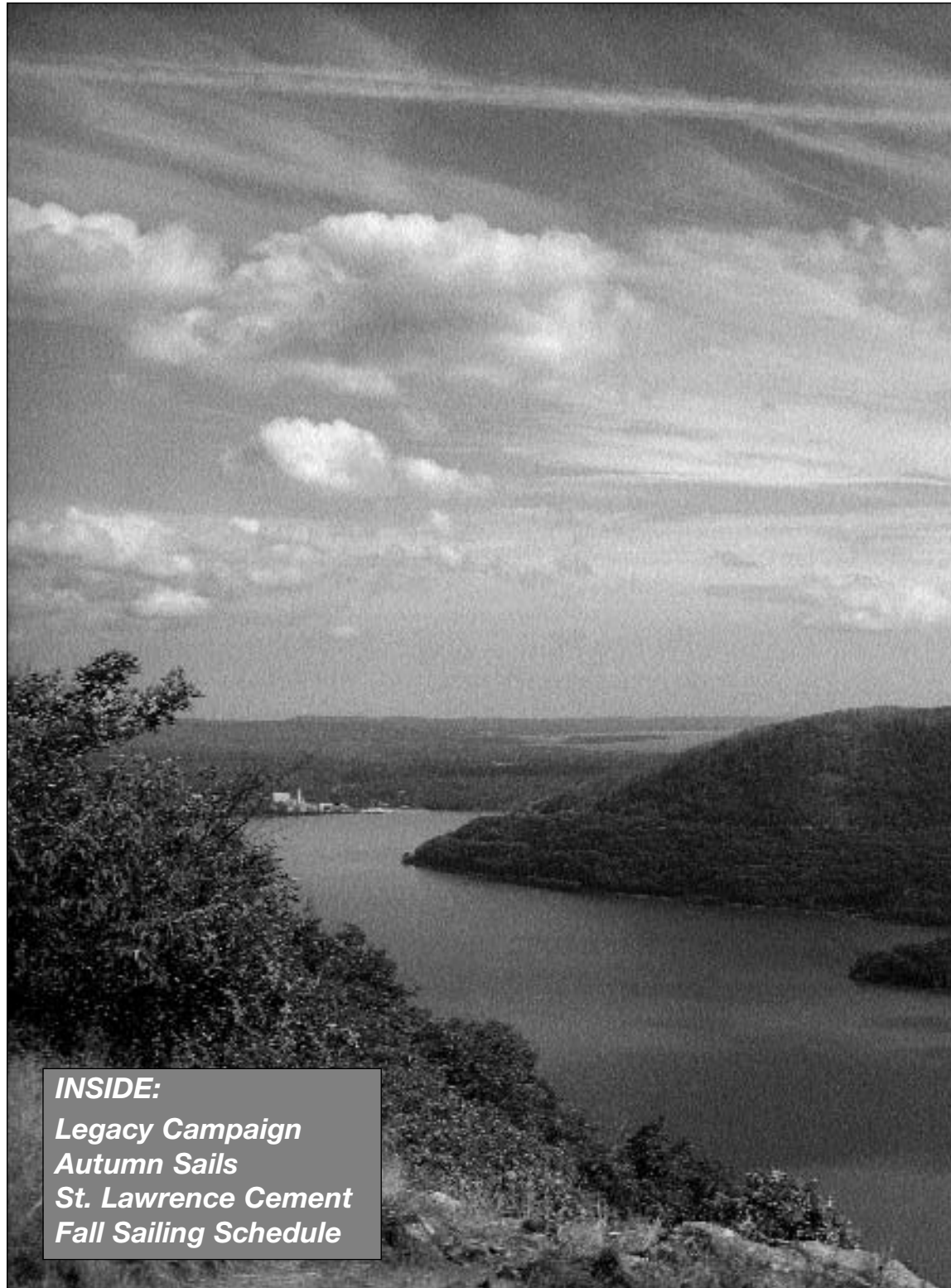




C L E A R W A T E R
Navigator

S E P T E M B E R / O C T O B E R 2 0 0 2



INSIDE:
Legacy Campaign
Autumn Sails
St. Lawrence Cement
Fall Sailing Schedule

Anthony's Nose South © Joseph Squillante

from the executive director...

AN ACTION PLAN FOR A SECOND CLEARWATER GENERATION

Our Strategic Plan - Clearwater's first - has been in development for almost two years, with the board, membership, staff, and community partners all contributing to its final form. Funding the Plan will require a two-phase campaign, and we are at least ready to proceed with the first phase.

