access to water transportation, the Hudson Valley was the nation's industrial heartland until the end of the 19th century. The river and the associated Erie Canal and Lake Champlain waterways were the main avenues for commerce for the Northeast. Passenger and freight carriers sailed the Hudson on a regular schedule from New York City to Albany, first with large sailing sloops then with sidewheel steamships. The last steamship, the Alexander Hamilton, ceased operations in 1971. These were huge river boats. The Alexander Hamilton was over 300 feet long with a beam of 77 feet, capable of carrying 3000 passengers.

The Hudson Valley is an area rife with interesting and historic sites. If you have bicycles on board you can roam several miles inland from each stop. This puts you within easy reach of a shoreline filled with an extraordinary concentration of National Historic Landmarks and romantic places. Most riverside towns support a well established, if aging, marine infrastructure. Many have public docks. Supermarkets, drug stores, welding shops, and marine chandleries are usually no more than a few minutes walk from town docks.

Near this short stretch of waterway are Rockefeller's Kykuit mansion, with its wonderful private art museum [www.hudsonvalley.org](http://www.hudsonvalley.org), The Croton Dam, a 19<sup>th</sup> century engineering masterpiece in the same league as the Pyramids or the Great Wall of China, Xavier's restaurants, near the top of the nation's top ten, George Washington's headquarters, West Point, the Vanderbilt and Roosevelt homesteads, [www.nps.gov/hofr](http://www.nps.gov/hofr), numerous vineyards, the Culinary Institute of America, and the Rhinebeck antique aerodrome where you can take flights in a WW 1 Fokker or Spad [www.olderhinebeck.org](http://www.olderhinebeck.org).

Locals are fond of joking that the area reached its economic zenith during the Civil War and has been going downhill ever since. As far as appearance goes, they are right. Once you get a few miles north of New York City you have the feeling that you have sailed a century back in time. The Amtrak passenger rail line runs close to the water on the east side of the river. Just about every town is a stopping point. By a happy coincidence the town docks and most marinas are within walking distance of the stations. This makes it convenient for picking up and dropping off passengers that may accompany you on part of the trip. Albany and New York City are major rail junctions connecting with the rest of the country. Any point on the river is only a few hours distant from either location. Commuter trains travel the line hourly and much more frequently during rush hours. For train information call 212-532-4900, [www.mta.info](http://www.mta.info).

Airports serving the Hudson Valley are:

Albany International Airport, [www.albanyairport.com](http://www.albanyairport.com)

Westchester Cty Airport, <http://airport.westchestergov.com>.

Stewart Int. Airport, <[www.panynj.gov/airports/stewart.html](http://www.panynj.gov/airports/stewart.html)>

JFK Int. Airport, [www.panynj.gov/airports/JFK.html](http://www.panynj.gov/airports/JFK.html)/

La Guardia Airport, [www.panynj.gov/airports.laguardia.html](http://www.panynj.gov/airports.laguardia.html).

Adding to the feeling that you have sailed back in time is the possibility of seeing Henry Hudson's vessel, the "Half Moon" or the late singer Pete Seeger's 90' Hudson River sloop "Clearwater" ghosting by. These are not hallucinations, but rather faithful replicas of historic craft. Each has a socially significant function. The Half Moon cruises the river and serves as a key attraction for town and village waterfront celebrations, the Clearwater serves as the centerpiece of the annual Great Hudson River Revival. Other classic ships ply the Hudson as well. Local residents have a tendency to preserve any old craft that floats.

It has taken me a long time to wrap my head around the idea that the best way to see the sights along a waterway is not always by boat. Very often the thing to do is treat your boat as a floating hotel room, cruise to a marina near some interesting spots, then rent a car or use some form of public transportation to explore the region. A trip of 50 miles, a day in a trawler or sailboat, is only an hour in a car. The best way to visit many of the places mentioned in this guide is to rent a car for a day and explore. Don't restrict your sightseeing to what can be seen from the water.

On a trip up the Hudson, I suggest that a boater stop in Croton or Haverstraw, rent a car and explore the lower Hudson Valley. Take the commuter train to New York City to partake of the pleasures of Gotham. Then cruise up the river to Kingston, stay in one of the marinas along the Rondout, and explore the mid-Hudson sites. Finally stop a day near Albany and explore the Egg, the gigantic ovoid NYS office building that was constructed at the behest of Nelson Rockefeller. If you are an intrepid biker you can do much the same thing but your range will be limited.

Hudson River towns are located about 10 miles apart from New York to Albany. This was a convenient half working day's sail in the Hudson River sloops, which carried both cargo and passengers.

Despite the beauty of the land around it, the Hudson was one of the nation's first ecological horror stories. The river was over fished to provide cheap food for New York City's immigrants. Logging from upstate and manufacturing activities from river towns polluted the water. With the advent of the railroad, the riverfront was allowed to deteriorate as docks and facilities decayed. Rich folks built their houses on the heights away from the shoreline. The river turned into an open sewer by the late 1800s and early 1900s.

Fortunately a consortium of the wealthy saved it. Not out of public spirit but to preserve the view from their hillside estates as well as to protect water resources.. Up river forests were purchased and the Adirondack region was turned into the Adirondack State Park, a “forever wild” state park greater in size than Yellowstone, Yosemite, Everglades, Glacier, Grand Canyon and the Great Smoky Mountain national parks combined. Thanks to the Roosevelts, the Rockefellers, the Vanderbilts, the Harrimans, etc. the river began its comeback. New state laws curbed pollution of the waterway. Many industries moved to the South or to the banks of the Mississippi where a bit of environmental degradation was tolerated in the name of progress. My own region lost distilleries, chemical plants, smelting, brick making, and paint manufacturing. Even the Crayola crayon company moved to Pennsylvania.

The consequence is that the river is much cleaner now than it was in the early 1900s. Despite the romantic recollection of old timers, it never was crystal clear. Even in colonial times the river probably looked much as it does now. Sediment washes into the river. Tidal currents stir up mud. An abundance of algae and tiny marine life colors and clouds the water. In fact the abundance of plants and organisms contribute to its fecundity as a biologically productive estuary.

Unfortunately as the river began its comeback, the riverside communities suffered economically. Towns like Newburgh, Peekskill, and Poughkeepsie saw their industrial base vanish. The people stayed but there was less work. Buildings and infrastructure deteriorated. The riverfront is bordered by decaying factories that are slowly being replaced by upscale housing. The industries that remained are those that need water transport. The guidebooks don't tell you but rock crushing, cement making, gypsum processing, atomic energy, fuel depots, and resource recovery (garbage burning) are the major industrial employers in the lower Hudson Valley. The big Haverstraw Marina is adjacent to an offloading dock for

one of the largest makers of gypsum wallboard in the country. In unfavorable breezes a cloud of gypsum dust wafts from the dock and the plant and gently envelops the marina. It dulls boat windows, but don't worry. The view across the river is of an atomic energy plant and a garbage burning facility. Most of the time it is clear but I want to warn you. Expect a little haze sometimes.

However, the changes in the industrial base were not bad for everybody. Technology and service based firms moved to the Hudson Valley to fill the vacuum left by manufacturing industries. IBM, GE, PepsiCo and others established administrative and research centers. The railroad lines along the Hudson offered rapid commuter access to New York City and Albany. The process of transformation from blue collar to white collar is well underway. The visible evidence of the change is evidenced by the upscale housing developments and marinas that dot the shoreline from New York to Poughkeepsie.

So take guides to the Hudson, including mine, with a grain of salt. The river is once again a marvel of beauty. The highlands of the Hudson, where the river cuts through the mountains, are arguably the most attractive cruising grounds in the US. But facilities are generally old, town docks, with few exceptions, have not been upgraded since excursion riverboat traffic ceased a couple of decades ago. But all is not bleak. A number of marinas have improved their facilities and new ones have been constructed. Riverside towns have come to realize the economic importance of an attractive waterfront and have added parks and walkways. Particularly notable in this regard is Kingston, a very boater friendly community.

You are not likely to go hungry on a cruise in the Hudson Valley. A confluence of high quality agricultural land, specialty farms, culinary talent, and affluent demanding customers has made the region a gourmet's nirvana. If the truth must be told, you probably will not get a Michelin's four-fork meal at any of the restaurants associated with marinas along the waterway. These serve generous portions of food that is popular with the weekend boating crowd. Steaks, seafood, burgers, fries and beer tend to dominate the menu. The food is filling and satisfying but not the best that the region has to offer. But within walking distance of many of the marinas are some of the finest restaurants in the country. I'll mention those I found to be particularly good, but your best guide to this culinary abundance is a copy of the current Zagat's Survey of Westchester and Hudson River Valley Restaurants. Every major bookstore can get you a copy for the price of a couple of Big Macs. If you like to eat, never boat the Hudson without it. For real gourmets, a free monthly magazine, The Valley Table, presents a listing of culinary events in the Hudson Valley. The electronic version is available at (<http://www.valleytable.com/>).

So much for eating. Now about the boating experience. I've cruised both the East Coast and Caribbean and find sailing in the Hudson Valley both attractive and challenging. Summer boating in the Tappan Zee area of the Hudson is much like boating in the British Virgins, minus the accents and cheap rum of course. Cruising distances are comparable to those in the Virgins too, just long enough for a day trip with attractive destinations in most directions. Sailing the river is never boring. The surrounding mountains channel the predominantly westerly winds into unusual patterns, sometimes punctuated by violent, short summer storms. When combined with the tidal flow and the occasional whirlpool cruising becomes interesting.

Diesel fuel prices are high along the Hudson and the Erie Canal. Many yacht clubs and smaller marinas on the Hudson stopped selling fuel when the government required separate tanks for commercial and recreational fuels. The coup d'grace was EPA rules requiring tank certification to assure that there was no leakage. Fortunately there is a lot of commercial traffic on the Hudson and a number of fuel suppliers remained on the waterfront since their supplies are generally delivered by barge. Places that sell fuel identify themselves by a large oil company sign (Texaco, Esso, Mobil, etc.) easily visible from the water. Volume discounts are available. Just ask. Boat US and Waterways Guide members get a discount at many marinas.

When you stop to buy fuel take the opportunity to empty your holding tank. Five riverside communities still draw their municipal water from the Hudson. Water from the fresh water region of the river can be used to augment the New York City water supply in times of severe drought. Indeed there is a pumping station near Poughkeepsie which channels river waters into the NYC reservoir system. This station has not been activated in more than half a century.

In 2004 the entire river from the Battery to Albany was declared a no discharge zone. In 2010, the no discharge status was extended to the entire New York State Canal System.

There are a number of pump out stations in the Tappan Zee/Haverstraw Bay area. Most are located in the northern portion of the bay near the large concentration of marinas. Here is an updated list of pump out stations on the Hudson and Erie Canal. Many of them at state and municipal facilities are free.

<<http://www.goingcoastal.org/Maps & Guides/Maps & Guides.html>>

Holding tank pump out stations in the less inhabited portions of river are few and far between. The no-discharge rule is very strictly enforced in the Finger Lakes and in Lake Champlain. All sewage discharge facilities must be sealed or disabled. In Lake Champlain the connection between the head and the discharge valve must be entirely removed. Both New York and Vermont local police and sheriff's deputies can inspect on a whim and the fines are considerable.

Until the PCB scares there was an economically viable fishing and crabbing industry in Tappan Zee and Haverstraw Bay. Several of the towns along the shore were originally fishing villages.

In the 1800s the region was one of the world's primary suppliers of quality sturgeon caviar. The last caviar processing plant on the river closed down in the late 1940s but there is a going fish smoking industry near Kingston. A few of the old timers still remember how to process the caviar and every once in a while a pregnant sturgeon is caught in a snare. Hudson caviar was said to rival the best Beluga caviar. The few times I have had it, it was excellent.  
[www.hansencaviar.com/](http://www.hansencaviar.com/)

Since the river has gotten much purer as industries cleaned up their act or moved to less sensitive areas, the blue crabs have returned and sturgeon are making a comeback. Unfortunately during the last century the industries that bordered the Hudson discharged industrial wastes and toxins into the river and its associated canals. The toxic wastes have not entirely dissipated.

Dredging of the upper reaches of the river has released so much PCBs and heavy metal residues into the water that the NYS Dept. of Health has placed temporary restrictions on the

consumption of certain Hudson River fish. Striped bass, American eel and shellfish should not be eaten at all. Consume no more than one serving of other fish per month. Eat no more than six blue crabs per week but don't eat the green tomally. Pregnant women and young children should avoid river fish entirely. The bigger fish at the top of the food chain accumulate the most toxins. If you are brave enough to eat river fish strip away as much fat as possible. Pan frying concentrates the toxins. Additional information is available from the Fishing Regulations Guide issued by the New York State Dept. of Environmental Conservation (914-255-5453) or the NYS Dept. of Health [www.health.ny.gov/fish](http://www.health.ny.gov/fish) (1-800-485-1158 ext. 27530). These restrictions are not likely to be lifted for several more years.

The Federal government, under the Stevens-Magnuson Act, mandated that, beginning in 2010, all anglers fishing coastal waters must register with Federal or State authorities. Aiming to keep license fees local, New York lawmakers approved a new state recreational fishing license covering the Coastal District.

Persons 16 years of age and older need to acquire a recreational marine fishing license if they are: 1) fishing in the Marine and Coastal District or, 2) fishing any water such as the Hudson River, Delaware River, or Mohawk River and their tributaries where the angler is fishing for migratory fish from the sea (such as striped bass, American shad, hickory shad, blueback herring, alewife).

The Marine and Coastal District includes all the waters of the Atlantic Ocean within three nautical miles from the coast and all other tidal waters within the state, including the Hudson River, up to the Tappan Zee Bridge. Recreational marine fishing licenses are offered for sale as part of DEC's automated licensing system (DECALS) and will be available at all locations where hunting and fishing licenses are offered (most town clerks; many bait and tackle shops; sporting goods stores;

DEC regional offices in Albany, Allegheny, Buffalo, Ray Brook, Stony Brook, and Watertown). You can also purchase your licenses via telephone 1-86-NY-DECALS (1-866-933-2257) or online by visiting the DEC Internet Sporting License Sales page.

Because there is no longer an exemption to the requirement for a license to take fish from the Hudson River south of the Troy Barrier Dam at Troy, anglers will need to have a fishing license when fishing the Hudson River. If you are fishing downstream from the Tappan Zee Bridge, you are considered fishing in the marine and coastal district and do not need to have a NYS recreational marine fishing license. If you are fishing upstream from the Tappan Zee Bridge and are fishing for non-migratory fish (such as largemouth bass, smallmouth bass, catfish, carp, walleye, and perch), you will need to have a freshwater fishing license. If you are fishing upstream from the Tappan Zee Bridge and are fishing for migratory fish from the sea, striped bass, American shad, hickory shad, blueback herring, or alewife, you need to acquire a recreational marine fishing license in addition to a freshwater fishing license.

Be aware that New York State has some strict regulations on the use of PFDs and life vests while fishing. Anyone who fishes from a boat less than 21 ft. LOA (including rowboats, canoes, and kayaks) while underway must wear a securely fastened PFD. Any outboard that has its propeller in the water is considered underway. Even if the engine is not going.

Unless you are a dedicated angler, it is advisable to forgo fishing on a Hudson River cruise and satisfy your craving for a fish dinner at one of the many excellent restaurants along the waterfront. Commercial fish are usually taken from saltwater and these tend to be less polluted than river fish. If you must fish, check with the NYS DEC for the regs.

<http://www.dec.ny.gov/docs/wildlife.pdf/wfregsguide12.pdf>

Long time river town residents consider the waterway to be a functional rather than a recreational asset. As a result, the river is under utilized for recreational boating. Except on major holidays or midsummer weekends we find only a few boats out and facilities are uncrowded. Moorings are relatively cheap and dock space for the summer is less costly than in coastal areas. You can anchor for extended periods along the shoreline as long as you don't interfere with boat traffic. Most towns allow reasonable free use of the town docks.

The Hudson Valley is a historian's delight. Every town has its Revolutionary War battle, or hero, or place where George Washington spent the night. A large group of history buffs devote their summers to reenacting the Revolutionary War events that took place along the Hudson, Champlain and Mohawk Valleys. The reenactments generally take place on the original sites where battles were fought.

The crucial campaign of the Revolutionary War was not Washington crossing the Delaware but the failed plan of British General Burgoyne to move his army south from Canada to Albany and meet up with General Clinton's army moving north from New York. If successful, this plan would have cut off the belligerent New England colonies from the rest of the country. Burgoyne's defeat at Saratoga was the turning point of the war and brought the French into the war on the American side. Almost all of the early battle sites, are adjacent to either the Hudson, the Erie Canal, or Lake Champlain. Your summer cruise may well take you into the middle of a battle reenactment. So don't be alarmed if you see the flash and hear the boom of black powder cannons. They are not shooting at you, merely trying to reenact a moment in history. To get a listing of battles, Google "NY revolutionary war reenactments."

Lighthouse buffs will get a full measure of enjoyment from a Hudson River trip. Once there were 13 lighthouses along the river, strategically located to warn skippers of sloops

and steamboats of shallows and sharp turns. Of these only eight remain but several are masterpieces of nineteenth century architecture. A few now hold museums. One offers overnight accommodations and is a favorite for maritime themed weddings. Although their function has been supplanted by modern aids to navigation, a couple still warn of rocks and shoals ahead. I'll mention the lights from time to time.

New York harbor is an exciting experience for boaters used to more tranquil waters. There is an enormous amount of traffic but there is also a lot of sailing room. An alert skipper should have little difficulty. That is if he (or she) can keep eyes on the water and not stare at the buildings, bridges, ferryboats, and Statue of Liberty.

Marine historians are fond of reminding us that the Statue of Liberty was once a lighthouse marking the southern entrance to the Hudson River. In 1877 Congress accepted France's gift of the statue both as a work of art and as a navigational beacon. The U.S. Lighthouse Board was its original caretaker. The problem was that even with newfangled electric arcs, the best light sources of the time were unable to compete with New York City's building and street lights. The Statue of Liberty was abandoned as a functioning lighthouse in 1902. Just in case any of you are tempted, the water depth round the statue is quite shallow.

The illumination problem in NY harbor still remains. At night there are so many lights that it is difficult to separate the navigation markers from the neon lights and taxicabs ashore. Radar doesn't help much either unless you are a true virtuoso at the console. It would be a very good idea to transit the harbor during the daytime especially if you are not intimately familiar with the waterway.

Keep out of the way of the large, orange Staten Island ferryboats. They travel much faster than you think. Be aware of the many Safety and Security Zones in New York Harbor.

Vessels need to stay at least 25 yards away from facilities that have posted Security Zone signs on their waterfront, as well as all bridge abutments and tunnel ventilators. Boaters may not come within 100 yards of any naval vessel. For up-to-date information check the United States Coast Guard's homeport website. <http://homeport.uscg.mil/newyork>

If your Hudson River cruise will include a trip to New York City for shopping, dining, or visits to the theatre or museums, it is my personal opinion that you should not stay at a New York or Jersey City marina. These tend to be expensive and some are in high crime neighborhoods. Stop at a marina in Great Kills, Staten Island or further up the Hudson in Tarrytown, Ossining, or Verplanck. There is convenient public transportation into New York City. It is a local bus ride from a marina in Great Kills to the Staten Island Ferry Terminal.

