



HUDSON RIVER HAPPENINGS NEWSLETTER December 2024

Compiled by the HRBYCA www.hrbyca.org

Next HRBYCA Membership Meeting:

General meeting Tuesday, January 28, 2025 6:30pm, Hosted by

Peekskill Yacht Club

3 Travis Point Road

Peekskill, NY 10566

Dear HRBYCA Members,

Thanks to the members who stepped up to join our HRBYCA Board of Directors.

WELCOME!

President: Jerry Silverman, Yonkers Yacht Club.

Vice President: Scott Croft, Member at Large.

Treasurer: Paul Kisala, Nyack Boat Club.

Secretary: Scott Fauver, Ossining Boat & Canoe Club.

Director: Bill Boyd, Ossining Boat & Canoe Club.

Director: Tom Sobolik, Philipse Manor Beach Club.

Director: Curtis Stoltz, New Hamburg Yacht Club.

Director: Coulter Young, Shattemuc Boat Club.

Director: Henry Matheus, New Hamburg Yacht Club.

Director: Lolly Yacker, Peekskill Yacht Club.



HRBYCA Government Affairs Report 11/25/24

From Vice President Scott Croft

ENVIROMENT: HREMAC 11/7/24 meeting:

- **Resiliency:** Lots of effort by the state for flood resiliency and sea level rise planning. Unfortunately, our clubs do not qualify for resiliency grants as we do not allow public access. However, what is your club doing to accommodate sea level rise? There's a range of solutions – most of which are beyond many club budgets, but we need to start now. NY Sea Grant launched “My Coast NY” with focus on upland flooding, storm damage and drawing public awareness. Hudson Riverkeeper asking for more stream gauges to understand flooding and get early warnings. Low-cost trail cams and machine learning has interest.
- **Permitting Guide:** NY Sea Grant is put out a new *Guide to Permitting* that may help shed light on this issue. It includes information on bulkhead repair and floating docks, and best practices for managing shorelines. I have 3 copies if anyone needs one, as well as some handouts on flooding/erosion basics and risk. Email Scott at dscroft3@gmail.com.
- **Dredging /boating access issues:** At the HREMAC meeting your HRBYCA representative reported that our clubs face a serious access issues with challenges to dredging, including cost. This was seconded by another HREMAC member, Hudson River Towns, who seek out tourists by water, and the *Clearwater*, which can no longer dock in nearly half the towns it once used to, as a result of shoaling. This prevents school programming. Clearwater said “Many towns don't even think of drawing tourists by water, and we must pay attention to access from land to water.” HRBYCA concurs 100% and just a few years ago HRBYCA President Jerry Silverman singlehandedly got Dobbs Ferry to support a summer transient boat dock. What can you do in your own town to improve boat access?
- **Water Quality:** With the closure of Indian Point, the state is embarking on a new 3-year water quality monitoring effort.
- **Hudson River PCB Superfund Site:** The original remedy to the superfund site included dredging upriver with the expectation PCB levels would subside rather soon

(downriver and upriver), and educate anglers on consumption limits. PCB levels have not subsided as thought they would, and present remedy would allow this to continue for up to 50 years. The EPA has said it cannot determine if efforts to date for the remedy of GE PCB dumping is having success, and has said it may require several more years of fish, water and bottom sampling to issue in ruling on the 3rd, five-year review. This has not made any environmental group happy, and they believe there is more than enough data is available now that says the cleanup is failing. There has been no discussion on any potential, new remedies. The state is very concerned about communities that heavily fish the river and do not adhere to warnings not to eat contaminated fish. A pilot aims to improve fisheries signage that has not been updated in 25 years, with a focus on environmental justice towns where signs often do not exist.

- **Aquatic Invasive Species Round Goby:** There is big concern from environmental leaders that efforts to stop the Round Goby aquatic invasive species from traveling north on the Champlain Canal (Hudson River) are not succeeding, are not based on science, are not providing usable data, and sounding alarm that this aquatic invasive species will not be stopped without a physical barrier, or hydrologic separation of the Hudson River and Champlain Basin. In addition, an "all taxa" approach is preferred (stopping everything including plant and animal/fish) . Current Champlain Canal passage requires boaters to time their transit through 2 locks (C1 and C2) that undergo double flushing. I have heard this has also caused boaters heading north a



limited window during the day for passage north or south and due to this daily schedule, not allowing stopping at a certain marina that was a well-known refueling stop. HRBYCA supports every effort to clean, drain, dry on trailerable vessels, stop invasives spread, as well as continued navigation on the entire canal system or any state waters – perhaps with lifts that continue to allow recreational boat passage.

- **NYS Canal System:** In 2025, the 524-mile canal system will be celebrating its Bicentennial of its opening 200 years ago with many special events and towns along the way rolling out the red carpet to tourists and boaters with special offers, programming and events. If you every thought of trying out the canal, I strongly recommend next summer holds promise for a great cruise with lots to see and do. Will keep all advised.
- **Dam removals:** Efforts continue in the Hudson Valley to remove old, derelict dams that impede fish passage. However, costs are adding up as sediment samples are finding contamination that carries extra costs for disposal. Concern is once dam



removed, contaminated sediment (some identified as car exhaust pollution) is blown downstream making the situation worse.

- **Sturgeon:** the fishery is hurting. A Delaware Riverkeeper lawsuit to stop bycatch loss offshore is one attempt to address. Some question whether other watersheds beyond the Hudson, such as Chesapeake or Delaware Bays are working to recover Sturgeon as hard or strenuously as here on the Hudson.