On October 5th, at the Annual Gathering, we will announce the start of a fund drive called the *Clearwater Legacy Campaign*. It is a

"combined," or "comprehensive" campaign, in which the campaign and operational budgets are combined into one. This two-year first phase will address two major elements of Clearwater's strategic plan: restoring the sloop, and building organizational capacity.

What is meant by "capacity?" It is the ability of an organization to sustain itself financially while effectively delivering on its mission. Sounds simple, doesn't it? It's not. This is the preparatory work we need to do as a community in order to conduct the major fund drive necessary to implement the entire strategic plan.

We need to prove that we can maintain and operate a second tall ship because we have operated *Clearwater* effectively and safely, and maintained its structural integrity to very high standards. We need to prove that we can bring our advocacy

skills to a much wider audience and fully engage our membership in the battles to stop St. Lawrence Cement, close Indian Point, reform the state's energy policies, and thwart sprawl.

The increased operational capacity that is built into the campaign will add much-needed staff relief in the form of educators and environmental advocates funded by a more stable revenue stream. These positions have been explicitly identified on a timeline as the result of exhaustive work-planning sessions. Because the *Legacy Campaign* is "comprehensive," progress is already being made in many areas.

- A Membership Manager (already in place) to coordinate the member outreach and acquisition needed to reach our goal of 25,000 members.
- A skilled, experienced development team (in place).
- Onshore educators to allow expansion of the *Tidelines Discovery Program*.
- Onboard educators to improve diversity, depth, and distribution of onboard programs.

• A staff scientist to manage research from the sloop with our scientific and academic partners, and spearhead a *River Report Card* initiative.

• Advocates to increase our environmental policy outreach and member empowerment on a range of issues such as St. Lawrence Cement, Indian Point, PCBs, habitat preservation, sprawl, watershed management, and many others.

• A Community Outreach Manager to recruit, empower, and sustain the hundreds of volunteers Clearwater uses (in negotiation).

• Board leadership development (ongoing).

• A Communications Manager (communications consultants are at work now).

Clearwater has been plying the waters of the Hudson River and Long Island Sound for over 30 years - the length of time commonly used to delineate a generation. Almost a million people



Joseph Squillante



Chris Bowser

have been directly touched by the sloop, its crew, and many waterside events, such as Clearwater's *Great Hudson River Revival*.

I looked out upon the human landscape of the Hudson Valley, which has a population of 2.2 million (not including New York City), and realized that Pete Seeger's seminal idea has worked. By bringing a lot of people to the River in an information-rich context, Clearwater created a wholesale demographic shift - a generation of people who will speak out and vote for the environment. Clearwater works! It is a proven, viable model for environmental reform on a societal scale.

This is a stunning and possibly unprecedented accomplishment. We at Clearwater - members, board, staff, volunteers - have to follow through on our cardinal achievement. The *Legacy Campaign* is the first big step in that direction.

May we count on your support?

- Andy Mele

ROCKING THE CLEARWATER

The crew of the *Clearwater* was excited to be joined by 12 students from the South Bronx for three days of Hudson River adventures. The students came to us from **Rocking the Boat**, a boat-building and environmental education program based in New York City. Many had been on the

Clearwater before - some had even completed volunteer weeks. A few were sailing with *Clearwater* for the first time. During their three days onboard, the students attended a variety of learning stations, including sailing, sailor's arts, Hudson River explorations and weather. They also had a chance to go for a swim in the river, climb aloft to the *Clearwater's* cross-trees (a challenging 80 feet above the deck), and spend additional time on the tiller. The race between *Clearwater's* yawl boat and **Rocking the Boat's** whitehall rowboat never materialized, thus setting the stage for a Great Hudson River Yawl Boat Challenge next year.

- Sarah Slack, *Clearwater* Educator



Sarah Slack

For more information, check out their web site at www.rockingtheboat.org.

About the cover: This shot, captured by Joseph Squillante, is a view from Anthony's Nose looking south - the area where this year's Hudson In Focus photo sail will take place. To the right of the frame is the tip of Iona Marsh, where the day will begin with a marsh walk. See page 6 for details.

Christopher Stutler Scholarship

Each spring, a high school student from Croton-Harmon High School works closely with a fourth grade class from an urban area of Westchester County, culminating in a sail program aboard the *Clearwater*. This year's scholar, Amanda Resnikoff, worked with Anthony DiFate's class from School #5 in Yonkers.