The 20 minute Staten Island Ferry ride into Manhattan is a unique boating experience. The ferry debarks at the Battery in the center of New York's financial district. A short walk takes you to the South Street Seaport, an attraction not to be missed by boaters.

The marinas on the east shore of the Hudson in Tarrytown and Ossining are adjacent to the Metro North commuter rail line. Trains travel the 40 to 50 minute journey directly to Grand Central Station several times an hour. Don't rent a car to drive into the city. Take public transportation. Street parking places are hard to find and parking lots are costly.

Twelve bridges, two tunnels and several high speed ferries cross the Hudson between NYC and Albany. The bridges make convenient navigational reference points. Most are spaced about half a day's leisurely cruise apart at trawler speeds. The first bridge, and the generally accepted entrance portal of the river, is the massive and beautiful George Washington Bridge. This double deck bridge carries the bulk

of vehicle traffic from the rest of the continental U. S. to the lands east of the river. Wave nicely to the 16 lanes of bumper to bumper traffic as you cruise tranquilly below.

The “Little Red Lighthouse” of children’s book fame was originally the Jeffrey’s Hook Light. This cast iron light was located at Sandy Hook, NJ but was moved to nestle at the base of the George Washington Bridge. It is now run as a historical exhibit by the New York City Park Commission.

Once through the harbor and past the George Washington Bridge, eleven miles north of the Battery, the Palisade Cliffs border the west shore and the commercial boat traffic decreases. Yonkers, the state’s fourth largest city, is an extension of New York. Yonkers is known as the home of the Otis elevator, the device that makes high rise buildings possible. It is the also setting for “Hello Dolly” but most of the exterior scenes depicted in the movie were filmed further up the river. Yonkers has several boat clubs but most travelers stay further north along the Hudson. Dockage may be available at the Yonkers Yacht Club (914) 969-9325, the Palisade Boat Club (914) 737-9515, or the Yonkers Corinthian Yacht Club (914) 376-3183.

The Village of Hastings, a few miles north of Yonkers, has few amenities for cruisers. Transient berths may be available at the Hastings Pioneer Boat Club (914) 478-9702 or the Tower Ridge Yacht Club (914) 478-9729. If, by chance, you stay in Yonkers or in Hastings, be sure to check out Hudson River Museum (914) 963-4550 <<http://www.hrm.org/>>.

The museum is located in two classic 18<sup>th</sup> century mansions and features both modern art works and the works of Hudson River School artists.

The Tappan Zee Bridge, at the 28 mile point, connects Tarrytown and Nyack and marks the start of the real cruising area. A mile south of the bridge, a spur of land sticks out from the western shore. This is the Piermont Pier, the old terminus of the Erie Railroad. The Tappan Zee Marina (845-365-1985) is several hundred yards north of the pier. Stay away from the south side of the pier. It is shallow and there are hidden deadheads.

Piermont, at least the pier area, has become an upscale art and restaurant center. Xaviars at Piermont, Chef Peter Kelly's restaurant (845-359-7007) <<http://www.xaviars.com/xaviars/>> is the best place to eat in the Hudson Valley if not one of the best in the entire New York area. Zagat's rates it 29 out of a possible 30. The tab will be high, but if you want to treat yourself royally, this is the place. Xaviar's companion restaurant, The Freelance Café and Wine Bar (845-365-3250) is right next door. <[www.xaviars.com/freelance/](http://www.xaviars.com/freelance/)> The Café is much less formal, the prices lower, and no reservations are required. The food is just as good as Xaviar's since they share the same kitchen.

Above the Tappan Zee Bridge, connecting Nyack and Tarrytown, the Hudson widens out into a four mile wide, 18 mile long, salt and tidal inland sea. The average depth is relatively shallow, 15 ft. or so, but there is a broad clearly marked channel for deep draft ships and barges. Washington Irving said that Tarrytown was named by irate Dutch farm women who complained that their husbands tarried too long at the village tavern after depositing their goods at the wharf.

Apocryphal as the story is, there is no doubt that the influence of the early Dutch settlers still pervades the Hudson Valley. Many of the towns bordering the shore and the creeks flowing into the river bear Dutch names. The Dutch word for creek, incidentally, is "kill." This accounts for the frequent

suffix to many local place names such as Catskill, Peekskill, and Fishkill. The Dutch word for sea is “zee.” Tappan Zee is named after the Tappans, a local Indian tribe.

The Tappan Zee Bridge itself is on the major transportation route crossing the Hudson above New York City. The bridge and its approaches are almost four miles long and eight lanes wide but population growth in the area has made the bridge inadequate to support the daily commute. Traffic jams stretch for miles. The bridge is being replaced with a larger structure. This monumental construction project will disrupt river traffic for a decade to come.

Nestled at the foot of the bridge on the east shore is the very pretty cast iron Kingsland Lighthouse. The light functioned from 1883 through 1965. After the light was extinguished, the building was turned into a museum showing what lighthouse family life was like.

In the Hudson Valley and the Mohawk River area most yacht clubs belong to either the Hudson River Boat and Yacht Club Association (HRBYCA) or the Mohawk-Hudson Council of Yacht Clubs (MHCYC). Clubs in the two associations have a reciprocity agreement, usually offering a guest slip for one night. A few may require you to pay a moderate fee. You are required to contact the destination club in advance (a phone call will do) to determine if they are a participating club in the agreement and if space is available. On holiday weekends space may be tight.

In all, there are 55 yacht clubs from Keyport, NJ to Troy, NY and along the Mohawk that are party to the agreement. Other yacht clubs outside the area may extend reciprocity during less crowded periods but there is no guarantee. If you like the social scene and can afford it, yacht club membership is fine. It is also convenient if you regularly cruise an area like the Hudson Valley. Generally it is far cheaper to pay for a night at a marina, or, better yet, anchor out.

Summer marina rates in the lower part of the Hudson Valley have gotten moderately expensive, especially near attractive sites. The cruising amenities attract many boaters from surrounding areas. Since the high season is only six months long. Dockage and fuel sales during the summer must pay for the entire year. Still the rates are only a fraction of those charged on Long Island Sound and the Jersey shore.

The Tappan Zee/Haverstraw Bay area has boat clubs and marinas along both shores capable of handling almost any service or repair. Most have transient slips, usually with full marine hook ups. If you need any boat work done, the largest facility on the river is the Julius Petersen Boatyard (845-358-2100) in Nyack on the western shore of the river. The yard is just north of the Tappan Zee Bridge.  
< <http://www.juliuspetersen.com/>>

If you want to visit NYC on a Hudson River trip it is wise to choose a marina on the east shore of the river. The railroad line to the city hugs the shoreline and you can board the train at almost every town from Yonkers to Albany. If you stay on the west shore, you have to find a way across the river. In the Tappan Zee/Haverstraw Bay area north of Tarrytown, the Hudson is nearly 4 miles wide, probably too far to dinghy across.

There are several marinas that cater to transients just north of the Tappan Zee Bridge. The Tarrytown Marina (914-631-1300) <[www.tarrytownboatclub.com/](http://www.tarrytownboatclub.com/)> is on the east shore of the river. The marina is protected by a breakwater, sells diesel fuel, and has a good seafood restaurant, the Striped Bass (914-366-4455) on the premises. The marina is very close to the Metro North commuter railroad to NYC. The station is just in back of the marina parking area.

While convenient, the Tarrytown Marina has received mixed reviews recently. Dockage is tight and requires careful maneuvering to avoid dings on your carefully polished topsides. A resident flock of geese leaves poop on the dock and walkways. Low voltage electric services have been reported. I suppose it existed in the past but since my boat is a light electrical power user I was never concerned. The Tarrytown Yacht Club uses the marina as its headquarters.

Tarrytown is an affluent village with a variety of good restaurants and shopping. It is a fairly long walk to shopping in Tarrytown for resupply. The Tarrytown marina area used to be in an industrial zone next to a large GM auto assembly plant and an offloading area for sand and gravel. In recent years the area has been gentrified. The assembly plant operations were moved to Mexico and the plant leveled. Its location is now occupied by a large upscale housing development. The gravel and sand offloading area is no longer active. Probably the marina owners feel that their land would be better used for housing or some other profitable commercial venture and are reluctant to refurbish an operation which will be transformed into another use in a few years. This is a common problem of marinas in desirable waterfront areas close to big cities. There are alternatives to Tarrytown Marina a few miles upriver which don't present the same problems.

The Rockefeller estate at Pocantico Hills is a short cab ride from Tarrytown. It is a "must" stop for art lovers. Kykuit, the home John D. Rockefeller built for his family, is festooned with the modern paintings and sculptures that Nelson Rockefeller spent a lifetime collecting.

[www.hudsonvalley.org/historic-sites/kykuit](http://www.hudsonvalley.org/historic-sites/kykuit)

This is one of the great private art museums of the world. Admission to the museum and grounds also entitles you to visit the Union Church of Pocantico Hills featuring stained glass windows by Henri Matisse and Marc Chagall. You can also stroll over the bridge at Sleepy Hollow following the footsteps of Ichabod Crane, Brom Bones, and the Headless Horseman, all memorialized by Washington Irving. Indeed, if you have the time, you can visit well preserved Sunnyside, Washington Irving's home on the shores of the Hudson.

The Palisades Park Commission owns much of the land on the western river shore north of Nyack. A paved footpath runs for several miles along the river in a picturesque wooded area. We often see dinghy loads of boat weary children being ferried ashore to work off their surplus energy by jogging along the path. Their relieved parents cruise their boats slowly alongside.

There are several marinas in Ossining at the 33 mile point in the shadow of Sing Sing penitentiary. Westerly Marina (914 941-2203), [www.westerlymarina.com/](http://www.westerlymarina.com/) has excellent engine mechanics. The marina sells fuel and has a quite well supplied marine store. The marina is close to the Metro North commuter train station to New York and offers an alternative to the Tarrytown marina for those wishing to take a train to the city.

The "Up The River" Sing Sing penitentiary is still used but it is now an abode of less dangerous white collar criminals. Since NYS abolished the death penalty the electric chair no longer operates but older residents of the area still remember the lights dimming from time to time. Incidentally the original name of the village of Ossining was Sing Sing but the town folk voted to change it to avoid association with the prison. Incarcerated felons have a million dollar view of the river out of their cell windows. Perhaps crime does pay.

Croton Point, 35 miles above Manhattan on the east shore, extending about a mile and a half into the river, divides Tappan Zee from Haverstraw Bay. This spur of land is the terminal moraine marking the southernmost reach of the last ice age glacier to cover the area. The melting waters of the glacier carved out the Hudson Canyon, a vast subsurface trench extending five hundred miles into the Atlantic. The north side of the sheltering arm of the point provides the best anchoring ground on the river. Eight feet of water covers a hard sand bottom. A dinghy ride to the town dock gives easy access to Croton-on-Hudson's stores, restaurants, and the commuter railroad to NYC.

If you anchor at Croton Point visit Croton Point Park for a little exercise. This large county park has been called the "Jewel of the Hudson." It has hiking trails, a nature museum, athletic fields and basketball courts, a life guarded swimming area in season, and rental cottages. Using the park is free. There is a charge for parking if you come by car but no charge if you dinghy in. There are no waterfront marine services at the Croton Point county park. But just about anything you require is available at a nearby marina.

The Croton Point anchorage area is a favorite destination for weekend boaters. For boating solitude, it is best to plan your arrival on a weekday. The bay south of the point appears inviting but is too shallow to anchor in for boats drawing more than 4'. On the other hand, if you are a fisherman, this is the best fishing area in the entire river. Don't cut too close to Croton Point when heading for either anchoring area since underwater rock ledges extend for about 100 yards at both upstream and downstream ends. The 508 acre Croton Park is the site of the annual Clearwater Festival, named in honor of singer Pete Seeger's 90 foot Hudson River Sloop replica. If you attended Woodstock (or wanted to) you should not miss this festival. <http://www.clearwaterfestival.org/>

The Half Moon Bay Marina (914-271-5400), just north of Croton Point, is a good place to stay. If you identify yourself as a Great Looper, you get a special discount. The marina offers transient berths with full hookups and a pumpout but no fuel. However if you plan to stay near Croton Point, you might as well anchor in the bay, dinghy in to the Croton town dock and avoid paying any marina charges. The train ride to NYC takes about an hour. [www.halfmoonbaymarina.com/](http://www.halfmoonbaymarina.com/).

Croton is a convenient place to resupply for a trip up the Hudson. A large supermarket is a few blocks south of the Croton Dock. The town has some excellent restaurants within walking distance. There is are gourmet delis, a CVS drugstore, a couple of nice taverns featuring craft beers, a liquor store, a Dunkin Donuts, several bank branches, a hardware store that carries a big stock of marine parts, a shop with decent NYC style bagels, a Chinese takeout, and several pizza parlors.

If you have hardy appetites, or have teen aged children aboard, the Croton Colonial Restaurant features huge portions, moderate prices, and an extremely varied menu. But if you really want a gourmet meal, the best seafood restaurant on the Hudson River, and perhaps the entire New York area, is Chef Brian Galvin's Ocean House Oyster Bar and Grill (914-271-0702) on 49 N. Riverside Avenue, also about one block from the Croton town dock. This tiny restaurant, basically a converted diner, serves only dinner from 5 to 9 p.m. from Tuesday though Saturday with special meals on Sunday. The Ocean House does not take reservations nor does it have a liquor license. What it does have is a selection of the best oysters and seafood from New York's Fulton Fish market prepared by a superb chef. Bring your own wine. The specials change every day. Zagat rates it 28 out of 30.

[<www.oceanhouseoysterbar.com>](http://www.oceanhouseoysterbar.com)

Croton has several other fine restaurants catering to a variety of tastes. Sushi and hibachi steak lovers will enjoy clashing chopsticks at the newly redecorated Samurai Japanese Sushi and Hibachi Steak House on 352 S. Riverside Ave. (914-271-8988). The prices are moderate and the sushi is probably the best north of New York City. ([www.samuraicroton.com](http://www.samuraicroton.com)) Just down the street the Umami Restaurant offers an imaginative New Age menu. In case you eat too much, Croton also has branches of both the Hudson Valley Hospital and the Phelps Memorial Hospital.

Travel writers are fond of comparing the Hudson River to Germany's Rhine. Like its European counterpart the Hudson has vineyards on either shore. The oldest commercial vineyards in the US were established in the Hudson Valley during Colonial times. Old Norse records show that Viking explorers roamed as far south as what is now New York and the lower reaches of the Hudson. There is local myth that the area might have been the Vinland of the Viking sagas. Wild grapes grow plentifully on the river banks. Croton Point was the site of the Underhill Winery, the first commercial winery in the country. The ruins of the stone wine cellars are visible on the south side of the point.

Van Cortlandt Manor is a 15 minute walk from the Croton town dock. This was the family home of the Van Cortlandt family, the Dutch settlers that owned much of the land between Croton and Connecticut. The home and grounds have been totally restored and serve as a living museum of the life and times of the landed aristocracy <http://www.hudsonvalley.org/content/view/15/45/>. Several seasonal festivals are held at Van Cortlandt Manor showing how major holidays were celebrated during Colonial times

A three mile hike or a short cab ride up the Croton Gorge will take you to the Croton Dam. This dam is the third largest cut stone structure in the world, exceeded only by the Great Wall of China and the Great Pyramid of Giza. It was built during the late 1800s to impound the waters of the Croton River and provide fresh water for the growing city of New York. A gravity aqueduct carries the water 40 miles from Croton to the city. [http://village.croton-on-hudson.ny.us/Public\\_Documents/CrotonHudsonNY\\_WebDocs/HistoricalSociety/crotondam](http://village.croton-on-hudson.ny.us/Public_Documents/CrotonHudsonNY_WebDocs/HistoricalSociety/crotondam)

Italian, Irish, and Eastern European stone cutters were hired enmasse to build the dam. Many brought their families with them or married local girls and remained in the area after the work was completed. Quite a few of the stone cutters were closet sculptors and painters. Soon the village of Croton-on-Hudson acquired a reputation as an art center. Artists tend to be free thinkers so Croton became a hotbed of pre-WWI radicalism. Many of our native born socialists and Communists, including Max Eastman, Daily Worker editor Robert Minor, and John Reed, author of "Ten Days that Shook the World," lived in Croton. Today, however, it tends to be more conservative.

A new recreational feature of the Croton area is the Hudson Waterfront Park, a mile long beautifully landscaped park extending north from the Croton town dock. The park has a paved walking and bicycle trail that hugs the shore of the river and offers attractive views of the waterway. It makes a great spot to stretch your legs after a few days on the water. The park is one of a series funded by the NYS Clean Waters Act. Similar parks will be built extending the entire length of the river, eventually to become the Hudson River Trail National Park.

The towns of Haverstraw and Stony Point, on the other side of the river, have several very large marinas, including the Haverstraw Marina (845-429-2001), the largest on the Hudson. [www.haverstrawmarina.com/](http://www.haverstrawmarina.com/) The Haverstraw Marina site was originally an abandoned rock quarry in which much of the structure of the Tappan Zee Bridge was constructed. When the work was completed, a channel was blasted to the river and the bridge sections were barged to their final location. The former quarry became a perfect protected marina location.

The Haverstraw Marina has full marine services, a swimming pool, a large marine store, an on site restaurant, and a fuel dock offering Valvteck gasoline and diesel. A wi-fi is available. The disadvantage of the Haverstraw location is lack of ready access to stores and supermarkets and public transportation to New York City. A catamaran ferry runs from Haverstraw to Ossining where it connects to the commuter railroad to New York City but a cab ride from the marina is necessary to get to the ferry terminal.

The Stony Point Marina (845-429-0100), in the historic town of Stony Point just north of Haverstraw, has 400 slips and dry land storage. It offers a pool, tennis and volley ball courts and a waterside restaurant. Certified mechanics are also available. Although Haverstraw and Stony Point marinas have well marked entrances, there are some shallow areas along this portion of the Hudson's west bank so check your depth finder when heading toward one of these marinas. The Stony Point lighthouse, the oldest on the river, still functions but is no longer considered a primary aid to navigation.

[www.stonypointbaymarina.com/](http://www.stonypointbaymarina.com/)

The Tappan Zee/Haverstraw Bay portion of the river gets choppy in certain winds. It is relatively shallow and has a long north/south fetch. The river warms and cools more slowly than the surrounding shore so an offshore wind develops every evening, starting at about 5 p.m. and ending several hours later. The wind can be strong but usually stops just about the time to drop anchor. “Phantom” waves seem to come out of nowhere. These are waves reflected from the riverbank by boat traffic miles away.

At the top of Haverstraw Bay, Verplanck, one of the old fishing villages, has several marinas that have berths for transients. They are located in Green’s Cove, on the east shore just south of the village. The biggest of these is Viking Boat Yard. (914-739-5090). It has transient berths, a large capacity lift, and a well-stocked marine store but doesn’t sell fuel. It has an attached restaurant, the Hudson Bistro (914-737-9092). The cove shallows to 4’ in low tide so follow the buoyed dredged channel.

Peekskill, a former industrial town, lies north of Verplanck, just past the Indian Point Atomic Energy plant and the resource recovery (garbage burning) plant. Be sure to give these locations a wide berth. The Indian Point Atomic energy plant is one of the oldest and largest in the country. There are no giant cooling towers. Unlike most atomic energy plants, this one is cooled by river water. To the chagrin of iceboaters, river water downstream of the plant is a degree or two warmer than upstream, inhibiting the formation of smooth black ice in the bays along the river. Indian Point can be easily recognized by its three beehive shaped containment domes.

