



HUDSON RIVER HAPPENINGS NEWSLETTER

Compiled by the HRBYCA <https://www.hrbyca.org>

October 2023

November 28, Membership Meeting

Hudson River Boat & Yacht Club Association
General meeting November 28, Hosted by;
Ossining Boat & Canoe Club, 1 Westerly Road
Ossining, NY 10562

Elections for 2024 HRBYCA Board and Officers will be held in November 2023. Think about joining the HRBYCA B.O.D. as we celebrate our 49th year.

Dear Members,

Please consider running for one of the Board of Director's positions. Our organization needs your input in running the HRBYCA. We continue to represent the interests of recreational boaters and you can help by joining us.

The 2024 elections will be held Nov. 28th, during our regular meeting, at the Ossining Boat & Canoe Club. Nominations are now being accepted for all open positions. Nominations will also be accepted from the floor at the November meeting.

The board meets in Feb., April, June, Aug., Oct., and Dec. via ZOOM.

Positions available;

Position	Term
President	1 year
Vice President	1 year
Treasurer	1 year
Secretary	1 year
Director	2 years
Director	2 years
Henry Matheus, Director	1 year left
Coulter Young, Director	1 year left

Nominations or questions regarding the elections can be sent to: president@hrbyca.org

Thank you and regards,

Jerry Silverman/HRBYCA President

president@hrbyca.org

MORE CHPE DETAILS

The Canadian Hydro Power Express (CHPE) project is upon us. To help keep HRBYCA member clubs in the loop, your government affairs committee has attached some select pages contained in a recent 8/4/23 filing of a CHPE Hudson Mattressing Method Statement that offers details on how the cable will be placed in the river and the use of large, concrete “mattress” protective measures.

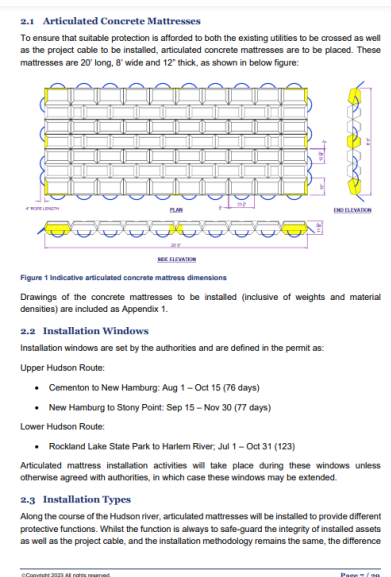
It's unclear at this time what the target cable depths will be. However, CHPE documents outline protective mattresses is required for any cable burial depth less than (shallower) than 7 feet.

Commercial tug, barge and shipping interests remain concerned about the potential of accidentally snagging the cable (actually two 5-inch cables) in an emergency. Specifically, they say the proposed shallow cable burial depth and concrete mattresses are a safety issue, and advise that if a ship was to accidentally damage/harm the cable with their anchor, such as an emergency loss of power situation, they would be held liable for damages. This could lead to a captain's reluctance to anchor in the future when emergency conditions require, potentially leading to greater harm to the river. HRBYCA shares these concerns.

I've pulled out 5 pages from the Statement to share with you that may be helpful to your club in understanding the project.

Additionally, also included are 2 images from the CHPE-Hudson Mattressing Drawings EM&CP Segment 19 document showing cable location.

Page 5: A schematic of the "Articulated Concrete Mattresses" and current installation window dates:



Page 9 and 10: Cable burial depth and number of utility crossings:

2.3.3 Remedial Protection Mattresses

Remedial protection mattresses (remedial mattresses) are to be installed anywhere along the route at which the cable has not been able to be lowered to the required 7' coverage. This is as shown in below figure:

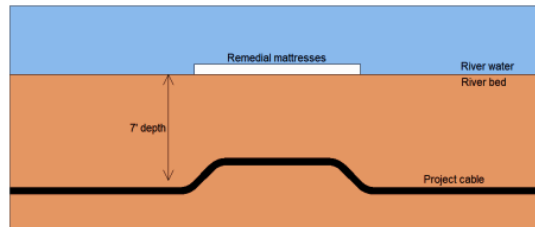


Figure 4 Indicative remedial mattressing drawing

As shown in the indicate drawing, remedial mattresses are to be used once the cable depth of lowering becomes less than 7 feet. It can be seen that once the depth of 7 feet is regained, the remedial mattresses are no longer required.

2.4 Installation Locations

Installation locations are to be anywhere that a utility crossing is required and anywhere that burial of the project cable is less than 7 feet. Provisionally, the utility crossings identified are:

- 76 in Upper Hudson
- 20 in Lower Hudson

The exact detailed location for mattress installation and the number of mattresses to be used at each location (pre-lay plus post-lay) are to be informed by the crossing agreements made with the utility owners.