The program was set up in memory of Christopher Stutler, a Croton-Harmon alumnus and Hudson River enthusiast who died in a 1997 auto accident. This October, there will be a special sail for Croton-Harmon

seniors to encourage participation in the scholarship. We are reliant on donations for

this program; please contact the Clearwater office for more details.



Chris Bowser

This year's scholar, Amanda Resnikoff, works with Anthony DiFate's class from School #5 in Yonkers.

CHALLENGING ST. LAWRENCE CEMENT:

Why has the St. Lawrence Cement proposal in Columbia County become one of the most talked-about controversies in the mid-Hudson Valley?

The answer to that question encapsulates the conflicting visions of what Hudson River communities should be in the 21st century, and the many contradictory policies ostensibly intended to conserve and nurture the Hudson Valley for the next 100 years.

On September 17, 1998, the *Montréal Gazette* ran what most readers probably assumed was a routine business notice: a Canadian company, St. Lawrence Cement, was pleased to announce its intention to build a cement-making facility in New York's Hudson Valley. With coal as its main fuel, the facility would produce over two million metric tons of cement per year - and would include a 1,200-acre quarry, a 40-story stack, two miles of conveyor belts, and a major barge facility along the Hudson River in Greenport and Hudson, NY.

Shareholders of "SLC," a subsidiary of the Swiss multinational corporation Holcim, were told to expect the permitting process for the proposal to be over by the summer of 2000, with the new plant ready to churn out cement well before the end of 2002.

Yet, four years later, St. Lawrence Cement still has not obtained any of the 17 permits and approvals necessary for the

company to begin construction on the massive, coal-fired facility. The company did not anticipate the emergence of tremendous grassroots opposition, nor the mounting of well-coordinated legal and scientific challenges by a broad coalition of local, regional, statewide, and national organizations, including Clearwater.

St. Lawrence Cement has proposed a plant that would



Clearwater's Andy Mele points out the size of the proposed St. Lawrence Cement Plant as seen from the Catskills to graduate students enrolled in the SUNY New Paltz Hudson River Studies Course.

turn out five times more cement annually than the last operating cement plant in Columbia County - yet employ less than one-fifth of the workforce. This scale is not only unprecedented; it would set new, negative precedents that could hasten the trend toward unplanned, unrestrained reindustrialization in the Hudson Valley.

If SLC has its way in Columbia County, it will create a new "City of Dust," with over 20 industrial structures, crushers, conveyors, mining operations, and barges sprawling over 2.8 square miles

overlooking the Hudson River. (By comparison, the entire City of Hudson comprises 2.3 square miles.)

St. Lawrence Cement acquired nearly 1,800 acres of land in Greenport and Hudson in the late 1970s (at a fire sale price) from the defunct Atlas Cement Company. Now, with a chainlink fence blocking access to the quarry, residents fear the effects of renewed blasting of a much increased scope and frequency. They remember how, a generation ago, more limited blasting rocked the foundations of their houses. They object to the company's reluctance to set a limit on its truck traffic. They are concerned that the fundamentally rural and historic character of their community may be spoiled forever.

And they wonder how they will be able to enjoy kayaking or picnicking with their families at the City of

Hudson's new waterfront park if immediately next door, SLC is idling the diesel engines of its 750-foot-long barges, off-loading dusty coal and slag into huge open piles.

But most of all, residents fear losing their health. The company's application seeks permits to emit as much as 20 million pounds of regulated pollutants like nitrogen oxides (a precursor to ozone), carbon monoxide, and ultrafine dust, known as particulate matter or "PM 2.5." These pollutants are known to contribute to asthma, lung failure, and heart disorders.

Coalition-builders vs. Coal-burners

Last year, 35 out of 36 doctors at Columbia Memorial Hospital voted that the proposal "would pose a serious risk to the health of our community," earning the doctors plaudits among residents, and derision from St. Lawrence Cement's paid consultants.

The company's proposed 406-foot stack and 386-foot preheater tower would be sited within half a mile of dense residential neighborhoods and the public reservoir; within a mile of the only hospital serving two counties; and within a mile and a half of local elementary, middle, and high schools, as well as the New York State retirement home for firefighters.

However, the overarching concern is the company's atrocious track record. Over the past 10 years, in host communities throughout North America, SLC and its owners have left a trail of documented violations, from air and water pollution to price-fixing on public works projects.