Through a monumental oversight by the site's planners, the facility was constructed adjacent to the Ramapo fault, an earthquake prone crack in the earth that has been the source of several tremors. To compensate, the atomic reactors are mounted atop huge springs designed to attenuate the shock.

The west bank of the river, just opposite Indian Point, was once the site of the U.S. Reserve Fleet, a mothballed collection of several hundred surplus WW2 Liberty ships. The ships were preserved by anointing all surfaces with cosmoline and anchored side by side in neat rows adjacent to the shore. To prevent internal rust, the tanks were filled with cheap fuel oil. During the Korean and Vietnam wars many were returned to service. A total of 130 ships were used from the Hudson River fleet during the Korean War. Thirty-five ships were brought back into service when British and French ships were diverted from trade routes during the Suez crises in 1956. More than 40 ships were used during the Vietnam War. In 1965 189 ships still remained. The ships were anchored in 10 rows and extended south from the fleet office at the Jones Point dock to the Lovett Orange and Rockland Power Plant. By the late 60s the oil in the tanks was worth more than the value of the old Liberty ships. Those remaining had their tanks drained, and were then scrapped. The last ships were towed away on July 8, 1971. Just a monument remains.

Peekskill has a varied history. A former industrial town framed by some of the Hudson Valley's most dramatic views, it was visited by President Lincoln, served as the location of the Fleischmann distillery, hosted the infamous Peekskill riots, and was the birthplace of Crayola crayons. Teens of a couple of decades ago will remember it as location of the mythical girl's school in the "Facts of Life" TV sitcom. Now Peekskill is trying to make a

comeback as an art center. Art studios abound along the short main street. Peekskill's riverfront park is being revitalized with launching ramps, picnic areas, and a bandstands for frequent summer concerts. Anchoring is possible in the bay just south of town. The anchoring area is north of the Resco Resource Recovery plant. It is possible to dinghy in to the Peekskill Yacht Club or the Peekskill Town dock.

Peekskill has several very good restaurants, notably Susan's (914-737-6624), the Division Street Grill (914-739-6380) [www.divisionstreetgrill.com/](http://www.divisionstreetgrill.com/) and Zeph's (914-736-2159). The latter can be hard to find. Ask for directions when you call. Zagat's rates the food as 27 out of 30. [www.zephsrestaurant.com/](http://www.zephsrestaurant.com/)

Just north of the Bear Mountain Bridge, at the 50 mile point, is Dunderberg Mountain, home of the legendary Dutch Goblin responsible for the infamous summer thunderstorms of the Hudson River valley. This is also the place where Washington Irving's "Rip Van Winkle" was alleged to have slept for 20 years. Sudden thunderstorms and occasional but short lived squalls may produce very localized winds up to 60 knots. The dark clouds usually give all but the most imprudent ample opportunity to batten down the hatches. When combined with the current, storms in Tappan Zee/Haverstraw Bay can be as violent as any place in the continental US. The secret is to anchor your boat in extremely bad weather and wait it out. Holding near the shore is very good over the entire area. Fortunately the worst conditions are rare and don't last more than a day. It is no accident that the tallest peak in the area is named "Storm King".

The Hudson Highlands are incomparably beautiful. The river cuts through the Appalachian range and mountain foothills border portions of both shores. Many have called it the most picturesque stretch of navigable waterway in the

USA, rivaling the Norwegian fjords. The Highlands themselves are the base rocks of the largest mountain range ever to exist on the Earth. Half a billion years ago they reached up over 40,000 feet, exceeding the height of Mt. Everest by over 10,000 feet. Erosion and weathering reduced them to their present size. The residual benefit of this hard rock layer is that it forms the underpinning of Manhattan and offers a perfect foundation for erecting skyscrapers.

Cruising the river in the autumn is particularly rewarding since the shoreline is ablaze with trees in their finest color. The best cruising area and the most magnificent scenery in the Hudson Valley extends from the Tappan Zee Bridge to Kingston, 90 miles upriver. It includes West Point, Bear Mountain, and the picturesque towns of Garrison and Cold Spring. The Appalachian Trail, a hiking route from Maine to Georgia, crosses the river on the Bear Mountain Bridge. A bit further upriver are the Vanderbilt Mansion, the FDR home at Hyde Park, and the Culinary Institute of America. Further north are Rhinebeck with its antique aerodrome, and historic Kingston with its restored waterfront. All have a very hospitable attitude toward boaters and are certainly worth a visit.

The beauty of the Hudson was the inspiration for countless artists. Landscape painting occupied a relatively minor place in the roster of European arts during the 18th century. This was changed, at least in the United States, by the emergence of the Hudson River School, America's first homegrown, coherent and sizable group of landscape artists. The new country had few historical scenes or famous personages to depict but it had an abundance of beautiful, dramatic and untamed scenery. The painters of the Hudson River School, worked in and around New York from the 1820s to the 1880s. They depicted the landscape in an almost idealistic fashion. The paintings became so popular that the average art viewer thinks that Hudson River type landscapes were typical of American art for the entire period of the 1800s.

Art history enthusiasts can visit the home and grounds of the founder of the Hudson River School at the Thomas Cole Historical Site in Catskill, NY. [www.thomascole.org](http://www.thomascole.org).

But eventually tastes in art change. Photography could do the primary job of documentation, and the style itself became viewed as overly romantic and "old fashioned." The Impressionists were on the rise. A file of Hudson River School art can be found at:

<<http://www.scribd.com/doc/18645609/Hudson-River-School-Art>>

Still, the inspiration of the Hudson remains. In recent years the Hudson River School has seen a revival as contemporary artists revisit the old sites and paint their Hudson landscapes with a freer hand and more colorful palette. Judged by national standards, the Hudson Valley has a disproportionate share of artists, art studios, and museums. Every riverside town has several art galleries and sponsors an art festival.

Abandoned factory buildings in riverside towns have been recycled as art museums. One, the Dia Museum in Beacon, is one of the world's largest, capable of displaying the biggest sculptures. Indeed, if one so wishes, a Hudson River cruise could become an art gallery hopping adventure.

<http://www.artalongthehudson.com/>.

The nominal entrance to the Hudson highlands is the Bear Mountain Bridge, 20 miles north of the Tappan Zee Bridge. Here the river narrows to 1500 feet. For years there was a ferry service but it was abandoned after the Bear Mountain Bridge opened. The bridge itself was constructed by private funds during the '20s and for a brief period was the longest suspension bridge in the world. The original investors chose the location well. Even though the tolls are moderate it has never operated at a loss. Eventually the state acquired the bridge and incorporated it into the highway system.

There is an anchorage just south of the Bear Mountain Bridge on the western shore near the Bear Mountain State Park. The water shallows rapidly from its 120 foot depth in the middle of the river. Bear Mountain Inn (845-786-2731), a half mile walk uphill from the anchorage area, is one of the largest log buildings south of Canada. The luxury inn was built when the park was opened in 1915. The Inn's lobby and guest rooms have been totally restored and the large banquet and dining room will reopen during 2014. A gift shop and a nice casual restaurant opened in 2012. The Overlook Lodge (845) 786-2731, is a smaller and more intimate version of the Inn. The dining area of the Lodge offers an unimpeded view of beautiful Hessian Lake. A local favorite festival is the Oktoberfest celebration usually staged on weekends in September and October. Beer, knackwurst, lederhosen and German bands galore. <http://www.visitbearmountain.com/>

Take the opportunity to get rid of those excess calories by hiking a portion of the Appalachian Trail to Perkins Peak. The view from the top of the peak is spectacular. On a clear day you can catch a glimpse of New York City 50 miles to the south and see almost as far up the Hudson to the north. If you plan to be in this area the weekend before the Fourth of July, the anchorage provides an unexcelled viewing location for the annual Palisades Park Commission fireworks show.

The Bear Mountain Inn plans to bring back some turn of last century weekend festivals including gingerbread house making contests, chili cook-offs, Yule log burning, and Winterfests. Regrettably it has not been cold enough in recent years for ski jumping or ice carving.

Iona Island, a large marshy area just south of the Bear Mountain Bridge, is a dedicated bird sanctuary. The island is one of the few nesting areas of Bald Eagles on the East Coast. If you are lucky, you can see one of these majestic birds swooping down to the river to catch an unfortunate fish in its claws. Swans, geese and ducks are the other avian residents of

the marshland and regularly patrol the anchorage area in search of handouts from moored boats. Landing on the island is prohibited.

Garrison's Landing is six miles north of the bridge on the eastern shore. Old maps show a net of roads leading to the water's edge where a ferry crossed the river to West Point. The ruins of the ferry landing still exist. Garrison was the site where "Hello Dolly" was actually filmed. Several nineteenth century buildings still exist and the town has remained virtually unchanged in looks since 1890. The small park near the water offers a good view of West Point and Storm King Mountain. At the end of the town's two block long main street is a small marina and fuel dock next to a building that the locals remember as Guinan's Country Store. Gwendolyn Bounds lovingly described this miniscule convenience store and Irish watering hole in her evocative book "A Little Chapel on the River." It is now closed because of the death of John Guinan, the owner.

If your boat is relatively small, say in the 30' to 40' range, you can stay for a time at the Garrison Marina Yacht Club fuel dock. If not, anchoring close to shore is possible.

<http://www.hvgateway.com/garrison.HTM> The Garrison Art Center, about half a block from the marina, hosts art shows throughout the year. [garrisonartcenter.org](http://garrisonartcenter.org).

The Boscobel Mansion is on the east shore just north of Garrison. Boscobel exhibits the best in housing design and interior decoration of the Revolutionary War period. It is how the ultra rich lived. Boscobel is built in the neoclassical style (1804-1808) on a bluff overlooking the Hudson River about fifty miles north of New York City. The mansion was originally located in Montrose, New York, about fifteen miles south of the present site, with views of the Hudson River at Haverstraw Bay. It was built by States Morris Dyckman (1755-1806), a descendant of one of the early Dutch families of New Amsterdam.

Dyckman profited greatly from the American Revolution. He was determined to build his dream mansion on his 250-acre farm. Dyckman expected to live as a "conspicuously well-fixed farmer, surrounded by objects of taste...who did not farm too seriously." The house would serve as a tangible symbol of his prosperity and status and as an expression of his refined sensibility. It was the finest house that could be built in America in the 18<sup>th</sup> century, furnished with the "best of the best." <http://www.boscobel.org/>

In the 1950's, the Federal Government took over the land in Montrose to build the large FDR Veteran's Hospital. The house was dismantled and moved to its present location north of Garrison. Even if you are not a fan of period architecture or furniture, Boscobel hosts the Hudson River Shakespeare Festival every summer, attracting the best of New York and London actors. <http://hvshakespeare.org/content/home>

The West Point military academy is a bit further north on the west shore. West Point has been called the Gibraltar of America. A brief glance at the geography of the area explains why. The river makes a sharp dogleg turn to the west and is overlooked by rocky hills. During the Revolution, cannon mounted on these hills could sweep the river and prevent British ships from sailing upstream. To further impede their passage, an iron chain was stretched across the river to Constitution Island on the east shore. This barrier proved so formidable that the British subverted the fort's commandant, General Benedict Arnold, to get him to hand over the fort. After Arnold's plan failed, the fort was never again threatened.

The huge West Point complex stretches several miles along the river. There is an inviting looking boat dock in front of West Point but since 9/11 it has been closed to all visiting boats during high security alert periods unless you can assure the dockmaster that you are a retired general. It is best to call the dockmaster (845-938-4011) to determine if docking is permitted. Visiting West Point by boat is difficult but not

impossible. Self tours are not permitted but there are many scheduled events, concerts, parades, and games that welcome visitors. Organized West Point tours can be taken at [www.westpointtours.com](http://www.westpointtours.com). If you want to visit the Point or attend an Army sporting event, you can anchor at a nearby marina and take a cab. West Point museums are a must for those interested in weaponry or military matters. The Thayer Hotel (845-466-4731), at the entrance to West Point, is notorious for its fabulous Sunday brunch.

<http://www.usma.edu/visiting.asp>

If you intend to watch an Army football game in the fall be sure to make marina reservations early. The transient berths in local marinas tend to fill up quickly. The rest of the year there is no problem. The football season at West Point runs from early September through the end of November. For the actual dates of the games, check with the academy at <http://www.goarmysports.com/>.

In 2010 the Newburgh Riverfront Marina (845-661-4914) instituted a special commuter service for boaters attending West Point football games. Dock your boat at the marina and a water taxi will take you to the South Dock at West Point. From there a free shuttle service takes you up the hill to Michie Stadium. At the end of the game you are returned to the marina.

During warm summer months the professional Military Academy Band plays outdoor concerts at the Trophy Point amphitheater. There is no charge. Guests bring blankets and lawn chairs and listen to music while facing the majestic Hudson. The price is right too. For an up to date schedule of concert dates and programs call 845-938-2617 or visit the website at <http://www.usma.edu/band/SitePages/Home.aspx>.

Cold Spring, at the 55 mile point and slightly to the north of West Point on the east shore, is, in my opinion, the most interesting river town to visit on a Hudson River trip. It is a

magnet for artists, writers, and craftsmen. Local inhabitants say that town was given its name because George Washington found the cold water from the town's spring to his liking.

<http://www.coldspring.com/historical-attractions.asp>

Today it is a well preserved 19th century village with an abundance of historic landmarks. The mile long main street is lined with antique shops, bookstores, and all manner of stores selling odds and ends to fill the empty nooks and crannies of your boat. The town has several fine restaurants, most with a view of Storm King Mountain on the opposite shore. Three recommended ones are The Hudson House (845-265-9355) <http://www.hudsonhouseinn.com/dininghome.htm>, the Cold Spring Depot (845-265-5000), <http://www.coldspringdepot.com/> and Cathryn's Tuscan Grill (845-265-5582). <http://www.tuscangrill.com/>

Three blocks north, the Riverview (845-265-4778), a boutique restaurant and bar seating about 40 patrons, has Italian, American and Continental specialties and the best brick oven pizza on the river. Locals call it the best restaurant in Cold Spring. My favorite dish is the Mexican pizza. It is so good that the memory of the taste makes my mouth water as I type these words. The only catch is that the restaurant doesn't take credit cards. <http://www.riverdining.com/>

There is temporary dockage for smaller boats, maximum size 30', at the Cold Spring Boat Club (845-265-2465). If you are tempted to anchor in Foundry Cove, the attractive bay just south of town, be aware that there are a number of hidden deadheads below the surface. This is definitely a spot for local knowledge. The southern part of the cove has the deepest water but check your depth finder carefully before dropping the hook. The bay north of town is fine for anchoring, although exposed to wakes from river traffic. You can dinghy in and either leave your dinghy at the park adjacent to the bay or at the Cold Spring Boat Club.

<http://www.coldspringboatclub.com/>

Overlooking Foundry Cove is a small Greek Revival chapel that appears to be transported from the Acropolis. Designed in 1833 by a 16 year old architect, it was consecrated as the first Catholic church north of Manhattan. It was abandoned in 1907 but has been fully restored as a chapel for people of all faiths and today hosts numerous musical events. <http://www.chapelofourlady.com/>

The Foundry Museum in Cold Spring memorializes the now vanished West Point Foundry arsenal that made both the first iron ship in the U.S. and the Civil War's Parrott cannons. The rifled Parrott cannon, invented by Robert Parrott, superintendent of the foundry, had a longer range and was more accurate than the comparable guns used by the Confederacy and was credited with winning the great artillery duel at the battle of Gettysburg. A small one is displayed in the waterfront park in Cold Spring, ostensibly to repel attacks from the river. <http://www.castbullet.com/misc/parrott.htm>

During WW2 Cold Spring was the site of the Marathon Battery plant, a large producer of nicad batteries. Efflux from the plant was dumped into the river. The bottom under the bay south of Cold Spring contains so much cadmium waste that the EPA deems it illegal to put a spoonful of mud taken from the bottom back into the water.

Pollepel Island, about four miles north of Cold Spring, holds the picturesque ruins of Bannerman's Castle. Bannerman was an arms dealer who bought up much of the Union's military supplies left after the Civil War and all the military surplus of the Spanish American War. He stored them in a warehouse in New York City and sold them out of a New York storefront. Bannerman published a mail order catalog of the arms holdings and became the Sears Roebuck of munitions. Most of the world's rebellions from 1880 through 1910 were fought with Bannerman supplied weapons. Eventually New York's city fathers became uneasy about having a munitions store in mid-town and convinced Bannerman to move. He

relocated his warehouse to Pollepel Island. The warehouse was constructed to look like a medieval castle, although it was made of conventional brick and concrete. Bannerman and his family moved there. Unfortunately the area is no stranger to lightning and the warehouse was destroyed by a series of fires and explosions by the late 60s.

[http://www.opacity.us/site54\\_bannermans\\_arsenal.htm](http://www.opacity.us/site54_bannermans_arsenal.htm)

Bannerman's Castle is now a just a skeleton. Every major storm collapses a portion of its structure. See it before it is too late. If you want to see what Bannerman's Castle looked like in its glory days see:

<http://www.hudsonvalleyruins.org/yasinsac/bannerman/bannerman.html>

In the mid 70s my kids and I used to canoe the short distance to the island and hunt for Civil War memorabilia in the ruins. All we found was a few belt buckles and minnie balls, but a more fortunate neighbor got a couple of single shot breech loading rifles and a small field cannon. There is a fairly good anchoring ground to the south side of the island but you need a chart to avoid a submerged stone causeway to the shore on the north side. The whole place is now being developed as a state park. For more information about the castle and tours of the site see: <http://www.bannermancastle.org/>

The Newburgh/Beacon Highway Bridge, 60 miles north of the Battery, marks the end of the Hudson Highlands area. The riverbanks, while still hilly, are no longer bordered by the stony peaks of the Appalachian range. The Newburgh waterfront has been developed over the last few years and there are marinas with transient berths on both sides of the river. The Newburgh Yacht Club (845-561-5255) <http://www.newburghyc.com/> and associated Nikola's Restaurant are on the west shore near the bridge. Call for available space.

<http://www.ohwy.com/ny/e/e0191629.htm>

About a mile north of the highway bridge is the Poughkeepsie Railroad Bridge, now converted to a walkway. Located between the two bridges is the Mariners-on-the-Hudson Restaurant (845-691-6011), a long time boater's favorite. Transient docking is available.  
<http://www.marinersonhudson.com/>

Hyde Park, at the 80 mile point and six miles north of the Poughkeepsie Mid-Hudson Bridge, is the site of both the Vanderbilt Mansion <http://www.nps.gov/vama/index.htm> and the Franklin Roosevelt homestead.  
<http://www.fdrlibrary.marist.edu/> You can visit the one most congenial to your politics although one ticket gains you admission to both. Anchoring is not easy in this location. It is best to get a transient berth in a local marina. Two favorites are the Hyde Park Marina (845-452-3232) <http://www.hydeparkmarina.com/> and the Rogers Point Boating Association. Both sell diesel.  
<http://www.rogerspoint.org/>

American iceboating began in this stretch of the Hudson. In the cold 1800s the river would start to freeze at Thanksgiving and not thaw until Easter, creating a 100 mile long avenue of ice from Peekskill to Albany. John Roosevelt, FDR's uncle, founded the Hudson River Ice Yacht Club in 1869. Iceboats were up to 70 feet long, some weighing as much as 3000 pounds. Commodore Roosevelt's personal boat, the Icicle, was 69 feet long and carried 1,070 square feet of sail. It had a top speed of nearly 100 mph in the proper winds and would race, and often beat, the Hudson River trains to the next town. To the regret of many iceboating diehards, the Hudson does not freeze like it did in the 19<sup>th</sup> century and good iceboating days are few and far apart.