- **Blue Crab:** Catches were way down this summer,

unsure of the cause. One Hudson/Mohawk waterman advised “it’s the poorest blue crab season I’ve seen in 40 years.”

- **Mitten Crab:** There have been more sightings of this invasive species.
- **Trail Grants/Access Grants:** Sadly, our clubs may not apply to help make their docks ADA compliant, for example, as we are not offering public access. That doesn’t stop us from trying to help club members/families with disabilities and working ways to make our facilities safer and more accessible

LEGISLATIVE: from Empire State Marine Trades 11/16/24 meeting:

- **Unencapsulated Dock Foam:** Clubs should be thinking about the issue of unencapsulated dock foam used to float club docks. There was new legislation introduced in 2024 that would have banned certain unencapsulated expanded foam products, including: polystyrene foam; extruded polystyrene foam, rigid polystyrene and expanded polystyrene. Both an Assembly and Senate bill were presented, but did not move. We may not want to wait until this legislation may become law. This issue is likely to return in the next session. FYI a few years ago, Vermont had many docks break apart in a huge storm on Lake Champlain that led to a big foam pollution issue throughout the lake. Suggestion: Start replacing unencapsulated foam – if you still have it – now, when winter dock maintenance is required. By the way, this ban would include unencapsulated foam in coolers, pool toys, swim and navigation aids within 250 feet of state waters.
- **Boat Sales Tax:** Once again legislation that would have repealed the boat sales and use exemption did not make it past committee. In New York, boat values above \$230,000 are exempted from sales taxes. If we don’t have this exemption, New Yorkers would be buying their boats in neighboring states where exemptions do exist. We are basically on par. While not a club issue directly, HRBYCA recognizes our members need a strong recreational boating industry in NY state to support our boating lifestyle.



COAST GUARD ADVISORY NOTICE (CGAN 2024-023)

To: Distribution

Date: December 10, 2024

From: Waterways Management Division

Revision No: 1

From December 10, 2024, to December 12, 2024, and December 15, 2024, to December 17, 2024, cable laying operations for the Champlain Hudson Power Express Project will commence near Cementon, New York. The Cable Vessel ARIADNE will be conducting operations to recover the CHPE cable from wet storage on the riverbed and reposition it to land.

Date and Time	Channal Condition
Dec. 10 / 6 a.m. to 6 p.m.	Partial Obstruction due to cable preparation
Dec. 11 / 6 a.m. to 6 p.m.	Partial Obstruction due to cable positioning
Dec. 12 / 6 a.m. to 6 p.m.	Full Obstruction due to pulling cable
Dec. 15 / 6 a.m. to 6 p.m.	Partial Obstruction due to cable preparation
Dec. 16 / 6 a.m. to 6 p.m.	Partial Obstruction due to cable positioning
Dec. 17 / 6 a.m. to 6 p.m.	Full Obstruction due to pulling cable

Upon completion of operation on December 12, 2024, operations will be on hold for approximately 24 to 48 hours to allow vessel traffic movement. The Cable Vessel ARIADNE may be contacted for coordinating passage is via cellphone at 862-849-6216. If you have any trouble communicating with Cable Vessel ARIADNE please contact Sector New York Vessel Traffic Service.

There will be a Hudson River Pilot aboard the Cable Vessel ATALANTI and the Cable Vessel ARIADNE while they are conducting cable laying operations. The Vessel Traffic Service will monitor commercial transits on the Hudson River and work closely with all waterway users promote navigational safety and facilitate commerce.

For vessels getting underway from locations in the VTS Area (south of the Holland Tunnel Ventilator in New York Harbor), with final destinations north of the George Washington Bridge, mariners are requested to provide final destinations versus "Out Holland" to the Channel 11 operator. Additionally, upon arrival at the Holland Tunnel ventilators, mariners are encouraged to contact the Channel 14 operator who will provide a traffic report as far north as Yonkers. If VTS watch supervisor determines vessels will be transiting north of the Cable Vessel ATALANTI or Cable Vessel ARIADNE, the VTS will request an ETA to the cable laying vessel and collect/provide phone contact information so both the transiting vessel and cable laying vessel can communicate well in advance of meeting during cable laying operations. The VTS will continue to actively track the vessel via AIS to its destination and will be available to provide traffic reports/navigational advisories upon request. Unfortunately, VTS New York does not have VHF communications capability north of the George Washington Bridge. Mariners can call the VTS watch supervisor at (718) 354-4088 if that means of communication is assessed as safe or can relay requests through the Sector New York Command Center on VHF channel 16. Mariners are requested to contact the VTS watch supervisor at (718) 354-4088 once moored or anchored.

For vessels departing waterfront facilities or anchorages north of the George Washington Bridge, the VTS encourages mariners contact the VTS watch supervisor at (718) 354-4088 prior to getting underway. If VTS watch supervisor determines vessels will be transiting by the Cable Vessel ATALANTI or Cable Vessel ARIADNE, the VTS will request an ETA to the cable laying vessel and collect/provide phone contact information so both the transiting vessel and cable laying vessel can communicate well in advance of meeting during cable laying operations. The VTS will continue to actively track the vessel via AIS to its destination and will be available to provide traffic reports/navigational advisories upon request. Additionally, The VTS will provide mariners with traffic reports/navigational advisories upon request.

VTS New York has created an Alert Warning System distribution list for Hudson River users to receive navigational advisories via text and/or email. Any mariners requesting to be added to this distribution list should email the VTS at SECNYVTS@uscg.mil or call the watch supervisor at (718) 354-4088.