The good news is that project opponents have spent the past four years becoming advised of their rights, informed of the facts, and armed with a battery of expert consultants of the highest caliber. A 3,000-member local citizens group, **Friends of Hudson**, is working in concert with the **Hudson Valley Preservation Coalition (HVPC)**, which includes both grassroots groups such as the 150-member **Concerned Women of Claverack**, well-established regional groups like **Riverkeeper** and **Scenic Hudson**, and powerhouse national organizations like the

Natural Resources Defense Council. Clearwater is honored to be a part of this coalition of nearly two dozen organizations, and to lend its unique expertise in mobilizing public opinion through rigorous public education programs.

Clearwater and its allies are asking those concerned about the project to call, fax, email and write their elected officials about St. Lawrence Cement before Election Day. A full list of names and contact information is available online at www.friendsofHUDSON.com/menu/address.

Throughout the 20th century, it has fallen to ordinary citizens and groups like Clearwater to remind our elected officials that protecting the Hudson Valley is our hard-won right. Over the last three decades, we have made great progress toward a healthy valley environment, and both hopes and obligations have grown out of our progress.

Editor's Note: Grassroots involvement is crucial in blocking potentially devastating projects like St. Lawrence Cement. Clearwater's impact grows as more members lend their voices. Expanding our membership is a major goal of the *Clearwater Legacy Campaign* being launched this fall. See Andy Mele's column for further details.

Clearwater, and the broad coalition joining together to challenge St. Lawrence Cement, are confident that with your support, we can convince our leaders to live up to their public responsibility to protect the valley. Or, if they remain deaf to our remonstrance, then we will bring them before the law and the voter.

- Sam Pratt
Clearwater board member
& Executive Director,
Friends of Hudson/OSI

True "Immersion Courses"

With the help of a diverse group of Hudson River experts, Clearwater's Chris Bowser and Linda Richards led two teacher-training courses over



Teachers delve into the difficulties of pollution clean-up.

the summer. This was the seventh year for the **SUNY New Paltz Hudson River Studies Course**, and the second offering of the **Haldane Summer Institute** with Cold Spring's Haldane School. The goal of these graduate and in-service courses is to expand Hudson Valley teachers' knowledge of the Hudson River, and to bring the River into the classroom. Participants explored the river with nets, nautical charts, and paint brushes - sometimes getting closer to their subject than they bargained for!

Clearwater CALENDAR

Autumn Sails Aboard the Sloop Clearwater

Columbus Day Weekend: October 12, 13 & 14, 2002

Bear Mountain, New York.



Bannerman's Castle on Polepel Island.

Enjoy fall colors and crisp breezes onboard the *Clearwater* as it sails the Hudson Highlands, America's most important landscape, including the sites of Bear Mountain, West Point, World's End, Storm King and Bannerman's Island. FOUR special fall sails are scheduled for this holiday weekend, including a photography workshop sail and three concert sails.

Fall Concert Sails

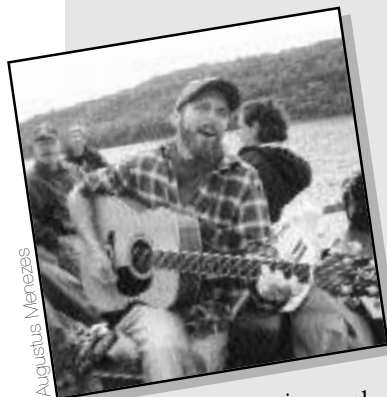
Sunday, October 13, 2002

10:00 a.m. - 1:00 p.m.

2:00p.m. - 5:00 p.m.

Monday, October 14, 2002

11:00 a.m. - 2:00 p.m.

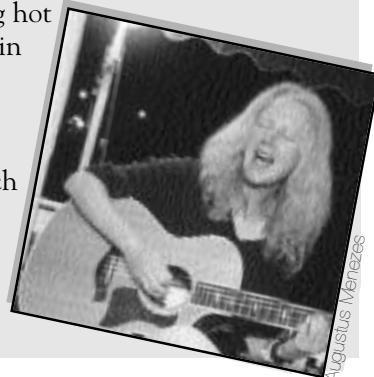


Augustus Menezes

Music on the Hudson

There is no better way to experience the magic of the river than from the deck of the *Clearwater* enjoying hot apple cider, fresh baked pumpkin pie and the music of talented musicians Sean Madden and Linda Richards. A 45-minute concert is scheduled during each three-hour sail.

Cost: \$50.00 per adult / \$20.00 for children 12yrs old & under.



Augustus Menezes

HUDSON IN FOCUS

Saturday, October 12, 2002 - 7:30 a.m. to 6:30 p.m.