When in Hyde Park, take the opportunity to have a gourmet meal at the CIA, not the one with spies but the Culinary Institute of America. The CIA is a residential college devoted to culinary education. The beautiful campus outdates

the school. Before it was home to the CIA it was a Jesuit seminary, St. Andrew-on-Hudson, built at the turn of the last century. The CIA is like any other college, bustling with students, except they all dress in chef's white coats and checked pants.

The campus houses four restaurants: the American Bounty, serving American and Hudson Valley regional meals; the Bocuse Restaurant, specializing in various modern French cuisines; Ristorante Caterina de' Medici, serving traditional Italian dishes; and the Apple Pie Bakery Café emphasizing fresh seasonal ingredients and scrumptious desserts. Meals at the CIA are prepared and served by third year students under the close supervision of their mentors. You can be sure that the cooking and presentation are done right. The student's careers depend upon it. <http://www.ciarestaurants.com/>

Because of the CIA's popularity, advance reservations are strongly advised (845-471-6608). The Apple Pie Bakery Café is the most casual of the CIA's restaurants and takes walk-ins for lunch. The CIA is partly responsible for the plethora of outstanding gourmet restaurants in the Hudson Valley. Many graduates stay in the area, honing their craft before moving to one of the big cities.

Three miles north of Hyde Park you will travel through a wide portion of the Hudson known as the Esopus Meadows. The attractive Esopus Lighthouse, improbably situated in the middle of the river, marks this location. It is there for good reason. Stay to the east of the lighthouse. The river shallows a long way from the shore and it is best to follow the marked channel. If you draw 5 feet or less you can find a safe anchoring site on the east shore. <http://www.esopuslighthouse.org/>

The town of Kingston, on the Rondout Creek, another dozen miles north at the 90 mile point, was for a short time, the capitol of New York State. It contains the mid-Hudson's largest

concentration of marine services and marinas. The Rondout stone lighthouse on the north side of the breakwater marks the entrance to the Rondout Creek. This lighthouse is the last and largest constructed on the river. Built in 1913 it was turned over to the City of Kingston in 2002. Kingston partners with the Hudson River Museum to run the lighthouse as an exhibit of 19<sup>th</sup> century river life. The light and machinery still function.

Turn left just before the lighthouse and follow the creek under the highway bridge to find the town dock. Rondout Creek has been a center of boating activity since colonial times. The term “creek” is misleading since the first miles of the creek are surprisingly deep and should pose no peril to boats with less than 8’ draft.

<http://www.kingstonlighthouse.com/>

Boaters view Kingston as the primary stopping point between NYC and Albany. The waterfront has been rehabilitated and gentrified. Kingston offers a variety of fine dining places just a stone's throw from the riverside park. Overnight berths, including electric power, are available at the Kingston City Marina (845-331-6940) for a moderate fee. <http://www.kingstoncitymarina.com/> The marina has water connection spigots on the shore but you need a fairly long hose to reach your boat. The water is supplied at full town pressure so a pressure reducer is advisable. Either that or just fill your tank and use the boat's own water for the duration of your stay.

The Kingston City Marina is still the least expensive in the area but prices have increased along with the amenities. In past years there was no electric service and no showers or restrooms. The major advantage is that you can just step ashore and be right in the middle of town. If money is tight, it is possible to anchor in the Rondout Creek and dinghy to where you want to go. For a longer stay you might try calling the local marinas listed in Appendix 2.

Kingston is exceptionally hospitable to boaters. Because of its halfway house location, local boaters from up and down river often choose Kingston as their weekend destination. Three favorite restaurants in Kingston are Mariner's Harbor (845-340-8051 offering steaks and seafood <http://www.marinersharborny.com/>), Rosita's Mexican Restaurant (845-339-5372) <http://www.rositasonline.com/>, and the Ship to Shore Restaurant (845-334-8887). The latter provides diners a free shuttle service to any of the marinas on Rondout Creek. <http://www.shiptoshorehudsonvalley.com/>

Summer weekends feature musical groups giving free concerts in the park next to the town dock. The Hudson River Maritime Museum <http://www.hrmm.org/> is just down the street and is well worth a visit. Incidentally, Kingston has one of the best old fashioned military and industrial surplus stores I have seen. If you need lengths of stainless steel plate, old electronics, nuts, bolts, and screws, pumps, fans, and electric motors you will probably find them here. The store, P&T Surplus (845 338-6191), is located at 198 Abeel Street about a mile from the center of town <[ptsurplus.com](http://ptsurplus.com)>.

This part of the Hudson Valley has a number of boutique wineries located along both shores. The wines are good and are a fitting match for the locally produced farm products. One good one is Benmarl Winery (845-236-4265, <http://www.benmarl.com/> at Slate Hill Vinyards. If you stay at the Marlboro Yacht Club, you can reach Benmarl by a short hike or a cab ride. Benmarl has tastings daily and features special events. Check the website for information.

New York's wine region is on the same latitude as Europe's most cherished vineyards. Climate and weather conditions vary greatly across the state ranging from a marine climate in Long Island similar to that of Provence, a Hudson Valley climate resembling that of the Rhine, and the glacial lake climate of the Finger Lakes. This varied terroir combined with an assortment of ideal grape growing microclimates has

produced a surprising number of prize-winning vintages. A century before wines were planted in the Napa Valley, French settlers were planting vines along the Hudson. Hudson Valley wines have “outlasted revolutions, wars, blights, bad weather and Prohibition.” Native American grapes are still being grown today for grape juice and Kosher ceremonial wines.

Thanks to the efforts of Cornell University’s viniculture program and independent researchers such as the late Dr. Konstantin Frank, vintners were successful in making European grapes and hybrid French-American varieties grow in the harsh lake effect snow winters of the Finger Lake region and the shores of Lake Ontario and Lake Erie. The New York wine industry now makes more varieties of wine than any other wine region in the world. The red wines are good to excellent but New York vintners excel in making white wines. Many New York wines have achieved world-class status winning Gold and Double Gold medals in international competition.

Most vineyards are within easy reach of New York's waterways starting from Long Island Sound, through the Hudson Valley, the Finger Lakes, the Niagara region of western New York, and the shores of Lake Erie. I know several boaters who have aborted a Great Loop trip in favor of a vineyard to vineyard tour via their boats. For a full list of New York State wineries see: <http://www.newyorkwines.org/>

While on the subject of potables, in 2007 NY passed a law creating a new class of “Farm Distilleries.” This law supports the centuries old New York tradition of agricultural craft wines and spirits. In the pre-Prohibition era, hundreds of small stills dotted the landscape, offering farmers a convenient way to market locally grown fruits and produce. Distilleries are limited in production and the product must contain a minimum of 75% NY raw agricultural material. The new law permits tasting and retail sales on site.

The Tuthilltown Distillery (845-255-1527) is one of the first of these farm liquor producers to be opened. It is located near the Hudson in Gardiner, NY. Actually it has been “reopened.” The original distillery on the site near New Paltz dates to 1788 and operated continuously until prohibition. The base product is distilled from either grain or apples. A local farmer has been induced to grow a special heirloom corn that is used to make the premier product “Hudson Baby Bourbon.” This extraordinary whiskey is stored in charred oak barrels until ready to serve. The distillery sells whiskey by the cask as well as by the bottle. (<http://www.tuthilltown.com>). Privately labeled casks from 2 to 60 gallons are available. Most liquor stores in the Hudson Valley sell regular bottles.

The craft beer movement is also alive and well in the Hudson Valley. Many small towns from NYC to Albany have micro breweries which brew beers and ales to complement the local food. The names may be unfamiliar but the beers are definitely worth trying. Restaurants along the waterway feature local beers and ales.

Just below the Kingston/Rhinecliff Bridge there are several shallow central portions of the river collectively called The Flats. Stay in the marked channel from this point north. If you have a reliable depth finder you can find decent anchoring locations near the shore or on the edges of the Flats. Small riverside towns, the residue of the Hudson’s industrial past, border the river. These are distanced 10 to 15 miles apart, a two to three hour trip for the 19th century paddlewheel riverboats that offered transportation between New York City and Albany.

Several miles north of the Kingston-Rhincliff Bridge, the delta of the Saugerties Creek projects about half a mile into the Hudson. The end of the delta is marked by the Saugerties Lighthouse. This light was constructed on a massive circular stone base, and although decommissioned in 1954, has been restored as a B&B. If you ever wanted to spend the night in a

lighthouse, enjoying a quiet restful stay with a magnificent view of the river, this is the place. For information call (845) 247-0656. <http://www.saugertieslighthouse.com/>

The Catskill/Hudson Bridge crosses the river about 90 miles north of the Battery. The town of Hudson, on the east shore at the 102 mile point and just north of the Catskill/Hudson Bridge, is the location of Olana, Hudson River School artist Fredrick Church's imaginative Moorish styled home and estate. <http://www.olana.org/> Church maximized the esthetics of the location by picking a particularly beautiful view of the Hudson Valley as his front yard, then landscaped the property to frame it perfectly. The home is open to visitors and the gardens are lovely on a nice summer day. The town of Hudson itself is an antique shopper's paradise. The quaint village of Athens is on the western shore. The village has 150 feet of free dockage to allow visitors access to town shopping. There are no fees at the dock but also no services. There are several adequate restaurants adjacent to the Athens Riverside Park. As of 2010 Athens introduced a "no overnight stay" policy for its town dock.

The last lighthouse on the river, arising like a gem from the Middle Ground Flats, is the Hudson-Athens Light. Unlike the other river lighthouses, this one is still an active aid to navigation. Although the lights and foghorn are run by automation today, it was manned by a lightkeeper and his family until 1949. The still functioning lighthouse is open to visitors. Call (518) 828 5294. <http://www.hudsonathenslighthouse.org/>

Several boat works were located on the banks of the Catskill River, 111 miles above New York. One, the Allied Boat Company, built the first fiberglass production sailboat to make a circumnavigation in 1963 under the command of Alan Eddy. It was a stock 30' Allied Seawind ketch named "Apogee." Eddy, a fledgling navigator, had almost none of the equipment deemed essential today for offshore cruising. He

wrote a short book about his experience “So You Want to Sail Around the World” freely available on the Allied Owners web site. <http://www.alliedboatowners.com/soyouwant.html>.

Catskill was also the hometown of Samuel Wilson, the merchant who supplied meat to the military during the War of 1812. The letters U. S. stamped on the beef barrels gave rise to his nickname as “Uncle Sam.” Uncle Sam’s house was so luxurious that President Martin Van Buren, "Old Kinderhook," was married in his living room. And yes, Uncle Sam wore striped pants.

The river seems to divide at Houghtaling Island at the 125 mile point, near the town of New Baltimore. Only the west branch continues northward. The east branch runs for several miles then peters out. However this eastern branch is a fine area for anchoring out of the main stream of river traffic. There is little boat traffic and the location is protected from winds in all directions. It is a good place to prepare for transiting the Erie or Champlain canals. If you own a sailboat and can lower the mast yourself, this is the place to do it. North of Houghtaling Island the river narrows but is big ship navigable and tidal to Albany.

The waterfront in the Albany area has ample marine services although many are set up to meet commercial vessel requirements. One favorite stopping place is the Riverfront Bar and Grill (518-426-4738) at the Corning Preserve Park just south of the Albany Railroad Bridge.

<http://www.riverfrontbarge.com/> There are over 100 feet of complimentary dockage. Many boaters stay the night and fuel up at the Troy Dock (518-272-6291 or 518-470-0461) just above Albany. <http://www.troydock.com/> There are two restaurants near the marina site. One, the Troy Town Pub and Brewery (518-273-2337) is noted for its mini brewery and pub style food. The more formal River Street Café (518-273-2740) offers Italian, Continental, and Thai dishes.

If you are an art or architecture buff, you might want to explore the Egg, the futuristic ovoid state office plaza that Nelson Rockefeller had constructed during his stint as governor. The building's public spaces are hung with many of the valuable modern art paintings from the Rockefeller collection that were too large to move to Kykuit.

[http://www.albany.com/hotspot\\_esp.cfm](http://www.albany.com/hotspot_esp.cfm)

The Federal Lock at Troy marks the head of navigation of the river proper. You have now traveled 153 miles upstream from the Battery. This is the spot where Henry Hudson stopped his northward exploration of the river in 1609, realizing that it was not a short cut to the Pacific. There is a concrete bulkhead on the east side of the river just before the Federal Lock. You can tie up here while waiting for the lights that authorize you to enter the lock.

The Federal Lock is intended for ocean capable bulk cargo carriers and is sized to suit. Be sure to have adequate fenders before entering the canal locks. Use the largest size you can find. The concrete walls of the Federal Lock once had cavities big enough to swallow a medium sized trawler but they were recently "smoothed." Bear in mind that what is smooth for a tanker may be quite rough for the fiberglass gloss of a trawler. "Hay bales" are no longer allowed by the Canal authorities. These were merely plastic feed bags stuffed with straw to prevent damage to the boat from the lock walls.

[http://www.en.wikipedia.org/wiki/Federal\\_Dam\\_\(Troy\)](http://www.en.wikipedia.org/wiki/Federal_Dam_(Troy))

A good substitute for the banned "hay bale" is a large inflatable plastic play ball in a cloth bag. The balls are available at WalMart or A&P for less than \$5 each but you have to supply your own sack. Surplus duffle bags or laundry bags from an Army/Navy store make a good

container. These balls are designed to survive children's playground abuse so they are nearly indestructible. When you finish your cruise through the canal, you can give the ball to a kid at dockside or to a boater going the other direction.

Once through the Federal Lock, you have entered the New York State Canal system proper, <http://www.canals.ny.gov/>, a connected chain of 524 miles of navigable waterways extending west to Buffalo and north to Lake Champlain. Side canals go to Syracuse, the Finger Lakes, and Oswego.

Opened in 1825, the Erie Canal provided the first all water link between the Atlantic seaboard and the Great Lakes. The Erie Canal offered a convenient route for west bound manufactured goods and settlers and east bound products of farms, forests, and mines. The canal made New York the Empire State. Maps of the canal are available at: <http://www.canals.ny.gov/maps/index.html>

The first canal was a hand dug ditch, barely 12 feet wide and less than 6 feet deep. Mules, walking on a path alongside the canal, pulled the boats. Canal boats could make the trip from Buffalo to Albany in six days, carrying up to 30 tons of cargo. Mules were changed every six hours. Many canal side towns got their start as loading depots and mule changing facilities. The Erie Canal was wildly successful for the first three decades of its existence. Transportation costs were 95% lower than by horse and wagon. But the economic success of the canal was relatively short lived. By 1850, railroads paralleling the canal could carry heavier loads in 1/3 the time.

New York State, in an effort to restore the canal to economic viability, modified the route to include lakes and canalized rivers and built a series of 57 locks to lift barges from the Hudson River, over the elevated ridge in the center of the state, to the level of the Great Lakes. The Erie Canal was regarded as a major engineering triumph, rivaling the Panama Canal. The canal, now officially known as the New York Barge Canal System, extended from New York City, up the Hudson to Albany, and then to Buffalo. It was a futile effort. Rail traffic was faster and the St. Lawrence Seaway could handle bigger ships.

There is little commercial shipping in the canal today. A few oil barges, delivering fuel to canal side towns, an occasional barge carrying gravel or building materials, or one with an oversize load too big for the highways is all that you will see. In the 1980s the state constitution was amended to permit the canal to be turned over to the New York Thruway Authority. Eventually the canal received a Federal designation as the Erie Canalway National Heritage Corridor. Today it is run primarily as a recreational asset, a 500 mile long linear park with many of the mule paths transformed into bicycle and hiking trails. Once you are in the Erie Canal you will see almost the same scenes as did the travelers 150 years ago. It is like taking a time machine into the past. Things change, but in upstate New York they change very slowly.

Superstructure that extends more than 15 feet above the water, will have to be lowered to clear the bridges on the western portion of the Erie Canal or on the Champlain Canal. The actual bridge heights and air clearances required are listed in (<http://www.canals.ny.gov/exvac/boating/bridgeheights.html>). If you can't lower a sailboat mast yourself you will find mast handling services at several marinas near Albany.

Those that offer this service are listed in Appendix 2. Boaters should be prepared to have supports to carry the mast on deck. Remember that most sailboat masts exceed the length of the boat so watch out for the overhang when docking or in the locks. Check with the NYS Canal Corporation to determine the actual clearance necessary for the portion of the canal you intend to travel. The NYS Canal Corporation; PO Box 189; Albany, NY. Phone: 1-800-4CANAL4. ([www.canals.ny.gov/](http://www.canals.ny.gov/)).

After locking through the Federal Lock, the cruiser has two choices. The first is to turn west into the Erie Canal and continue across New York State to the Finger Lakes and ultimately to the Great Lakes. The second is to head up the Champlain Canal to Lake Champlain and to the St. Lawrence and Canada. Fees for using the canals are modest ranging from a low of \$10 for a two day pass for boats under 25 feet to \$100 for a full season pass for boats of 39 feet and over. Passes can be bought at marinas before entering the canal for 2 or 10 days or for the entire season. If you intend to travel ten days or more in the canals or visit the Finger Lakes, the season pass is cheaper than day rates. In 2010 the entire New York State canal system was declared a no discharge zone. Be sure to pump out your holding tanks at every opportunity.

NOAA publishes a few charts for the Erie Canal. Chart # 14788 covers Lake Oneida. Chart # 14791, the Finger Lakes region and the Oswego Canal. Chart # 14822, the region around Buffalo, Tonawanda, and Niagara Falls. The NYS Canal Corporation charts are more in the nature of an automobile road map but they offer valuable information.

Boats can tie up for free at most terminal walls and some lock approach walls owned by the NYS Canal Corporation provided that they do not stay for more than 48 hours in any month. Several municipalities have upgraded their dock areas by adding electric and water hookups and may charge a small

fee. It is always wise to check with the lockkeeper or harbormaster to see if there are any charges. Anchoring in the canalized rivers or in the broader sections of the canal is permissible as long as the boat is secured so that it does not drift into the canal. This usually means running a line to a tree ashore or using two anchors.

Both the Finger Lakes and Lake Champlain are desirable vacation destinations in themselves.