Page 15: Here's what a mattress looks like being installed:

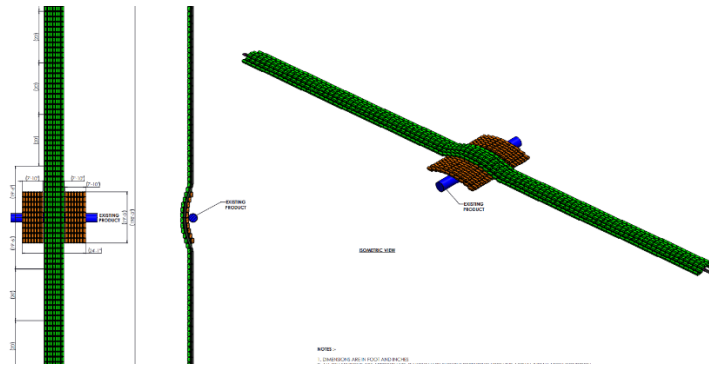
4.1.3.1 ROV and Associated Spread

The ROV unit itself will need to be mobilised onto the vessel and have a dedicated storage location on deck to seafasten during transit. An indicative ROV mattress installation tool is as shown in below figure:

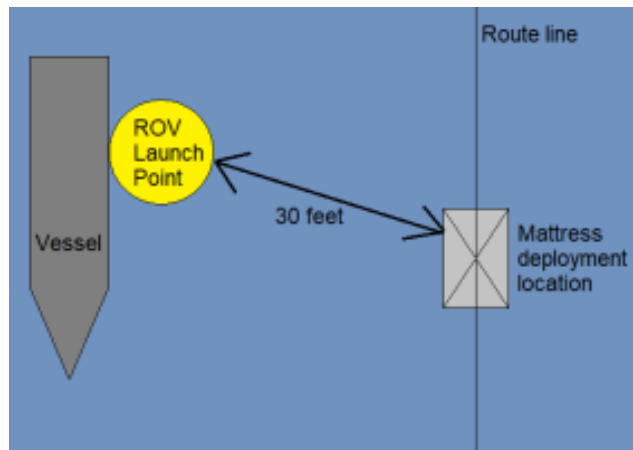


Figure 7 Indicative ROV Mattress Deployment Frame

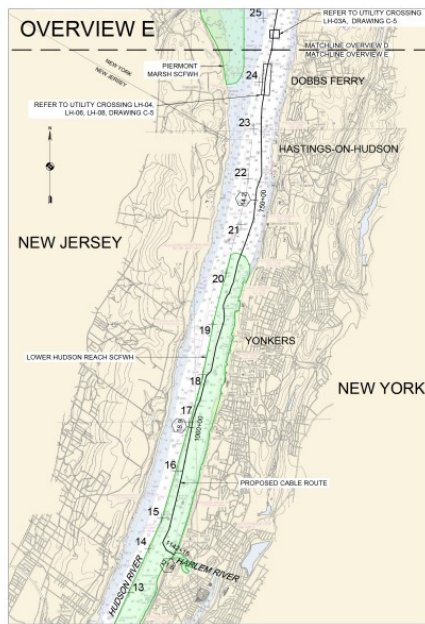
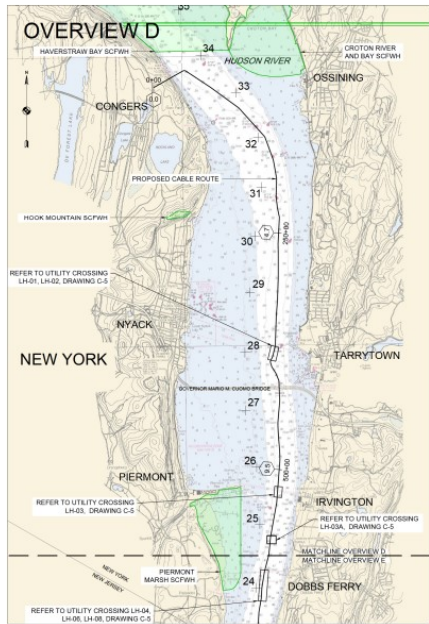
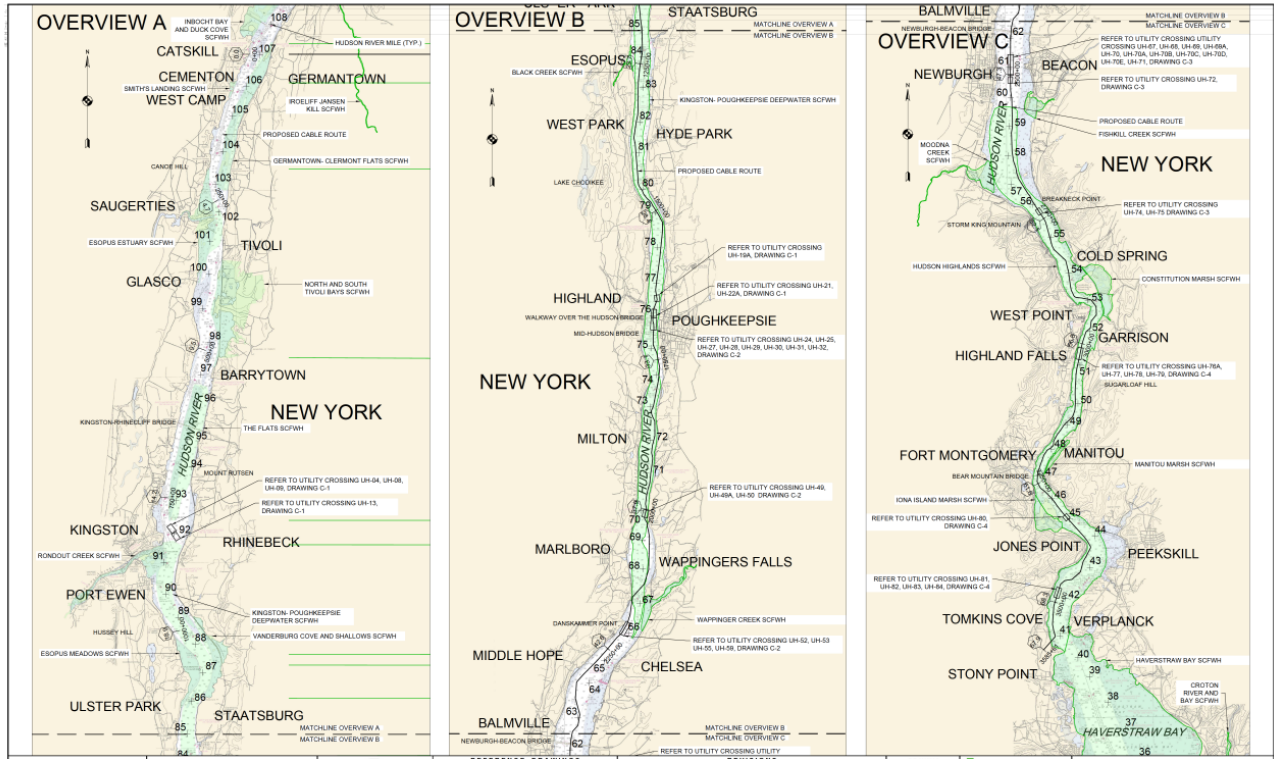
Page 31: This shows an isometric view on how the CHPC cable overlays a utility cable:



Page 35: This shows how the support vessel lays the mattresses with an ROV. For safety, we urge everyone to give these vessels wide berth as divers may also be in the water.



Mattressing drawings showing cable location:



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Sources:

Hudson Pre-Lay Appendix E-NKT CHPE Hudson Re-Lay Mattressing Method Statement

<https://documents.dps.ny.gov/public/Common/ViewDoc.aspx?DocRefId={9023C289-0000-CDBD-9750-EEE03F9AE011}> (issue date 8/4/23)

CHPE Hudson Mattress Relay Drawings EM&CP Segment 19

<https://documents.dps.ny.gov/public/Common/ViewDoc.aspx?DocRefId={8018C289-0000-C76D-9DC1-E393BC55F275}> (issue date 8/4/23)



Defying public outcry, the Hudson north of the Cuomo Bridge is effectively open for large commercial vessels to anchor; Riverkeeper argues it's unlawful



In 2016, Riverkeeper and the public made clear that we want strict limits on where, and for how long, large commercial vessels are allowed to anchor in the Hudson River. The Coast Guard received an unprecedented 10,212 comments, overwhelmingly opposed to the maritime

industry's request for 43 new berths at 10 locations along the river.

Seven years later, we must speak up again. A Coast Guard bulletin has redefined the geographic limits of the Port of New York. The result is that ***any vessel – including ships and tug-and-barge units – can anchor virtually anywhere throughout the entire stretch of the Hudson River north of the Cuomo Bridge.***

Our concerns are the same now as they were in 2016: hazardous cargoes, creeping industrialization, potential impacts to drinking water supplies, and threats to endangered sturgeon. In a [letter sent to the Coast Guard September 19, 2023](#), Riverkeeper outlines multiple reasons why the bulletin is unlawful, issued without the necessary environmental studies. Please share this important news with your contacts and elected officials. And be assured that Riverkeeper is working to develop ways to make your concerns known to the Coast Guard and your elected representatives. Stay tuned.

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