Join us for *Hudson in Focus*, a photographic workshop and sail with Hudson River photographer Joseph Squillante. On this visual all-day voyage, you will enhance your photographic skills, learn new techniques, and explore the use of light through the

natural camera. A manual camera and film are required; a tripod is highly recommended.

Cost is \$175 per person and includes instructions, sail, lunch, and morning and afternoon snacks. Workshop limited to 20 people.

- Sue Kosloske,
2001 workshop participant.

WEEKENDS BY THE WATER

The more than 90 acres of wooded hiking trails and Hudson River shoreline at Scenic Hudson's Esopus Meadows Environmental Center (EMEC) are now open to the public daily from dawn until dusk. The center has been open principally to students in the past, but now

Clearwater educators will conduct fun and informative programs open to all. There is no charge and pre-registration is not required.



Chris Bowser

Students at Esopus Meadows prepare to release a white sucker (no really, that's what it's called) after a seining program.

Saturday, November 9th
Hudson River School of Painters/Hudson River School of Songs 1-4 p.m.

Join Clearwater's *Tideline Discovery Program* director Linda Richards for a slide presentation and discussion of Hudson River School Painters. Learn who they were and what they painted, and enjoy a presentation of Hudson and other river songs - many of them sing-a-longs!

EMEC is located in Ulster Park, on River Road off of Route 9W (11 miles north of the Mid-Hudson Bridge). For further information, call (845) 454-7673, ext. 106. See the November/December *Navigator* for future program dates.

- Bridget Kenny,
Educator &
AmeriCorps Member

CLEARWATER'S ANNUAL GATHERING WILL LAUNCH LEGACY CAMPAIGN

Clearwater's 2002 Annual Gathering will take place at Norrie Point Environmental Center on Saturday, October 5th. The center is located in Staatsburg (Dutchess County), between Hyde Park and Rhinebeck. This year's keynote speaker will be Professor A. J. Williams-

Myers of SUNY New Paltz, the author of *Long Hammering: Essays on the Forging of an African American Presence in the Hudson River Valley to the Early Twentieth Century*.

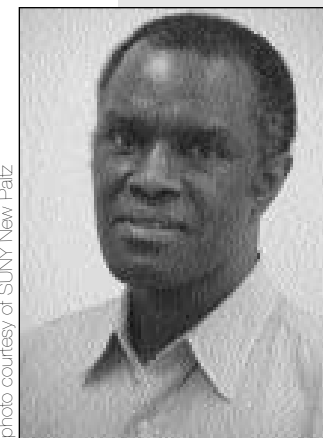


photo courtesy of SUNY New Paltz

SUNY New Paltz professor A.J. Williams-Myers will be this year's keynote speaker.

A Great Deal on a Great Shirt from Revival 2002!

Didn't make it to the festival? You can still get the official Revival t-shirt. Deluxe made-in-USA, 100% organic cotton

Patagonia shirt, 2002 logo. Check out the complete catalog of merchandise

on our Web site:

www.clearwater.org. No access to the web? Look for our annual holiday catalog in the next *Navigator*!

Banana: M
Natural: M, XXL
White: XL, XXL
While Supplies Last
\$10 each
1(800) 67- SLOOP

Clearwater will provide shuttle bus service from the Poughkeepsie train station for those using Metro North. Call (845) 454-7673 for more information.

HUDSON RIVER DIGEST

Clearwater fiddles while Kingston burns

In 1777, the City of Kingston found itself facing the wrath of the British General William Clinton (no relation to Bill), who proceeded to set the city to the torch. Every house was burned, save for one. Since then, Kingston has recovered nicely, so much so that the city now re-enacts the event each year, complete with redcoats, warships, and period music. This year the bonnie sloop *Clearwater*, a replica of boats that sailed the Hudson during the Revolution, will participate in the 225th anniversary of the "Burning of Kingston," acting as a troop carrier for the invading redcoats. The British used sloops during the Revolution, one of the more famous of which was the *Vulture*. The *Vulture* transported British spy Major Andre up the Hudson to rendezvous with Benedict Arnold. The reenactment continues October 18-20. For more information on the weekend events, contact the Kingston Visitors Center at (845) 331-7517.

PCB Update - GE and EPA reach an agreement

General Electric has agreed to pay for sampling Hudson River sediments, a necessary step before PCB cleanup can begin. Approximately 30,000 samples will be collected from the Upper Hudson, and sections of

the River will be mapped using side-scan sonar and other approaches. Data from sampling and mapping will be used to target and refine the future dredging of PCB-contaminated sediment.