<http://www.fingerlakes.org/> Many cruisers decide to interrupt their trip for weeks at a time in either location. The Finger Lakes are long, narrow and deep glacially carved bodies of water in the heart of New York's wine country. The two biggest lakes, Cayuga and Seneca, are reached by the short Cayuga/Seneca canal extending south from the Erie Canal. Both lakes are about 40 miles long and up to 4 miles wide with deep crystal clear fresh water. The northern ends of both lakes are shallow so keep in the buoyed channel for the first few miles. <http://www.fingerlakes.org/about-the-region/interactive-map>

The city of Ithaca is at the foot of Lake Cayuga. Cornell University and Ithaca College, are situated in bucolic surroundings and resemble sets from a 1930s college movie. They are what you always imagined a college should look like. A highlight of a summer visit to Cornell is a walk through the Cornell Plantation. This beautifully landscaped agricultural research park contains specimen plants from all over the world. <http://www.cornellplantations.org/visitor-info>

The Treman Marine Park, a large state park dedicated to water sports, is located at the southern end of Lake Cayuga. The park includes launch ramps, facilities for recreational and competitive rowing, and a marina. The Treman Park marina is one of the largest inland marinas in New York State with 370 wet and 30 dry slips for seasonal occupancy. The wet slips can

accommodate any boat that can make it through the canal. The seasonal slips are assigned by an annual lottery. Transient slips can be reserved by a phone call to the park office (607-272-1460). Transient fees are very reasonable and full marine services are available in the area. For overnight or transient boats the check in time at the marina office is 3 p.m. The slip must be occupied by 9 p.m. on the scheduled day of arrival. Check out time is 11 a.m. the next day although I have been told that this rule is not strictly enforced. You can reregister for another day at the marina office. Fourteen days is the maximum stay from June 4<sup>th</sup> through Labor Day. Many boaters from New York and Canada who are lucky enough to have permanent berths assigned in the annual lottery simply spend the entire summer in the Treman Park marina.

<http://www.nysparks.state.ny.us/parks/35/details.aspx>

Like any major college community, Ithaca has many cultural attractions, theaters, orchestras, and museums. The Hanger Theater, adjacent to the Treman Marina has an excellent reparatory acting company that offers modern and classical plays throughout the summer season. Harbor side restaurants are available for any taste and pocketbook. The Taughannock Park, several miles north of Ithaca on the west shore of Lake Cayuga has miles of hiking trails and a waterfall taller than Niagara Falls. The park has a small marina with transient docking. For those continuing onward, Ithaca is a good place to replenish your stores of food and marine supplies if you don't mind the detour down Lake Cayuga.

Ithaca is the birthplace of the ice cream sundae. Ezra Cornell, founder of Cornell University, was a rich dairy farmer and stipulated in his bequest that ice cream be available at every lunch and dinner served in college dining halls. The local ice cream is said to rival the best of Vermont's Ben and Jerry's.

Watkins Glen, well known to motor racing fans, is at the southern end of Seneca Lake. The Glen itself is a water carved canyon that is a nature lover's delight. It is a miniature and much more approachable Grand Canyon, The town is quite ordinary except during race week when you have to cross the streets carefully to avoid getting run down by Lamborghinis or Maseratis.

<http://www.nysparks.state.ny.us/parks/142/details.aspx>

The land between Lake Cayuga and Lake Seneca is ideal for viniculture. The combination of soil and climate makes the Finger Lakes one of the choice wine producing areas in the world. Many of New York's best wineries are located in the narrow strip of land between Lake Cayuga and Lake Seneca. A favorite summer pastime in the Finger Lakes area is the wine tour, hopping from one winery to the next to taste the premier wine offerings and the gourmet foods. It is not as publicized as California's Napa Valley tour but the wines and food are just as good. Most of the Finger Lakes area wineries are near the water and are easily accessible from a boat. But it is probably best to rent a car in either Ithaca or Watkins Glen. Be sure to have a designated driver. You will certainly need one.

<http://www.fingerlakeswinecountry.com/>

The last time I visited the area I counted 16 wineries on the shores of Lake Cayuga alone, not to mention over 40 on Lake Seneca. By the time I finished the wine tour, I was in no condition to count. (<http://www.cayugawinetrail.com>). Or ([www.senecalakewine.com](http://www.senecalakewine.com)). Information on all NYS wineries can be found at (<http://www.newyorkwines.org>).

Several historic towns the Erie Canal are significant to social and religious movements. On July 19 and 20, 1848 the first Convention on Women's Rights was held at the Wesleyan Chapel on Fall Street in Seneca Falls. Organized by Jane Hunt, Elizabeth Cady Stanton, Mary Ann M'Clintock and others, it was the birth of the Women's Rights Movement in the US.

Palmyra, another canal side town near Rochester, is the birthplace of Mormonism. Joseph Smith, Jr., whose family lived on a farm near Palmyra, claimed he was visited in 1820 by the angel Moroni who revealed to him the tenets of the new religion. The Book of Mormon was first published in the village of Palmyra. In the early 20th century, the church began buying and restoring many of the properties in the area associated with Joseph Smith's early life. Any one interested in Mormon history can visit the sites.

If you decide to continue north from Albany through the Champlain Canal to Lake Champlain, <http://www.champlaincanal.org/> you will be rewarded with one of the best cruising grounds in the country. The lake is the largest body of fresh water in the United States other than the Great Lakes. It extends for a sparkling one hundred miles from Ft. Ticonderoga up to the Canadian Border at Rouse's Point. New York State borders the west shore, Vermont on the east.

All of Lake Champlain is a no discharge zone, enforced by both New York and Vermont authorities. All overboard discharge facilities must be disabled by removing the connection from the holding tank to the discharge port. A lock on the head door won't do. Cruisers disagree on how zealously the hose removal requirement is enforced. Some have been inspected several times, others have never been boarded. Be aware that it is a gamble.

One of the prettiest stopping spots on the trip up the lake is Willsboro Bay on the New York side. This enclosed bay resembles a Norwegian fjord. The Willsboro Bay marina <http://www.wbm.us/> comes highly recommended. Nautical history buffs will enjoy the Lake Champlain Maritime Museum at Vergennes, Vt. The brand new dock system accommodates boats up to 35' in length with a 5' draft. Check for opening hours as dockage availability at (802) 475-2022. The museum web site is: [www.lcmm.org](http://www.lcmm.org). The museum has a

number of interesting exhibits including a Naval Archaeology Center showing artifacts from numerous Lake Champlain shipwrecks and a replica of Benedict Arnold's 1776 gunboat, one of the first ships in what was to become the U.S. Navy.

The lake's widest point is between the cities of Burlington on the Vermont shore and Port Kent on the New York side. Historic Valcour Island, the site of the first naval battle of the Revolutionary War, is fairly close to the New York shore, north of Burlington. The island has several lovely and secluded anchorages. NOAA Charts of Lake Champlain, from Whitehall to Rouses Point, are #14784, 14783, 14782, and 14781.

Burlington is an excellent place to stop. With about 39,000 residents, it is [Vermont](#)'s largest city. The downtown municipal marina has been restored, although it is the focus of a lot of commercial lake traffic. Its major advantage is that it is within short walking distance of Burlington's pleasant downtown shopping and dining area. The waterfront exudes a cheerful, busy atmosphere. Many of the amenities are seasonal, including public facilities on the city's [beaches](#), boat rentals, outdoor food vendors and tour boats. Most open in the spring and close in mid-October.

Vermont is a prime area for outdoor sports. If you are a camper, mountain biker, or skier you will find a number of sports equipment shops that cater to your desires. Public transportation to the waterfront is limited but handy. There is a free bus with a route that shuttles from the lake to the Church Street Marketplace and on to the University of Vermont. The Lake Champlain Transportation Company (<http://www.ferries.com/>) operates ferries to the New York side of the lake and back year-round, but the ferry running between Burlington and Port Kent stops running in October.

Shipwrecks, marked with buoys are part of the Lake Champlain Underwater Historic Preserve. The cold water of the lake preserves the wrecks in remarkable condition. The

maritime museum has teamed with a local operator to offer shipwreck tours via a remotely operated vehicle (R.O.V.) from a boat on the surface. (<http://www.shipwrecktour.com/>).

There are several good casual restaurants near the waterfront. A number are more than adequate: But restaurants change frequently. Your best bet is to look up Burlington, VT in Google for a current listing.

Mallets Bay, just a bit north of Burlington, is an entirely protected harbor, sheltered from occasional summer storms that hit the area, and lined with marine services. It is probably more congenial for an extended stay in Vermont than the Burlington municipal marina although it would be wise to rent a car to get around the area. Swimming is excellent but the water is cold until midsummer. The bottom of Mallets Bay is covered with freshwater clams that look good enough to eat. Looks aren't everything. No matter how prepared, they taste like mud.

One sight not to be missed is the Shelburne Museum just south of Burlington (<http://www.shelburnemuseum.org/>). This museum is a treasure trove of Americana located in 39 buildings on 45 landscaped acres. It features 150,000 works of folk art, Impressionist and American paintings and Americana.

Some of Vermont's most dramatic scenery is within a short distance of Burlington. If you have the time and a rented car, drive to Stowe and see what the premier ski town of the East looks like in the summer. Stowe has become a choice area for hiking and mountain biking. If you have kids, stop at Ben and Jerry's ice cream factory. <http://www.benjerry.com/scoop-shops/factory-tours/> Eat an Austrian inspired meal at the Trapp Family Lodge of "Sound of Music" fame (802-253-8511). <http://www.trappfamily.com/>.

Stowe has a number of other excellent restaurants. (<http://www.gostowe.com/thingstodo/dining/>). Harrison's, in Stowe Village, is a favorite of mine (802-253-7773; <http://www.harrisonsstowe.com/>) Take the gondola up Mount Mansfield to the top of the highest peak in the state. Enjoy the view and lunch at the Cliff House Restaurant. If you have the time, continue your drive up the winding Mountain Road over Smuggler's Notch. The name dates back to the War of 1812 when Vermont farmers used the curvy route to smuggle beef over the Canadian border. This was also a major escape route for runaway slaves fleeing to Canada prior to the Civil War. This road is closed in winter for good reason.

For those who can't spare the time for a Great Loop voyage, a popular substitute trip is up the Hudson to the Erie Canal. Then the Erie to the Oswego Canal, the Oswego to Lake Ontario to the Trent-Severn Waterway and the Trent-Severn to Georgian Bay in Lake Huron. Retrace your steps or cruise down Lake Huron to Lake Erie and re-enter the Erie Canal near Buffalo. Stop at all the Erie Canal towns that have updated their waterfronts. Perhaps take a detour to the Finger Lakes. Or even rent a car and take the Wine Tour. This trip will give you just about every marine experience you can encounter but pirates, hurricanes, and salt water (except for the lower Hudson). This is one of the most popular cruises for short term guests. Most of the time you will be close to major transportation routes and within rowing distance of shore.

A slightly shorter alternate trip, known locally as the Triangle Cruise, would take you up the Hudson to the Erie Canal. Then travel the Erie Canal to the Oswego Canal. From there turn east and travel to lovely Sackett's Harbor and around Cape Vincent to the St. Lawrence River. Cruise amongst the Thousand Islands. Visit the Antique Boat Museum in Clayton, NY. <http://www.abm.org/> Travel downstream on the St. Lawrence, stopping at Montreal for a little R&R. Take a sharp right turn at Sorel and continue south to the Richelieu Canal and then to Lake Champlain. Then down the Champlain Canal

and you are back in the Hudson. Before you take either trip, check the rules for entering Canada. <http://www.cbp.gov/>

Here is a quote from the “Rules for Entering Canada.

“If you arrive in Canada aboard a private boat, you must proceed directly to the nearest designated telephone reporting marine site. Upon arrival in Canadian waters, the master of the boat must report to the CBSA by calling (1-888-226-7277). The master of the boat will provide details of the voyage, the passengers and their declaration. No one except the master may leave the boat until authorized to do so by the CBSA. As proof of presentation, masters will be provided with a report number for their records. Masters must provide this number to a border services officer upon request. You do not have to report to the CBSA when you leave by private boat unless you are exporting goods that need to be documented.

To get a list of the designated telephone reporting marine sites, call (1-888-226-7277) before you arrive in Canada.”

It would be wise for U.S. citizens to carry passports or state provided enhanced driver’s licenses before entering Canada. It will make returning to the U.S. much easier.

Prime boating season for the Hudson River is from May through October although some hardy souls boat through November. Commercial traffic continues until the upper river freezes in late December. The nominal opening date of the New York State Canal System is May 1. The ice has usually melted around Syracuse by then. The closing date is Nov. 15.

Travel through the canals may be subject to delays early in the season because of high water. Get more information from: The NYS Canal Corporation; PO Box 189; Albany, NY. Telephone: 1-800-4CANAL4 (<http://www.canals.ny.gov/>) and from: Superintendent; Canadian

Parks Service; 1369 Bourgone St.; Chambly, Quebec; J3L 1Y4. Telephone: 514-658-0681. Both the NYS Canal Corporation and the Canadian Parks Service will send you free information packets including charts, listings of marine services, and places to visit. Most of this information is useful or entertaining and you can't beat the price. For current information on the NYS Canals see: (<http://www.nycanals.com/>).

Information on Canadian canals can be obtained at:

Parks Canada National Office\_25 Eddy Street\_Hull, Quebec, CANADA\_K1A 0M5\_819-997-0055

Chambly Canal Historic Site (links to Lake Champlain and the Champlain Canal)\_1-800-463-6769  
<http://www.parkscanada.gc.ca/>

Rideau link: 1-800-230-0016 [www.parkscanada.gc.ca/rideau](http://www.parkscanada.gc.ca/rideau)  
(links to Lake Ontario)1-800-663-2628  
<http://www.parkscanada.gc.ca/trent> (links to Lake Erie and Lake Ontario)\_905-641-1932 Ext. 5405

Before including a particular canal as part of your route check for any limits on draft or overhead clearance or if there will be shutdowns for repair and maintenance.

There is ample free information about the Erie and Champlain canals, and the Canadian canal system on the internet but things have a habit of changing from year to year. Locks need repair, silting and dredging takes place, fees change, and border crossing rules vary from location to location. If in doubt, call the controlling authority directly. In the words of the late president Ronald Reagan "Trust - but verify."

The only thing bad about this area is winter and taxes. In cold winters large portions of the northern section of the Hudson River freeze over to the delight of ice boaters. This has

been happening less and less frequently, probably due to global warming. Years ago my son and I walked almost across the ice covered river at Cold Spring, counting the boats that had been swept away from upstream moorings and were frozen in the floes. The less said about taxes, the better.

The information in the following appendices about Hudson River restaurants, fuel stops, and anchorages was collected from a variety of sources. The URLs in the Guide are accurate as of March 1, 2015 but URLs have a habit of altering or disappearing every so often and I can't promise that all will work. Remember that things change from year to year. This is a guide not a contract.

## Appendix 1: Dining along the Hudson

There are a number of good and some exceptional restaurants within walking distance of most marinas on the Hudson. The region is a gourmet's nirvana. I'll mention those I found to be particularly good, but your best guide to this culinary abundance is a copy of the current Zagat's Survey of Westchester and Hudson River Valley Restaurants. Every major bookstore can get you a copy. For a complete listing of restaurants, farmer's markets and food outlets in the Hudson Valley consult the Valley Table, a glossy magazine devoted to Hudson River gastronomy. ([www.valleytable.com](http://www.valleytable.com))

### Below the George Washington Bridge...

**Liberty Landing Marina** at 1-201-985-8000 Located on the Morris Canal, Liberty Landing Marina's headquarters is located on a large 1923 steel barge, "THE WINTER GARDEN" which was once a "lightship". What is interesting about this marina and the Liberty State Park complex is that you can dine in a casual, almost country atmosphere while at the same time you have the most spectacular views of the Manhattan skyline. Tuesday through Thursday dinner hours are 5 PM to 10 PM, Friday and Saturday the hours are 5 PM to 11 PM. Lunch from 11:30 AM to 3 PM. Sunday brunch from 11 am to 3 PM. (201)395-0300. Free docking at the marina for the restaurant. VHF Channel 72 monitored.

**The Liberty House Restaurant** is a few steps away from the docks. (201) 395-0300. Closed on Monday. Live jazz Wed., Thurs., and Sat. Lunch 11:30 to 3 PM. Dinner hours 4:30 to 10 PM. Sunday dinner 4:30 to 8 PM. Free docking at the marina. Channel 72 monitored.

**Cafe Newport Restaurant** at the Newport Yacht Club and Marina, Jersey City, New Jersey, West Shore. (201) 626-7200. Cafe Newport is located in the Newport Yacht Club and Marina complex. The marina is located at 500 Washington Boulevard in Jersey City, New Jersey. As you approach the marina you will be asked the purpose of your visit by the guard. Tell him you are going to the restaurant for dinner and you will have no problem entering the complex. Continental cuisine prevails. Kitchen is open daily from 12 Noon to 10 PM with the bar open later. Guest docking is available at the Newport Marina on an “as available” basis. Call (201) 626 5550 (marina office) or (201) 626-5552 (Dockmaster) for reservations and availability.

**Chelsea Piers On The Hudson River and Surfside Three Marina.** Pier 60 West 23rd St., Manhattan, NY, Chelsea Piers (212) 336-6666 (This number will provide all information on the Chelsea Piers complex.), Surfside Three Marina (212) 336 7873 (call this number to be assured of dock space) Dock and dine rate is \$1.00 per foot up to 4 hours. VHF channel 68.

**Rita’s Burgers** (located within Chelsea Piers) (212) 604-0441

**The Chelsea Brewing Company and Restaurant** located at Pier 59 within Chelsea Piers. Chelsea Brewing is one of the new excellent microbreweries in the New York area. The menu consists of appetizers and main course with an Italian flavor, (located within Chelsea Piers) (212) 336-6440, East Shore Located just south of the aircraft carrier Intrepid is a marina at the end of West 23d Street. Surfside Three Marina within Chelsea Piers has temporary tie up for visitors.

**Lincoln Harbor Yacht Club**, Weehawken, NJ. There are a number of restaurants and grills that you can focus on within walking distance of docking your boat at Lincoln Harbor Yacht Club. There is a Dock and Dine charge of \$1.00 per foot, (3-hour limit) to keep your boat at Lincoln Harbor Yacht Club while visiting these restaurants.

**The Chart House Restaurant...** The Chart House Restaurant is available by docking at Lincoln Harbor Yacht Club. It is an easy walk out of the Lincoln Harbor complex to next door. The views from the waterside dining of Manhattan are spectacular. Hours of operation are 5 to 10 PM Monday through Thursday, 5 to 11 PM on Friday Saturday and Sunday 5 to 10 PM. Call them at 201-348-6628

**Ruth's Cris Steak House**, 1000 Harbor Boulevard Weehawken, New Jersey, 201- 863 5100. Dinner is served daily Monday thru Thursday 5 PM until 10 PM, lunch on Friday 12:00–2:30, reopen for dinner at 5:00-11:00, Saturday 5:00-11:00. This is one of the best steak houses in the NYC area, but expensive.

**Houlihan's**, 1200 Harbor Boulevard, Weehawken, New Jersey, 201-863-4000. Houlihan's is the place for casual fun dining with steaks, monster salads, seafood, burgers. Houlihan's is open Sunday through Wednesday from 11:30 AM until 11 PM.. Thursday from 11:30 AM until 1 AM.

**Food Court**, 1200 harbor Boulevard, Weehawken, New Jersey The Food Court is a collection of seven mini-restaurant stands in a large, bright, and open atrium. These stands include: The Dog House, Third Avenue Deli, Bravo Pizza, The Gourmet Chicken, The Golden Eggroll, Lite & Natural, and the Boogie Woogie Bagel Boys. All of the stands are open from 11:30 AM to 5 PM, Monday through Friday.

**Arthur's Landing** at the Port Imperial Marina, Weehawken, New Jersey, 1-201-867- 0777 or in N.Y. 800-835-6060, West Shore (40°46'15"-74°00'48). Arthur's Landing is located on the Port Imperial grounds directly on the edge of the Hudson River. Lunch 11:30am Monday through Saturday, Sunday brunch is offered. Dinner at 5:00pm nightly. Reservations are strongly recommended. (201) 867-0777. Complimentary docking is available for restaurant patrons courtesy of the Port Imperial Marina. Contact the Marina at (201) 902-8787.