Under the EPA Administrative Order on Consent (AOC), GE was to start sampling and mapping in late August or early September. The initial stage of the sampling is set to run until November, and additional sediment characterization work will be performed in 2003. GE also agreed to pay \$5 million to EPA in partial reimbursement of the Agency's past costs related to the Hudson River PCBs site, and to reimburse up to \$2.6 million of future costs that EPA will incur in overseeing GE's sampling work. Clearwater continues to participate actively in the planning process. Source: US EPA www.epa.gov/hudson

Mercedes RIP

Alas, our newly donated diesel Mercedes Benz gave up the ghost and had to be retired. Clearwater is now seeking a diesel van, wagon, or SUV to serve as a support vehicle for the sloop. Why diesel? We want to burn a biodiesel fuel mix to reduce emissions and promote sustainable energy. If anyone has a lead on a diesel vehicle in excellent working order - preferably available as a donation - please contact

the Clearwater office. (845) 454-7673.

Apologies!

We offer our most humble apologies for the lateness of the July/August *Navigator*. Our **New Hudson River School** education brochure required more time to produce than we expected. We hope to get back on track with our next issue.

Indian Point Update

As this issue of the *Navigator* goes to press, over 200 elected officials have called for the closure of the Indian Point nuclear power plant. More than 40 municipal bodies have also adopted resolutions calling for the plant's closure. Governor Pataki has retained James Lee Witt Associates to evaluate the emergency evacuation plan and the plant's overall safety. Mr. Witt is a former director of the Federal Emergency Management Agency (FEMA). The Governor has stated that closure of the plant is not out of the question. Clearwater's environmental action staff continues to make presentations to cities, towns, and community groups. If your town or village hasn't adopted a resolution, give your elected officials a call and urge them to invite Clearwater to make a presentation. Contact Clearwater Environmental Action at (845) 454-7673.

BLUE CRAB GETS A NEW SUIT OF CLOTHES



Chris Bowser

Assemblages of blue crab shells and "bodies" that occur on Hudson River estuarine beaches around the new and full moon from May to November are usually evidence of molting. The blue crab has an exoskeleton, and must shed its shell as it grows inside. Blue crabs share this quality with shrimp, lobsters, and crayfish, among other crustaceans.

As the old shell gets snug, the crab grows a new "elastic" shell inside the old one. When the time comes to vacate the old shell, the crab splits it open across the back of the carapace and slips out the "back door," leaving behind a perfect, albeit empty, replica of itself.

The soft-shell crab then takes in water so that the new shell expands like a balloon. Soft-shell crabs hide in submerged aquatic vegetation (SAV) beds for approximately 24 hours until their "soft shell" hardens. (If a crab is removed from the water, its shell will not harden. Commercial crabbers get soft-shell crabs for the market by removing them from the water.)

Once the shell is hard and

the crab is less vulnerable, it expels the water and shrinks its body back to normal size. While a soft-shell, the blue crab is extremely vulnerable to fish, snapping turtles, wading birds, Bald Eagles, Osprey, and other blue crabs. The cast-off molt, or "shed," is left to the vagaries of the tides and currents. Molts tend to accumulate along beaches adjacent to marshes or beds of SAV.

We get "dead crab" calls each year from June through October, usually around the new and full moon. While blue crabs molt anytime and all the time, there seems to be an increase in activity during the strong currents of warm water "spring tides." These higher-than-average tides are associated with the new and full moon. Blue crabs use these tides to their advantage, a behavioral adaptation that the species probably picked up millions of years ago. It may be that the higher-than-usual spring tides allow uncommon access to low and high marsh areas, where the crabs can molt and find safety while their shells harden.

This is not to say that all "dead crab" reports are simply

occasions of crab molting. Crab kills do occur, and they should be investigated. The quickest test, however, is to pick up the "dead crab" and see if the owner is still inside. If it is simply a suit of old clothes - outgrown - and it usually is, then the former owner is long gone.

Natural blue crab mortality also occurs. You may find a dead crab on the beach from time to time. Blue crabs are a feisty bunch and will kill their kin over a meal. Combat mortality is common and crabs in the "soft-shell" stage quickly become a meal for a hard-shell crab.

The next time you see a "dead crab" on the beach, pick it up. Then gently lift the rear of its shell and look inside. Odds are it will be empty, and a much more comfortable blue crab, in its new suit of clothes, is out there in six feet of water looking back at you.

William W. Warner's *Beautiful Swimmers* (1976) may be the best book ever written on the blue crab.

- Tom Lake
*Hudson River Almanac, NYSDEC
Hudson River Estuary Program*



Chris Bowser

Fall 2002 SAILING SCHEDULE

September

- 3 Poughkeepsie/Waryas Park (9-12) TBA (1-4) TBA
- 4 Poughkeepsie/Waryas Park (9-12) (TBA) (1-4) (TBA)
- 5 Kingston/H.R.M. Museum (9:30-12:30) West Point M.S. (5:30-8:30) Mariners Sail II
- 6 Kingston/H.R.M. Museum (9:30-12:30) West Point M.S. (5:30-8:30) H.R.M. Museum
- 7 Kingston/H.R.M. Museum (10-1) Ulster County Friends of Clearwater (5:30-8:30) H.R.M. Museum
- 8 Rhinecliff/Town Dock (9) Volunteers (2-5) (TBA)
- 9 Poughkeepsie/Waryas Park (AM) (CLOSED/MAINT.) (5:30-8:30) Revival Coord. Thank You Sail
- 10 Poughkeepsie/Waryas Park (9-12) North Junior High (1-4) North Junior High
- 11 Newburgh/Town Landing (9-12) Dover Elementary (1-4) North Junior High
- 12 Newburgh/Town Landing (9-12) Dover Elementary (1-4) Dover Elementary
- 13 Verplanck/King Marine Dock (9-12) (TBA) (1-4) (TBA)
- 14 Haverstraw Marina (10-1) MEMBER SAIL (2-5) Rockland Friends of Clearwater
- 15 Bear Mountain Dock (10-5) Ketchum/Workshop (5:30-8:30) Ketchum Sail
- 16 Bear Mountain Dock (9) Volunteers (AM/PM) MAINT/TRANSIT
- 17 Alpine Boat Basin (9-12) Evergreen Academy (1-4) (TBA)
- 18 Alpine Boat Basin (9-12) Dwight-Englewood (1-4) Saint John's Academy
- 19 Alpine Boat Basin (9-12) Dwight-Englewood (1-4) Garrison U.F.S.

- 20 Alpine Boat Basin (9-12) Bedford Hills E. S. (1-4) Oak Knoll School
- 21 Yonkers/City Pier (9-12) Girl Scouts-Hastings (1-4) Walkabout Clearwater Sloop, Inc.
- 22 Chelsea Pier 60 (AM) (TRANSIT) Owls Head (1-4) Brooklyn Sloop Club
- 23 NYC/79th Street Boat Basin (9) Volunteers (AM/PM) (MAINT.)
- 24 NYC/79th Street Boat Basin (9-12) Brooklyn Friends School (6-9) All Saints Church
- 25 NYC/79th Street Boat Basin (9-12) Hunter College H.S. (1-4) Hunter College H.S.
- 26 NYC/79th Street Boat Basin (9-12) Hunter College H.S. (1-4) Hunter College H.S.
- 27 NYC/79th Street Boat Basin (9-12) Hunter College H.S. (1-4) (TBA)
- 28 NYC/79th Street Boat Basin (AM/PM) (TRANSIT)
- 29 NYC/The Hook (12-4) PHIL OCHS at the OAKS
- 30 NYC/The Hook (AM/PM) (TRANSIT)

- 5 West Point/South Dock (AM/PM) West Point Bicentennial Festivities
- 6 West Point/South Dock (AM/PM) West Point Bicentennial Festivities
- 7 Garrison/Yacht Club (9) Volunteers (Pick up by van) (AM/PM) MAINT./TRANSIT
- 8 Haverstraw Marina (9-12) Immaculate Conception School (1-4) Suffern Middle School
- 9 West Point/South Dock (9-12) Stutler Sail (1-4) Fox Lane M. S.
- 10 West Point/South Dock (9-12) Cavallini School (1-4) Storm King School
- 11 West Point/South Dock (1-6) Cavallini School (1-5) Cavallini School
- 12 Bear Mountain/State Park (9-6:30) PHOTOGRAPHY WORKSHOP & SAIL
- 13 Bear Mountain/State Park (10-1) FALL CONCERT SAIL (2-5) FALL CONCERT SAIL
- 14 Bear Mountain/State Park (11-2) FALL CONCERT SAIL (PM) (TRANSIT)
- 15 Poughkeepsie/Waryas Park (9) Volunteers (AM/PM) MAINT.
- 16 Poughkeepsie/Waryas Park (9-12) SUNY-NewPaltz Elementary Education (1-4) SUNY-New Paltz

CHECK OUT OUR NEW CAPS...