## **North of the George Washington Bridge....**

**Cornetta's Seafood Restaurant - 41°02'44 - 73°55'00"** at Cornetta's Marina, Piermont, New York, 845 359-9852 or 845 359-0410, West Shore. Located on Piermont Avenue, the marina is found 0.2 mile North of the Piermont Pier. Cornetta's features fresh seafood, steaks, and Italian specialties. The restaurant also offers outdoor riverside patio dining under a large white tent at their "Cornetta's Cafe." During their season April through November, the restaurant is open daily for lunch and dinner. There is a very limited amount of dock space available for restaurant patrons. Reservations are requested for their dock. There are no fees, but there are attendants.

**The Lighthouse - 41°02'48" - 73°55'00"** on the Hudson at the Tappan Zee Marina, Piermont, New York, 845 365-1986, West Shore. Located on Piermont Avenue, the Tappan Zee marina is found 0.3 mile North of the Piermont Pier. Docking with an attendant will be available but it is mandatory to call ahead to make reservations for your boat. For information on dining or docking please call 845-365-1986.

**Xaviar's** at Piermont (845-359-7007) is the best restaurant in the Hudson Valley if not one of the best in the entire New York area. Some rank it as one of the best in the entire country. Zagat's rates it 29 out of a possible 30. It has been aptly described as a gourmet's heaven. The tab will be high, but if you want to treat yourself royally, this is the place. Xaviar's companion restaurant, **The Freelance Café and Wine Bar** (845-365-3250) is right next door. It is much less formal, the prices lower, and no reservations are required. The food is just as good, however. No surprise since they share the same kitchen.

## **Above the Tappan Zee Bridge....**

**Sunset Cove - 41°04'17"- 73°52'03"** at the Washington Irving Boat Club, Tarrytown, NY, 914 366-7889, East Shore. The patio grill is open Thursday through Sunday. To enter the Washington Irving Boat Club area by boat look for Red buoy #2 marking the channel to Tarrytown. turn right at this buoy and go straight to the club located nearest the eastern corner of the Tappan Zee Bridge. There is guest docking for 14 vessels up to 34' in length.

**Striped Bass Restaurant - 41°04'28" -73°52'05"** at the Tarrytown Boat Club, Tarrytown, New York, 914-366-4455. East Shore 0.4 mile north of the Tappan Zee bridge. Boaters should follow the well marked channel starting 0.1 mile north of the bridge to the marina entrance. Striped Bass features an extensive menu specializing in seafood and steaks. Dock space is limited to about eight boats but the marina will let diners use vacant slips. On weekends during the boating season a live band offers entertainment on the outside patio. Call ahead for dock space and reservations on weekends. 914 366- 4455. The Tarrytown Boat Club will answer at 914 631-1300.

**Ocean House Oyster Bar and Grill**, 49 N. Riverside Ave. Croton-on-Hudson, NY 10520. (914-271-0702). This boutique restaurant is near the Croton town dock. Chef Brian Galvin serves the best seafood in the entire New York area. The restaurant is small, seating about 30 patrons, and no reservations are taken. It is open only for dinner, from 5 to 9 p.m., Tuesday through Saturday. Bring your own wine. Anchoring north of Croton Point is easy with eight feet of water over a good holding bottom. Dinghy to the Croton dock. The dock is uncrowded in the evening. There is no fee. The restaurant is about one block from the dock. I enthusiastically recommend the Ocean House.

**Samurai Steakhouse**, 352 S. Riverside Ave. Croton-on-Hudson, NY 10520 (914-271-8988). A small, newly decorated Japanese restaurant that serves a variety of Japanese specialties at reasonable prices. Probably the best Japanese food north of New York City.

**Umami Café**, 325 S. Riverside Ave. Croton-on-Hudson, NY 10520 (914-271-5555) Asian fusion cuisine in indoor and outdoor settings. A \$6 children's menu is available. Open evenings from 5 to 10 p.m.

**Civile's "Venice on the Hudson" - 41°11'43" - 73°57'35"**, foot of Main Street, Haverstraw, New York 10927, 845-429-3891, western shore. By boat the best landmark for this restaurant are the two smokestacks of the Bowline Haverstraw Power Plant approximately a half mile to the north of the restaurant. As you approach Civile's by boat there will be a large rockpile on your right (starboard side) approximately 200 feet from Civile's docks. This rockpile is almost completely covered at high tide. There is 6' of water at the docks at low tide. Lunch Tuesday through Friday from 11:30 AM, dinner from 5:00 PM until 10 PM (11 PM on Friday & Saturday.) Saturday lunch from 12 noon, dinner from 5 PM to 11 PM. Sunday brunch from 11 AM until 2:30 PM, dinner until 9 PM.

**Hudson Water Club - 41°13'17" - 73°57'53"** at the Haverstraw Marina, 606 Beach Rd., Haverstraw, NY 10927, 845-271-4046, West Shore. The Haverstraw marina is off red buoy #26. The Water Club offers casual with superb views of the Hudson. Outdoor patio deck at the waters edge for casual dining during the summer season. The Water Club is open daily from 11 AM to midnight (4 AM on Friday and Saturday) with full dinners served until 10 PM each evening. There is docking for at least 15 boats.

**Hudson Bistro - 41°14'53" - 73°57'16"** is at the Viking Boat Yard, Verplanck, NY, 914-737-9092, east shore (The Viking boatyard is found opposite the "SP" shore marker at Stony Point. There are privately maintained green and red markers on the approach. Low water on the approach to the marina at low tide is 4'. The Viking Boat Yard requires that all boats going to the Hudson Bistro tie up outside the marina on the Northern dock. Call ahead for dock space at (914) 737-9092. Lunch and dinner is served Tuesday through Sunday with a lite menu at the bar on Monday evenings from 5:30 PM to 8:30 PM.

**The Gin House Grill at Crystal Bay Restaurant - 41°14'53" - 73°57'16"** at the Charles Point Marina, Peekskill, NY, 914-737-8332, East Shore The Charles Point Marina is found on the northern side of Lents Cove opposite green buoy #27. The docks are well lit at night. There is approximately 3 feet of water at mean low tide. Guest docks are available for up to 8 boats with additional docks available by appointment. Crystal Bay Restaurant is open on Friday and Saturday night for bar trade only, and on Sunday for brunch. There is a lounge menu available 5 PM –10 PM on Friday & Saturday. The Gin House is, indeed, the building where Fleischmann's gin was distilled for several decades. The National Maritime Historical Society [www.seahistory.org/](http://www.seahistory.org/) is also located in the Gin House.

**The Hotel Thayer** at West Point 845-938-4011 (Ask for the Harbormaster.) The Thayer Hotel telephone number is 845-446-4731 There is docking available at the West Point military docks at the discretion of the harbormaster. From the docks at West Point it is a half-mile walk up the hill to the Hotel Thayer. Arrangements to stop at the West Point docks should be made during the week, even if you're planning on stopping on the weekends. The Sunday Brunch at the Thayer Hotel has made it world famous. Breakfast is served from 7 AM to 10 AM, Lunch from 11:30 AM to 2:30 PM and Dinner from 5:30 PM to 9 PM. Friday night is seafood night Buffet.

## **The Cold Spring Waterfront**

**Cold Spring** has many restaurants along its picturesque main street. The only docking available in Cold Spring is at the Cold Spring Boat Club. There is room for 7 to 9 boats on the outside of the floating docks, 30 foot maximum length on vessels. Docking is on a first come, first served basis. No fees are required, however the club asks that you register in the clubhouse before visiting any of the restaurants or shops in town. Telephone number at the Cold Spring Boat Club is 845-265-2465. It is possible to anchor in the bays north and south of town and dinghy in. See the Anchoring Appendix for details.

**The Hudson House**, 845-265-9355 is the closest restaurant to the Cold Spring Boat Club and probably the most elegant in town. It is located in a 200 year old inn that was once a favorite stopping place for passengers aboard Hudson River packets. It features continental cuisine and has an extensive wine list. Open for lunch and dinner.

**Cold Spring Depot**, 1 Railroad Plaza, Cold Spring, NY, 845-265-5000. Located in the Cold Spring Railroad Station adjacent to the main track of the Amtrak Hudson River line. A special feature for railway buffs, children, and those with an inner child is the Adirondack Express that rumbles by, almost within touching distance, every few hours. The restaurant is open Monday through Thursday for lunch and dinner from 11 AM to 10 PM. On Sunday afternoon from 1 PM to 5 PM a live Dixieland jazz band plays in the outdoor gazebo.

**The Riverview** (845-265-4778), a small restaurant and bar seating about 40 patrons, is my personal choice in the Cold Spring area. It has excellent Continental specialties, a riverfront view, and the best brick oven pizza on the river. My favorite dish is the Mexican pizza, loaded with guacamole, cheese, chicken, refried beans, and peppers. Just the thought makes my mouth water. The Riverview is three blocks north of

the Cold Spring main street next to the river. For boats too large for the Cold Spring Boat Club, it is possible to anchor north of Cold Spring and dinghy ashore.

## **The Newburgh Waterfront**

**Gully's Restaurant - 41°29'43" - 74°00'22"** at the "new" Newburgh Municipal Launch Ramp, 845-565-0077, West Shore The launch ramp is found 1.4 miles south of the Newburgh/Beacon Bridge. Gully's is really two restaurants in one location. The upstairs open air deck is a super casual place for food and drink. The downstairs dining area features a full menu of seafood specialties and steaks available all day long. There is docking for about 10 boats right alongside the floating barge.

**Torches Restaurant**, 120 Front Street, Newburgh, NY, 845-568 0100, on the Newburgh waterfront, 54 transient slips available. Torches Restaurant located at the northerly portion of the newly renovated area has its own easy access docks for its customers. There is an outside patio as well to enjoy the cool summer breeze. Reservations are accepted and are encouraged during the busy summer season.

**Nikola's Restaurant & Bistro - 41°31'00" - 74°00'23"** is at the Newburgh Yacht Club, Newburgh, NY, 845-561-5255, The Newburgh Yacht Club is found on the West shore tucked almost in the shadow of the Rt. 84 bridge. There is transit docking near the fuel dock. Call 845 561-5255 or VHF channel 68 for available dock space. Nikola's Restaurant is in the upstairs area of the club. Nikola's is open 7 days a week lunch begins at 11:30 AM and dinner continues until 10 PM. Breakfast is served on weekends from 7:30 AM to 10:30 AM.

The following restaurants are close to each other on Front St., Newburgh, NY

**Havana 59.** Cuban/Mexican food. 845-562-7767. Open everyday 11 AM to 9 PM.

**The River Grill.** 40 Front St. Newburgh. 845-561-9444. Contemporary American cuisine. Lunch 11:30 AM to 3 PM. Dinner 5 to 9 PM every day.

**Cena 2000.** 50 Front St. 845-561-7676. Italian cuisine, fine wines. Lunch weekdays 12 to 3 PM. Dinner 5-11 PM.

**Café Pitti.** 40 Front St. 845-565-1444. Open 11:30 AM to 10 PM daily. Wood fired pizza a specialty.

**The Blue Martini.** 50 Front. St. 845-562-7111. Open 11 AM to 11 PM Mon-Fri. Sushi a specialty.

**Trade Winds.** 40 Front St. 845-565-3939. Eclectic American cuisine. Open 11:30 AM to 9:30 PM weekdays, 11:30 AM to 10 PM weekends.

### **Between the Two Poughkeepsie Bridges....**

**Mariners-On-The-Hudson Restaurant**, 46 River Road, Highland, NY 12528. Telephone 845-691-6011, [www.mariner'sonthehudson.com](http://www.mariner'sonthehudson.com). Located on the west shore of the Hudson River opposite Poughkeepsie and just to the north of the Poughkeepsie Railroad Bridge. Mariners has a huge open deck directly over the river. There is an outside bar and a gazebo on the deck as well. Mariners is open year round. Restaurant hours 11:00 AM to 11:PM daily.

## **North of the Poughkeepsie Route 55 and RR Bridges....**

**Brass Anchor Restaurant - 41°44'19" - 73°56'26"** on the east shore at the Hyde Park Marina, 845 452-3232 or 845 452-3238. The marina is found 1.4 miles North of Red buoy #60 (buoy is 0.2 miles North of the RR bridge at Poughkeepsie). The marina is lit at night. Approximately 200 'of easy docking. Extensive selection of seafood specialties. Outside clam bar and patio dining overlooking the Hudson. Sunday Brunch from 11:30 to 2:30 year round featuring "all you can eat!"

## **The Hyde Park Area**

The Culinary Institute of America campus houses four restaurants: the American Bounty, serving American and Hudson Valley regional meals; the Bocuse Restaurant, specializing in various French regional cuisines; Ristorante Caterina de' Medici, serving traditional Italian dishes; and the Apple Pie Café emphasizing fresh seasonal ingredients wrapped with Asian inspiration and delicious desserts. The three gourmet restaurants all have top Zagat's rankings. Because of the CIA's popularity, advance reservations are strongly advised (845-471-6608). The Apple Pie Café is the most casual of the CIA's restaurants and takes walk-ins for lunch. [www.ciarestaurants.com/](http://www.ciarestaurants.com/)

## **Rondout Creek, Kingston, New York, West Shore....**

This area of the Hudson River is the number one destination for boaters...bar none. What makes it unique is the deep water in Rondout Creek and easy access to shore. The public docks are located between the two bridges which cross the river. Town access is also possible from the marinas on both sides of Rondout Creek. Some marinas offer ferry service. Rondout

Creek is just south of the Rondout Creek Lighthouse at the mouth of the Creek. On the north side of the Rondout Creek the Kingston Municipal Dock offers easy access to town.

**Mariner's Harbor Seafood Restaurant**, One Broadway, Kingston, NY, 845 340-8051 Located next to the Kingston City dock on the corner of Broadway and West Strand. The restaurant features a large open dining area separate from the bar and other dining areas. Mondays 4 PM to 10 PM, Tuesday through Saturday, 11 AM to 10 PM, Sunday noon to 9 PM.

**Rosita's Mexican Restaurant**, is directly on the water on Rondout Creek, 86 E. Strand, Kingston, NY, 845 339-5372. Rosita's has a banquet room, a dining room and an outside patio that seats 200. The menu has traditional and gourmet Mexican and International specialties plus daily pasta, seafood and steak specials. Rosita's is open 7 days a week from 11:30 am to 10:30 pm for dining. Indoor bar open until 2:00 am.

**Rondout Golden Duck**, Broadway and West Strand, Kingston, NY, 845 331-3221

**The Golden Ginza**, 24-28 Broadway, Kingston, NY, 845 339-8132 or 845 339-8134

**Ship to Shore Restaurant**, 15 West Strand, Kingston, NY, 845 334-8887. The restaurant combines Old New York Steak House atmosphere and progressive American cuisine. Live jazz Saturday from 7 PM-12AM. Wine lovers Wednesday. Open 7 days a week from 11:00 AM-11:00 PM with a late night bar. Free shuttle service to Rondout marinas.

**Downtown Cafe**, 1 West Strand, Kingston, NY, 845 331-5904. In the historic Mansion House, a few steps away from the Kingston Docks. Garden Terrace. Brunch starts at 9 AM Sunday. Open Mon.-Thur. 10 AM to 10 PM. Fri.-Sat. 10 AM to 11 PM.

**Rondout Bay Restaurant**, at Rondout Bay Marina, Eddyville, NY, 845-339-3917 Located at a private marina.

**The Anchorage Restaurant** at the Anchorage Marina, Eddyville, NY, 845-338-9899. Home style food. Dinners Tues.– Sat. 5 to 9:30 PM. Sun. 4 to 9 PM. Docking available.

## **North of the Catskill/Hudson Bridge....**

**Athens Riverfront Park**, Athens, New York, West Shore. There isn't a quainter area on the River than Athens, NY. The Village of Athens offers over 150 ft of dock to allow short-term visitors access to the restaurants and shops in the downtown Athens area. The dock area consists of a length of wooden floats adjoining the concrete bulkhead of River Front Park. There are no fees or services available at dockside. No overnight stays are permitted.

**Ursula's Riverside Diner**. Located just across the street from the public dock at the Athens Riverfront Park, this casual, comfortable spot features a selection of burgers and sandwiches at lunch time and pasta specialties for dinner. Open Tuesday -Friday 11 AM to 9 PM, Saturday 8 AM to 9 PM and Sunday 8 AM to 8 PM.

**The Boat House Restaurant**. At Shady Harbor Marina, New Baltimore, NY (between buoys 185 and 187). Steaks, burgers, seafood. Italian specialties. Free docking while dining.

**Yanni's Too** at Coeymans Landing Marina, Coeymans, NY. Restaurant 518-756-7033, Marina 518-756-6111, West Shore. Coeymans Landing Marina is located between Hudson River markers 189-191, There is an extensive ground dike directly across from the marina on the western side channel. Consult your up to date charts before entering the area, or call the marina on VHF channel 16 for further assistance. There are guest docks available for diners at Coeymans Landing Marina.

## **In the Albany and Troy area**

**Riverfront Bar & Grill - 42°39'49" - 73°44'42"** at the Corning Preserve Park, Albany, NY, 518-426-4738. Located 0.2 mile south of the Albany Railroad Bridge on the west shore at the bulkhead of the Corning Preserve Waterfront Park. Riverfront is open from May 1st to September 31st. Lunch and dinner are served Monday through Friday noon to 10 PM. Saturday Noon to midnight, and Sunday noon to 10 PM.

**The Albany Yacht Club - 42°38'16" - 73°45'00"** Rensselaer, New York, 518-465-9228, 518-445-9587, The club is 0.4 mile south of the Dunn Memorial Bridge on the east shore. Dinner is served from 6 PM to 8 PM with the lounge open from 5 PM to 11 PM.

**Troy Town Dock and Marina**, Troy, New York. The marina is 0.3 mile south of the Federal Lock in Troy, just south of the Green Island Lift Bridge. There is dockage for restaurant patrons through the marina. Call the marina at (518) 272 5341 or check with the dock personnel who are available 24 hours.

**Troy Pub & Brewery** at the Troy Town Dock and Marina Troy, NY 518-273-2337. Overlooking the Troy Town Dock, the multi-story Troy Pub & Brewery offers a range of pub style cuisine. There is an operating boutique brewery right on the premises producing a selection of full flavored beers. They are open daily for lunch a dinner starting at 11:30 AM and serve dinner until at least 11 PM every evening. (Friday and Saturday until midnight).

**The River Street Cafe**, on the Troy Town Dock and Marina Troy, New York, 518-273-2740. The River Street cafe offers a variety of cuisines including selections of Italian, French/Continental, and Thai. The restaurant is open for dinner at 5:30 PM Tuesday through Saturday.

## **Appendix 2: Fuel Stops and Marinas on the Hudson**

Note: Many coastal marinas from Cape May, NJ to Croton, NY were severely damaged by Hurricane Sandy. Most have been repaired for the 2014 season. Marinas north of Croton, NY were largely unaffected. Still it is a good idea to call the marina before entering to see if your boat can stay or be fueled.

### **Liberty Harbor Marina, Jersey City, NJ**

The marina is on the north side of the Morris Canal, Minimum water on approach is 20' with 20' at the dock. Unleaded gasoline (89 Octane) and diesel are available. Days and times of operation are daily from 8 am to 4:30 pm all year. (Closed Saturday and Sunday from the end of November to mid-April.) Expanded hours for the summer season (May 15th to October 15th) are daily from 8 am to 8 pm. Visa, MasterCard, American Express and Discover are accepted. For further information call 201 386-7500.

### **Port Imperial Marina, Western Shore, 40 ° 46' 15"- 74° 00' 48" Weehawken, New Jersey**

The facility is directly across from the Aircraft Carrier Intrepid (42nd Street in Manhattan) Minimum water on approach is 25' with 6' at the dock. Hess unleaded gasoline (93 Octane) and Hess diesel are available. Days and times of operation are 8 am to 6 pm seven days a week with extended summer hours are from 8 am to 8 pm from Memorial Day to labor Day. The facility is open all year. Visa, MasterCard, Discover and American Express are accepted. (Note: the facility is a BoatUS cooperating marina.) For further information call 1-201-902-8787 or 201-902-8788 Contact on VHF Channel #88A.

### **Englewood Boat Basin, Western Shore, 40 ° 52' 42" -73° 56' 45", Englewood, New Jersey**

The marina is 1.6 miles north of the George Washington Bridge. Minimum water on approach is 6' with 5' at the dock.

Fuel is available. Days and times of operation are 10 am to 5:30 pm Monday through Thursday and 9 am to 8:00 pm Friday through Sunday and holidays. Opening day is May 1st and closing day is November 1st. Visa and MasterCard are accepted. For further information call 1-201-894-9510.

**Alpine Boat Basin, Western Shore,  
40 ° 56' 47" - 73° 55' 11", Alpine, New Jersey**

South of the repositioned green buoy #5. Minimum water on approach is 6' with 4' at the dock. Unleaded gasoline (89 Octane) is available. Days and times of operation are 9 am to 5 pm Monday through Thursday and 9 am to 8 pm Friday through Sunday and holidays. Opening day is May 1st and closing day is November 1st. Visa and MasterCard are accepted. For further information call 1-201-768-9798.

**Tappan Zee Marina, Western Shore  
40 ° 02' 48" - 73° 55' 00" Piermont, New York.**

Located 1.3 miles south of the Tappan Zee Bridge. (Be certain to go well outside of the north side of the pier on approach. Along side of the pier there is a sunken steel barge.) Minimum water on approach is 4' with 3' at the dock. Unleaded gasoline (89 Octane) is available. Days and times of operation are 9 am to 6 pm seven days a week. Opening day is May 15th and closing day is November 1st. Visa, MasterCard, American Express and Discover are accepted. For further information, call 845- 359-5522. Pump out available.

**Tarrytown Marina, Eastern Shore  
41 ° 04' 28" -73° 52' 05" Tarrytown, New York.**

Follow the well-marked channel starting 0.1 mile north of the Tappan Zee Bridge to marina entrance. The entrance to the marina is marked with a flashing amber marker. Minimum water on approach is 12' with 12' at the dock. Texaco unleaded gasoline (89 Octane) and Texaco diesel are available. Open 7 days, 8 to 8 Visa, MasterCard, Discover and all other major cards are accepted. For further information call 914 631 1300. Pump out available.

**Westerly Marina, Eastern Shore, 41° 09' 42" - 73° 52' 15' Ossining, NY.** South of Croton Point in Ossining, opposite red buoy #18, Minimum water on approach is 10' with 8' at the dock. Unleaded gasoline (89 Octane) and diesel (40 cetane) are available. Days and times of operation are Wednesday through Saturday 8:30 am to 5:30 pm daily (Sundays until 9 am to 4 pm.) the gas dock is closed on Tuesdays. Opening day is April 15th and closing day is November 15th. Visa and MasterCard are accepted. Marine store, ice and beverages. Call 914 941-2203. Contact on VHF Channel #68. Pump out available.

**Haverstraw Marina, Western Shore, 41 ° 13' 07" - 73° 57' 53" West Haverstraw, NY.**  
The marina is on the west shore opposite red buoy #26. Minimum water on approach is 25' with 9' at the dock. The fuel dock supplies ValvTect brand products. Days and times of operation are 8 am to 8 pm seven days a week. During the winter months the fuel dock is opened by appointment. Visa, MasterCard, discover are accepted. For further information call 845 429 2001 (office). Contact on VHF channel #9 & 16. Pump out.

**Panco Marine Fueling, Western Shore 41 ° - 73° 57' 56" Stony Point, NY.**  
Located 0.3 mile north of red buoy #26 along the southern shore of Stony Point Bay (adjacent to Pennybridge Marine) at Grassy Point. Look for the sixty-foot long sixteen-foot high red sign on the side of the white fuel tank. Minimum water on approach is 12' with 5' at the dock. Panco unleaded gasoline (89 & 93 Octane) and Panco Premium diesel are available. Open all year. Days and times of operation are 8 am to 6 pm seven days a week. (During the summer season these hours are extended from 8 am to 8 pm) Visa, MasterCard, Discover, American Express. Please note: (If you call ahead they may be able to accommodate you even though the posted hours say closed.) For further information call 845 429 9120 or 800 477 4OIL (477-4645) Contact on VHF Channel #9. Pump out available.

**Minisceongo Yacht Club Western Shore  
41 ° 13' 33" - 73° 58' 09" Stony Point, NY.**

Club is located 0.3 mile north of red buoy #26 on the north side of Grassy Point. Minimum water on approach is 5' with 8' at the dock. Gulf unleaded gasoline (89 Octane) and Gulf diesel are available. Days and time of operation are daily, 8 am to 8 pm 7 days a week. Motor oil, 2-cycle oil, additives and ice are available. Opening day is April 1st and closing day is October 31st. Call 845 786 8767. Contact on VHF #9. Pump out available.

**Newburgh Yacht Club, (Hudson River Marine Services, Inc.) Western Shore, 41° 31' 00" - 73° 00' 23" Newburgh, NY**

Located 0.2 mile south of the Newburgh Beacon Bridge. Minimum water on approach is 12' with 6' at the dock. Citgo unleaded gasoline (89 Octane) and Citgo diesel are available. Days and times of operation are Tuesday through Friday from 11 am to 8 Pm, Saturday, Sunday & Holidays from 8 am to 8 pm, (closed Monday). Opening day is April 15th and closing day is November 15th. MasterCard, Visa, American Express, Discover and Citgo gas card are accepted. Call 845 565 3920 (bar) or (fuel dock) 845 562-0371

**Whites Hudson River Marina,  
41 ° 35' 08" - 73° 57' 08" New Hamburg, NY.**

Marina is opposite Diamond Reef red marker #56. Minimum water on approach is 40' at the dock. Unleaded gasoline (89 Octane) and diesel are available. Days and time of operation are 9 am to 6 pm Monday through Friday, and 9"30 am to 5 pm Saturday and Sunday. Opening day is May 1st and closing day is October 15th. MasterCard Visa and personal checks with driver's license ID is accepted. For further information call 845 297 8520. Pump out available.

**West Shore Marine Services, Western Shore,  
41 ° 36' 17" - 73° 57' 44", Marlboro, NY.**

Located 0.6 mile north of the red buoy #58. Minimum water on approach is 22' with 12' at the dock. Unleaded gasoline (89 Octane) and diesel are available. Days and times of operation are Monday through Saturday 8 am to 5 pm and Sunday 10 am to 5 pm. (Call ahead for extended hours) ice, soda, ships store, launch ramp, and clean restrooms are available. Opening day is April 1st and closing day is October 30th. Visa and Mastercard are accepted. For further information call 845 236 4486. Contact on VHF channel #9 & 16.

**Hyde Park Marina, Eastern Shore,  
41 ° 44' 19" - 73° 56' 26" Hyde Park, NY.**

The marina is 1.4 miles north of red buoy #60 (buoy is 0.2 mile north of RR bridge at Poughkeepsie). Minimum water on approach is 35' with 8' at the dock. Unleaded gasoline (89 Octane) and diesel are available. Days and times of operation are 10 am to 8 pm seven days a week from May 15th to October 15th. Visa, MasterCard, and American Express are accepted. For further information call 845 473 8283.

**Roger's Point Boating Association, Inc. Eastern Shore  
41 ° 46' 24" - 73° 56' 52" Hyde Park, NY.**

Club is at Crumb Elbow at the 50' "RP" shore marker. Minimum water on approach is 14' with 14' at the dock. Unleaded gasoline (89 Octane) and diesel is available. Days and times of operation are 8 am to 7 pm Saturday, Sunday and Holidays. (There are irregular hours on weekend's based on the availability of club personnel.) Opening day is during the second week of April and closing day is during the last week of October. Visa, MasterCard, and New York State personal checks with drivers license ID are accepted. For further information call 845 229 2236. Pump out available.

**Kosco Fuel Dock, (Rondout Creek) South Shore  
41 ° 55' 22" - 73° 58' 16" Kingston, NY.**

South shore of Rondout Creek 0.5 miles west of the Rondout Creek marker. Minimum water on approach 15' with 14' at the dock. Unleaded gasoline (89 Octane) and diesel are available. Days and times of operation are 8 am to 8 pm seven days a week. Opening day is May 1st and closing day is October 31st. Visa, MasterCard, Discover and American Express are accepted. For further information call 845 331-0210.

**Rondout Yacht Basin, South Shore, (Rondout Creek)  
41 ° 54' 44" - 73° 59' 19", Connelly, (Kingston) NY.**

South shore of Rondout Creek 1.4 miles west of the Rondout Creek marker. Minimum water on approach 15' with 15' at the dock. Unleaded gasoline (89 Octane) is available. Days and times of operation are 7 am to 8 pm seven days a week. Opening day is May 1st and closing day is November 31st. (Fuel is available from March 15th on an irregular schedule.) Visa, MasterCard, Discover, American Express and Bank Debit Cards are accepted. For further information call 845 331-7061. Contact on VHF Channel #9 & 16. Pumpout available.

**Certified Marine Service, South Shore, (Rondout Creek)  
41 ° 54' 42" - 73° 59' 35" Connelly (Kingston), NY.**

The marina is located 1.5 miles west of the Rondout Creek marker. Minimum water on approach 18' with 15' at the dock. Mobil unleaded gasoline (89 Octane) and Mobil diesel are available. Lead substitute for marina use is premixed into the gasoline. Days and times of operation are 8 am to 5 pm seven days a week. (During the summer season, Memorial Day to Labor Day, evening hours is sometimes extended.) Most major credit cards are accepted. For further information call 845 339 3060. Contact on VHF Channel #9 & 16. Pumpout available.

**Lou's Boat Basin#1 North Shore (Rondout Creek)  
41 ° 54'02" - 74° 01'03" Eddyville (Kingston) NY.**

North shore of Rondout creek 2.8 miles west of the Rondout Creek marker and opposite the west end of the Gumeear Island. Minimum water on approach is 15' with 12' at the dock. Power Test unleaded gasoline (89 Octane) and Power Test diesel are available. Days and times of operation are 10 am to 7 pm seven days a week. Opening day is April 15th and closing day is November 1st. Visa, MasterCard and personal checks with driver's license ID are accepted. For further information call 845 331 4670.

**Saugerties Marina, South Shore (Esopus Creek)  
42 ° 04' 11" - 73° 56' 16" Saugerties, NY.**

The marina is on the south side of Esopus Creek 0.5 mile in from Hudson River. Entrance to Esopus Creek is 0.2 mile north of green buoy #91. Minimum water on approach is 25' with 16' at the dock. Mobil unleaded gasoline (89 Octane) and diesel are available Days and times of operation are from dawn to dusk seven days a week from April to the end of October. Fuel service can be arranged at other times of the year. Visa, MasterCard, American Express, Discover, and Mobil gas card are accepted. Call 845 246 7533.

**Riverview Marine Services, Inc., North Shore, (Catskill Creek) 42° 12' 52" -73° 51' 50" Catskill, NY.**

North side of Catskill Creek 0.7 mile west of green buoy #119. Minimum water on approach is 12' with 10' at the dock. Unleaded gasoline (89 Octane) and diesel are available. Days and time of operation are 8 am to 5 pm Monday through Thursday, 8 am to 7 pm Friday & Saturday, and 9 am to 5 pm on Sunday. Opening day is April 1st and closing day is December 1st. Visa, MasterCard and Discover are accepted. For further information call 1 518 943 5311. Contact on VHF Channel #9,16 & 68. Mast lowering and raising service. Pumpout available.

**Catskill Marina North Shore, (Catskill Creek)  
42 ° 12' 52" - 73° 35' 50" Catskill, NY.**

North side of Catskill Creek 0.7 mile west of green buoy #119. Minimum water on approach varies from 7' to 14' with 14' at the dock. Mobil unleaded gasoline (89 octane) and Mobil diesel are available. Ice, pump out, transient docks, short walk to village. Days and times of operation 9 am to 9 pm seven days a week. Opening day is May 1st and closing day is during the last week of October. (Hours may vary at the beginning and the end of the season.) Visa, MasterCard, Discover, American Express and Mobil Gas Card are accepted. Call 518 943 4170 or 800 747 2720. Pumpout available.

**Hop-O-Nose Marine Inc., South Side, (Catskill Creek)  
42 ° 12' 48"-73° 51' 58" Catskill, NY.**

The marina is on the south side of Catskill Creek 0.8 mile west of green buoy #119. Minimum water on approach 12' with 12' at the dock. Mobil unleaded gasoline (89 Octane) and Mobil diesel are available. Days and times of operation are 8 am to 8 pm seven days a week. Opening day is April 15th and closing day is November 1st. Visa, MasterCard, American Express, Discover, and Mobile gas card are accepted. For further information call 518 943 4640. Mast lowering and raising service. Pumpout available.

**Catskill Yacht Club, South Shore, (Catskill Creek)  
42 ° 12' 54" - 73° 52' 06" Catskill, NY.**

Club is located on the south side of Catskill Creek 0.9 mile west of green buoy #119. Minimum water on approach 12' with 12' at the dock. Unleaded gasoline (89 Octane) is available. There is limited weekend daytime operation based on the availability of club personnel. Opening day is April 15th and closing day is October 15th. Personal checks with drivers license ID are accepted. Call 518 943 6459. Pumpout available.

**Hudson Powerboat Association, Eastern Shore,  
42 ° 15' 32" - 73° 46' 43" Hudson, NY.**

The club is on the east (main) channel of Middle Ground Flats opposite green buoy #133 just north of the Athens Lighthouse. Minimum water on approach 22' with 22' at the dock. Unleaded gasoline (89 Octane) is available. Ice and Pump out. Days and times of operation are 6:30 am to 9 am and 4 pm to 6 pm Monday through Friday, and 8 am to 8 pm Saturday and Sunday. (Hours of operation can vary.) Opening in May and closing in October. Cash only at the dock. Call 518-828-9023.

**Coxsackie Yacht Club, Western Shore,  
42 ° 21' 37" - 73° 43' 48" Coxsackie, New York.**

Club is on the west, non-channel side of Coxsackie Island, opposite the south end of the island. Access from the south side of the channel is very limited due to a sand bar on the east side and rocks/old cars close to shore. Minimum water on approach 8' with 14' at the dock. Unleaded gasoline (89 Octane) is available. Days and times of operation are 9 am to 5 pm Saturday, Sunday and Holidays with sales limited to club and Mohawk Council members only. Opening day is May 15th and closing day is October 1st. Cash only at the dock. For further information call 518-731-9819. Pump out available.

**Shady Harbor Marina, Western Shore,  
42 ° 26' 44" - 73° 47' 18" New Baltimore, New York.**

Opposite green buoy #185. Minimum water on approach 12' with 12' at the dock. Unleaded gasoline (87 & 92 Octane) and diesel are available. Days and times of operation are 9 am to 7 pm daily (8 pm on Friday). Please note the fuel dock usually stays open until nightfall. Opening is during the first week of April and closing is during the last week of October. Visa, MasterCard, American Express, Discover and New York State personal checks with driver's license ID are accepted. For further information call 518-756-8001. Contact on VHF Channel #9, 16 & 68. Pump out available.

**Coeymans Landing Marina, Western Shore,  
42 ° 28' 30" - 73° 47' 21" Coeymans, New York.**

Opposite red buoy #190. Minimum water on approach is 7' with 7' at the dock. Boaters are cautioned that there is an extensive rock wall (silt control dike) and mud flats directly across from the marina in the channel. This rock wall extends for about 900 yards along the whole length of the Coeymans waterfront area. Consult your NOAA charts before approaching or leaving the area. Special Note: There is a new set of privately maintained buoys (11 in all) marking the inside of the Coeymans Harbor Channel. Mobil unleaded gasoline (89 Octane) and Mobile diesel are available. Days and times of operation are 8 am to 8 pm seven days a week. (Note that marina personnel are available around-the-clock for emergency fuel service.) Opening day is April 1st and closing day is November 15th. Visa, MasterCard, and Mobil Gas Cards are accepted. For further information call 518-756-6111. Pumpout available.

**Castleton Boat Club, Eastern Shore,  
42 ° 31' 57" - 73° 45' 28" Castleton, New York.**

The club is 1.5 miles north of the Castleton Bridge. Minimum water on approach is 12' with 12' at the dock. Unleaded gasoline (89 Octane) and diesel are available. Lead substitute for marine use is premixed into the gasoline. Do it yourself mast lowering and raising. Pumpout available.

**Albany Yacht Club**

Days and times of operation are 8 am to 6 pm seven days a week. (Hours can vary on the availability of club personnel.) Opening day is May 1st and closing day is October 22nd. Visa, MasterCard and American Express are accepted. For further information call 518-445-9587 (Dock Master) or 518-465-9228 (Clubhouse). Contact on VHF Channel # 9 & 16. Pumpout available.

**Troy Dock and Marina Inc., Eastern Shore,  
42 ° 44' 16" - 73° 41' 20" Troy, New York.**

The facility is located 0.3 miles south of the green buoy # 229 between markers T2 and T4 (privately maintained) and just north of the Green Island Lift Bridge. Minimum water on approach is 16' with 16' at the dock. Gulf unleaded gasoline (89 Octane) and Gulf diesel with high speed pumping is available. Days and times of operation are 8 am to 10 pm seven days a week. Opening day is during mid-April (subject to high water) and closing day is during the third week of November. Visa, MasterCard, American Express, U.S. Government cards and New York State personal checks with drivers license ID are accepted. (Note: Members of Nautical Miles and BOAT/US receive a ten cents per gallon discount on their marine fuel purchases.) For further information call 518-272-5341 Ext. 31. Contact on VHF Channel # 13 & 16. Pumpout available.

**Troy Motorboat & Canoe Club, Eastern Shore North Troy,  
New York.**

The club is found along the eastern shore, 0.4 miles south of the Route 4 Bridge opposite the red buoy. Unleaded gasoline (89 Octane) is available. Pumpout available.

## Appendix 3: Hudson River Anchorages

**Introduction:** Anchoring along the Hudson is fairly easy along most of its length. The exceptions are in the Hudson Highlands where the river cuts through the Appalachian Range and the industrialized portions of the river near New York City and Albany.

Local boat owners typically use Danforth, Fortress or Bruce anchors although there is no reason why other types won't work as well. A boat length of chain next to the anchor is plenty. There is little advantage in using an all chain rode unless you have a power driven windlass with a chain gypsy since there are few rocks to abrade a nylon line. If you have a reliable depth finder you can anchor next to either bank along most of the river length.

Bear in mind that the river is tidal and has both upstream and downstream current flows. The average tidal range is three feet so when selecting an anchoring spot near high tide, be sure to add three feet to the draft of your boat. The reversing tidal current flow means that your boat will swing around at least once during an overnight anchorage. If your main anchor doesn't reset easily, use dual bow anchors set in a 45° configuration or use a stern anchor.

In the Tappan Zee/Haverstraw Bay area it is easy to anchor along both shores. The river shallows a long way from land. Use your charts and depth finder to pick a suitable spot.

As you progress northward, the river gets narrower and the wash from boat traffic becomes more of a problem. The worst wakes are from tugboats without a tow proceeding at high speed to their next assignment. There is little danger from the wake. It is just disturbing. Keep a sharp lookout during mealtimes and put away breakable crockery before retiring. Don't forget about your anchor light after dusk.

The river is 150 to 200 feet deep where it cuts through the Appalachian mountains in the Hudson Highlands but shallows abruptly near the banks. The good anchoring zone is quite narrow and there is usually little protection from waves generated by river traffic. The bottom near the shore is generally sand, mud or hard clay but as you get further north there are some shallow spots with a grassy cover. Numerous bays offer some protection from strong winds and river traffic.

The Hudson has been used as an avenue of commerce since Colonial times and the bottom is rich with 300 years of wrecks, old construction, abandoned piers, and natural hazards, most of which are uncharted. The rotting remnants of old pier pilings that emerge at low tide are particularly troublesome. Use caution when anchoring at high tide near long established communities. You never know what lurks beneath your boat.

Some of the anchorages described in this appendix have been used for two centuries. Many of the anchorages on this list were cataloged by Michael Zydiak over two decades ago. However conditions change from time to time, buoys are renumbered, and grass grows. The river is never static. I've updated the list, included additional anchorages and added GPS locations where appropriate. When in doubt, pick up your VHF and ask for local knowledge. Don't be shy. Other boaters will only be too happy to help.

**Under the Palisades from G.W. Bridge to Piermont.  
40°51'19" – 73°57'27" to 41°02'30" - 73°53'44"**

The Palisades along the western shore of the river provides shelter from prevailing westerly winds. The bottom near the shore provides good anchoring along this 9 mile stretch. The area is wide open and there is no wake protection from larger river traffic. There limited access to shore. You can dinghy to some of the park areas. Better anchorages are found upriver.

**Phillipse Manor Beach  
41°05'32" – 73°53'22"**

Day anchoring is feasible in the cove just north of Kingsland Point. There is no wake protection from the main channel of the river and no protection from northwest and southwest winds. The bottom is soft mud with good holding.

**Hook Mountain  
41°07'36 – 73°54'14"**

On the western shore of the Hudson, several miles north of Nyack, the bottom is primarily silt and has excellent holding power. Unprotected from river traffic wakes with a strong current.

**Black Beach  
41°10'17" – 73°55'53"**

This popular spot is on the western shore just north of the flashing green marker. There is protection from south and southwest winds. The area is exposed to wakes from the main channel and the current is strong. There are several rocks visible at low tide about 150 yards north of the marker but it is possible to anchor quite close to the shore. Several small beaches can be reached by dinghy.

### **South of Croton Point**

**41°11'12" – 73°53'41"**

The bottom is soft mud and has excellent holding power but the bay is shallow. There is protection from north, northwest and west winds. Access to shore is relatively easy by a short dinghy ride. Ossining is a half mile by dinghy to the east. There is good protection from river wakes. Swimming is excellent. The area is reputed to be the best fishing ground on the Hudson. Avoid cutting too close to the southern tip of Croton Point (Tellers Point) since an underwater rock ledge runs south for 1/8 mile. It is a good spot for overnighting for boats with less than 4' draft.

### **North of Croton Point**

**41°11'17" – 73°53'49"**

The bay just north of Croton Point is one of the best anchoring locations in the Hudson. The bottom is hard sand with an average depth of 8' until quite close to shore. Croton Point is a large county park with miles of hiking trails and recreational facilities and can be reached easily by dinghy. Swimming is excellent. There is little protection from north or northwest winds but the hook of the point provides some protection from westerly winds. Access to Croton-on-Hudson facilities and the Metro North commuter railroad to NYC is available by a short dinghy ride to the Croton town dock at Senasqua Park. There is an underwater rock ledge extending several hundred yards north of the upstream end of Croton Point.

### **South of Georges Island Launch Ramp**

**41°14'01" – 73°56'30"**

The cove next to the Georges Island launch ramp on the east shore has good holding on a mud bottom. It offers protection from north winds. You can dinghy ashore to the park area on Georges Island. This is a good place for picnics. During the day there is a lot of jet ski traffic to and from the launch ramp. The inviting looking bay just north of Georges Island has a bottom covered with broken bricks from the brick factories which lined the Hudson. Maximum draft in the bay is 3 feet.

### **North of Jones Point**

**41°17'44" – 73°57'50"**

A clay bottom offers very good holding on the western shore in the cove between Jones Point and Iona Island. You are sheltered from south winds but open to the north. Iona Island is a protected sanctuary for Bald Eagles. It is a good place for bird watching. This is a very small anchorage area and has room for only a couple of boats

### **South of the Bear Mountain Dock**

**41°18'46" – 73°59'00" and 41°19'03" – 73°59'12"**

The river shallows abruptly as you approach the western shore. Check your depth finder carefully. The bottom is soft mud with fair holding. Because of the strong and reversing current, overnights should use two anchors in a Bahamian mooring pattern. You can dinghy to the Bear Mountain State Park dock to make full use of park facilities.

### **South of Con Hook**

**41°20'47" – 73°57'54"**

Located on the western shore. There is a clay bottom with good holding ground. There is protection from northerly winds but none from the south.

### **Foundry Cove**

**41°24'38" – 73°57'24"**

This cove is just south of the village of Cold Spring on the eastern shore. It can be identified by a faux Grecian chapel overlooking the water. Only shallow draft vessels should anchor in the northern part of the cove although there is some deeper water at the southern end of the cove. The bottom is clay and rock with grass. You may have to try and set your anchor several times. There is protection from north, east, and south winds. Unfortunately this attractive anchorage has both deadheads and rocks which are only visible at low tide. Best to anchor at low tide and set two anchors to avoid swinging. You can dinghy to the Cold Spring Yacht Club and walk to the main downtown area.

**North of Cold Spring**  
**41°25'20" – 73°57'53"**

The bay just north of Cold Spring, on the eastern side of the river, provides generally fair to good holding in a bottom of clay and hard mud with some rocks and weeds. The river shallows quickly as you approach the bank. You can dinghy to shore and walk about a block to the downtown area. There is no protection from river traffic wakes.

**Sandy Beach, North of Little Stony Point**  
**41°25'54" – 73°58'17"**

Located on the eastern shore just north of Little Stony Point. The bottom is mud with good holding. The beach itself is accessible by dinghy and offers facilities for picnics. There is some protection from northeast and east winds. It is about a half mile walk to downtown Cold Spring.

**Little Stony Point to South of Pollepel Island (Bannerman's Castle)**  
**41°25'54" – 73°58'17" to 41°27'16" – 73°59'13"**

This two mile stretch on the eastern shore has a mud and silt bottom. Depending on weed growth anchoring is easy or hard. Once you get the anchor to set, holding is good. Close to the island there is some protection from northeast and east winds. The shore is inaccessible because of railroad tracks.

**East of Pollepel Island**  
**41°27'22" – 73°59'12"**

The narrow channel between the island and the river bank has 12' of water close to shore. There is a mud bottom with good holding. Careful positioning provides wind and wake protection from all directions. Enter from the south side of the island. There are the remnants of an old causeway from the shore to the island on the north that is not marked on the charts. The current is swift and swimming is unwise. The island itself is posted and the ruins of the castle are dangerous.

### **South of Plum Point**

**41°27'33" – 74°00'39"**

A day only anchorage. Protection from the south and west. The area is very shallow and depth measurements on the charts are irregular. Use your depth finder. Bottom is grass covered soft mud and silt with some rocks. There is no access to shore.

### **North of Plum Point**

**41°28'07" – 74°00'44"**

The bottom is a fair to good holding ground with a mixture of sand, silt, and clay and rocks very close to shore. There is protection from the south and west. There is no access to shore.

**NOTE:** The area from Dennings Point, including the harbor area of Beacon is very heavily packed with weeds. The area along the eastern shore north of the Newburgh /Beacon Bridge almost up to Chelsea is also heavily packed with weeds and should be avoided.

### **South of Clinton Point**

**41°36'52" – 73°56'47"**

This is a stone crushing area with a lot of commercial traffic. The small area south of the crusher at the 28 foot mark offers fair holding ground. Best on weekends. There is protection from the east, northeast, and south.

### **Outside of Vandenburg Cove**

**41°51'28" – 73°56'07" to 41°52'49" – 73°56'05"**

On the eastern shore north from Dinsmore Point to just south of Jones Island, the bottom is sand and silt with a grass covering. It has fair to good holding. There is protection from north, south and east winds. Do not anchor on the west side of the channel opposite the cove because of the shallows.

### **Rondout Creek**

**41°54'18" – 74°00'27" & 41°53'48" – 74°01'03"**

There is a popular anchorage with a sandy bottom and good holding about 2.5 miles from the entrance marker. The area offers protection from wind from all quarters. There is a sandy beach with good swimming and very little current. A very popular anchoring area is further to the west in Eddysville on the south shore. It stretches up to the bridge abutments east of the falls. Most of the area has good swimming. You can dinghy to shore anywhere along Rondout Creek to visit restaurants, shops, and marinas. Despite the availability of good anchorages, most boaters prefer to tie up at the reasonably priced Kingston town docks where they are much closer to the action in this lively town.

### **Saddle Bags**

**42°01'53" – 73°56'24" to 42°02'37" – 73°54'32"**

There is a good anchorage on the western shore opposite Glasco. The bottom is all sand and the anchorage offers protection from the northwest. Boaters often throw out a stern anchor and tie off to shore. It is a good spot for overnights. There is an adjacent NYS park area with restrooms, a picnic area, and a roped off swimming area.

### **East of Green Flats and Upper Flats**

**42°04'54" – 73°55'24" to 42°07'32" – 73°54'32"**

On the east shore. The bottom is sand covered with grass with good holding. It is a good spot for overnights but there is no access to shore because of the railroad tracks. Be sure to use your anchor lights. Although the anchoring area is deep, do not cut across to the main channel or you risk grounding. Consult your charts before entering or leaving.

### **Jetty at Duck Cove**

**42°09'34" – 73°53'50.4" (North Side)**

**42°09'22" – 73°53'57" (South Side)**

**42°09'12" – 73°54'09" (Silver Point)**

Anchoring is better just north or just south of the jetty, although some boaters like to anchor just off Silver Point. The jetty keeps down some of the wash from the river and offers protection from north or south winds. The bottom is sand and offers good holding.

### **North Germantown Launch Ramp Inlet**

**42°09'43" – 73°53'04"**

This area is best for boats with less than a 4' draft. There is a sand bottom with good holding. Swimming is good with protection from the river current. It is a good spot for an overnight with some protection from south and east winds. You can dinghy to the park which has some limited facilities and a restroom.

### **Catskill Creek**

**42°12'46" – 73°51'44"**

Located on the south shore of Catskill Creek just west of Hop-O-Nose Point, Proceed up the creek a bit. The bottom is sand and silt with good holding. Boaters will drop a bow anchor then tie up with a stern line to a tree on shore. There is good wind protection from all directions and little current. You can dinghy to shore to partake of the many restaurants and services. This is a high small boat traffic area so use caution.

### **North of Greendale**

**42°12'44" – 73°50'55"**

On the east shore of the river opposite the entrance to Catskill Creek, the bottom is silt, sand, and grass and offers fair holding. The current is strong so swimming is inadvisable.

### **West of Rodgers Island**

**42°13'33" - 73°50'56"**

Located just north of the Rip Van Winkle Bridge there is a sand bottom with good holding. You can dinghy to the island where there is some camping but no facilities.

### **West Side of Middle Ground Flats**

**42°15'20" – 75°48'36" to 42°16'47" – 75°47'30"**

The main shipping channel runs to the east of the Middle Ground Flats. There is plenty of anchoring room on the west side from Athens to a mile north. At the north end there is a nice sandy beach with some swimming. The bottom is mainly sand with very good holding. There are strong currents in the area. There is wind protection from all directions except due north. Grassy shallows extend both north and south from the ends of the flats so use caution when entering or returning to the main channel.

### **East Side of Stockport Middle Ground**

**42° 18'44" – 73°46'42" to 42°19'47" – 73°46'30"**

On the east shore from just south of the Stockport Middle Ground to Gays Point the bottom is sand and offers good holding. There is a sandy beach on the island when you can swim close to shore. There is good wind protection from all directions. Be very careful of the shallows at the northern end of the island. The passage to the main channel is both shallow and very narrow and there some unmarked pilings. If your boat draws more than 3'6" your best bet is to retrace your route and go around the southern end of the island.

### **West Side of Cocksackie Island**

**42°22'00" – 73°46'50"**

There is a good anchorage to the west of Cocksackie Island but be warned that there is a lot of traffic in the area. The mud flat at the southern end of the island has almost cut off access from the main channel. Stay close to the western shore of the river until you are nearly opposite the middle of the island. Once in the anchorage area there is a mud bottom with good holding.

### **East of Houghtaling Island**

**42°25'33" –73°46'36" to 42°28'48" – 73°46'20"**

This dead end anchorage is one of the most popular anchorages on the river. There is very good protection from all winds. The bottom is sand and mud and stretches for three miles before it dead ends near Little Schodack Island. There is very little current. Be careful of uncharted rocks near the upper end. Just a caution, if you anchor here in midsummer, be sure to have mosquito screens up by 6 p.m. This is a good spot to anchor to make the morning Troy Lock opening.

There is very limited anchoring from this point north through Albany and Troy. If you must stop, it is best to stay at one of the yacht clubs or marinas listed in Appendix 2.

### **Troy Lock bulkhead**

**42°45'01" –73°41'06"**

You can tie up at the Troy Lock bulkhead on the east side of the river while waiting for the lock to open. In the past it was possible to remain here overnight if you arrived after the last evening opening. Otherwise staying at the bulkhead for more than a few hours is discouraged.

## **Appendix 4: Erie Canal Information**

### **Navigation Season & Operating Hours**

The New York State Canal System operates from early May to early November. Operation of Canal System segments is subject to the latest water and weather conditions. The hours of operation for locks and lift bridges are set in conjunction with Eastern Daylight Savings Time. Daily hours of operation on the Canal System are from 7 A.M. to 5 P.M. Mariners are also reminded that the Canal System will typically close for the season during the first week in November

### **Canal System Statistics**

Total Mileage: 524 miles

Segment Mileage:

Erie Canal: 338 miles

Champlain Canal: 60 miles

Oswego Canal: 24 miles

Cayuga-Seneca Canal: 12 miles

to Ithaca and 45 miles

to Watkins Glen/Montour Falls 45 miles

Lock Dimensions

328 feet long, 45 feet wide

Area available for vessels: 300 feet long, 43.5 feet wide

### **Bridge Clearances, Channel Depths**

Waterford to Three Rivers 21 feet, 14 feet

Three Rivers to Tonawanda 15.5 feet, 12 feet

Oswego Canal 21 feet, 14 feet

Champlain Canal 17 feet, 12 feet

Cayuga-Seneca Canal 16.5 feet, 12 feet

\*Bridge clearances are given at normal pool and are subject to variation.

## **How to "Lock Through" Canal System Locks**

Vessel operators and visitors are advised to exercise extreme caution and stay well clear of all dams.

### **Approaching the Lock:**

On approaching the lock, hail the Lock Operator on Marine Channel 13 or sound three blasts on your horn to signal that you are approaching and request service. A red light indicates the lock is not ready. Stop at a safe distance and stand by for a green light. Before entering the lock, check that fenders are properly positioned.

### **Entering the Lock:**

A green light means come ahead. Enter the lock slowly and stay in line of approach. In the lock chamber, station vessels alongside the lock wall as directed by the Lock Operator. During the lockage, keep bow and stern close to the wall by looping line to holding apparatus (lines, ladders, cables or pipes) as provided.

**DO NOT TIE LINES.** Serious injury can result from using hands and feet to fend a moving boat off a wall. Use a boat hook, paddle or oar. Do not wrap lines around hands or feet as lines may tighten and cause injury.

### **Exiting the Lock:**

Take in lines when lock gates are fully open and shove off away from the wall. Proceed slowly out of the lock chamber in order. Observe "lock limit" speed before increasing cruising speed.

## **Navigational Aids**

Navigational aids on the New York State Canal System conform to the U.S. Coast Guard lateral system of buoyage (red right return). Note that buoyage reverses from red on starboard to red on port, north of Champlain Canal Lock 12 at Whitehall, and on the entire length of the Oswego Canal.

Failures and displacements of navigational aids may occur. Please report discrepancies in navigational aids to Canal staff.

## **Navigation Charts**

Navigation charts for the New York State Canals may be obtained through the National Oceanic and Atmospheric Administration - NOAA, Distribution Branch, N-CG33, Riverdale, MD 20737, (301) 436-8301, and at some local bookstores, marinas and boat chandleries.

## **Vessel Registration**

All mechanically propelled vessels - regardless of size - operating on the waters of New York State must display numbers showing valid registration in the principal state or country of use. Documented vessels may display a current state registration decal.

## **Customs**

Masters of foreign flag vessels must report arrivals immediately to U.S. Customs at the first U.S. port of entry. Boaters entering Canadian waters must contact a reporting station at their first opportunity.

\* U.S. Immigration and Naturalization: 1-800-375-5283

\* U.S. Customs 1-800-927-5015

\* Canadian Customs 1-888-CANPASS (1-888-226-7277)

## **Marine Sanitary Devices**

Check New York State Parks, Recreation and Historic Preservation Website for more information or call (518)474-0445. The entire canal is a No Discharge area.

## **Emergencies**

To report emergencies on the Canal System, call: 1-800-635-8856.

## **Air Draft Heights**

Heights\* of Lowest Bridges from Waterford to Oswego:

1. Bridge E-3, 9th Street, Waterford 21.78 feet at normal pool
2. Bridge E-4, Trestle, Waterford 21.75 feet at normal pool
3. Bridge 0-13 Trestle, Oswego 21.15 feet at normal pool
4. Bridge E-40, Trestle, Lock E-19 \*22.37 feet at normal pool  
\*(21 feet at current operating level)

\*All bridge heights listed at normal pool. Pool level subject to variation due to extreme weather and canal operations. For more in-depth info refer to New York State Canal System Cruising Guide.

## **For More Information**

For information on planning a Canal System vacation or visit, call toll-free, 24 hours daily: 1-800-4CANAL4.

**For navigation information**, call the Office of Canals at (518) 471-5016, Monday-Friday, 8:00 a.m. - 4:00 p.m., or write:  
New York State Canal Corporation  
P.O. Box 189  
Albany, NY 12201-0189.

The New York State Canal System is operated by the New York State Canal Corporation, a subsidiary of the New York State Thruway Authority.

For more New York State boating information, you can also visit the Marine and Recreational Vehicles site of the New York State Office of Parks, Recreation and Historic Preservation.