Clearwater "cap" Joshua Berger

No, really. Our caps are 100% cotton. All caps have a soft heavy duty leather strap with disappearing tail, solid antique brass closure and pre-formed bill. One size fits all. Denim blue only. \$15

And beat the heat with our new Clearwater visor! Adjustable velcro straps make this cool visor one size fits all. Khaki only. \$15



Clearwater "cap" Samantha Heyman

cap photos: Andy Mele

- Elementary Education
- 17 Poughkeepsie/Waryas Park (9-3:30) Pumpkin Fest
- 18 Poughkeepsie/Waryas Park (9-3:30) Pumpkin Fest
- 19 Kingston/H.R.M. Museum (AM/PM) The Burning of Kingston Reenactment (12:30-2:30) Open Boat (3-5) Public Sail
- 20 Poughkeepsie/Waryas Park (10-1) Cub Scouts #44 - Florida (2-5) Riverlovers, Inc.
- 21 Poughkeepsie/Waryas Park (9) Volunteers (AM/PM) MAINT/TRANSIT
- 22 Haverstraw Marina (9-12) Suffern Middle School (1-4) Suffern Middle School
- 23 Yonkers (9-12) Grace Church School (1-4) Covenant House
- 24 NYC/79th Street Boat Basin (9-12) Ethical Culture Fieldston (1-4) Ethical Culture Fieldston
- 25 NYC/79th Street Boat Basin (10-3) Long Island H.S.
- 26 NYC/Chelsea Pier 62 (9-12) Staten Island Friends of Clearwater
- NYC/79th St. Boat Basin (3-6) HALLOWEEN MEMBER SAIL
- 27 NYC/79th St. Boat Basin (10-1) Boy Scouts #109 Valley Stream

October

- 1 NYC/79th Street Boat Basin (9-12) Bank St. School SFC (1-4) Bank St. School SFC
- 2 NYC/79th Street Boat Basin (9-12) Kensico Elementary (1-4) Kensico Elementary
- 3 NYC/79th Street Boat Basin (9-12) Kensico Elementary (1-4) (TBA)
- 4 Alpine Boat Basin (AM/PM) (TRANSIT)



CLEARWATER'S FALL 2002 CREW from left to right are: Chris Brown (Engineer), Adam Smith (Relief Mate), Justin Riservato (Bosun), Josh Rubin (2nd Mate), Cindy Postma (Deckhand), Min-Hi Choi (Volunteer), Tara Roesburg (1st Mate). Lower right corner: Jonathan Holmes (Cook)

Shelley Berincourt

Yes, I want to help Clearwater in its efforts to reclaim and protect the Hudson River.

<input type="checkbox"/> BENEFACTOR	\$5,000	<input type="checkbox"/> CONTRIBUTOR	\$100
<input type="checkbox"/> SAILING MASTER	\$1,000	<input type="checkbox"/> FAMILY	\$50
<input type="checkbox"/> MARINER	\$500	<input type="checkbox"/> INDIVIDUAL	\$35
<input type="checkbox"/> SPONSOR	\$200	<input type="checkbox"/> LIM. INCOME	\$15

I am enclosing a check or money order payable to Clearwater.

Please charge my Visa MC Discover AmEx

Please charge my credit card monthly at \$ _____ for 12 months for a total of \$ ____/year . (\$10/month minimum.)

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All membership contributions are tax-deductible.

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LETTERS

May 22, 2002

Dear Clearwater Crew,

I would like to share with you my photographs from the *Clearwater*.

I was a volunteer on the sloop last April and May. It was a great experience, despite the rough weather. I was really impressed by the competence of the crew.

Even though we were either busy or wet, mostly both, I found some time to set up my pinhole camera on deck and on land. Here is the result.



Marianne Neuber



Marianne Neuber

The seven 8 x 10" prints are a present to you. I am pleased with the photographs myself and certainly want to incorporate them into my portfolio and possibly future shows. I usually enlarge my work to 16 x 20".

When I left the *Clearwater* in the afternoon on May 4th, I did not have the opportunity to say goodbye and thank you to all of you taught me the ropes - Joshua, Chris, Charlie, Julie, Brownie, Rubin, Tara, Jessie, Min-Hi and Sarah.

Sincerely,
Marianne Neuber



*Moving?
Please send us your new
address right away and
be sure to enclose your
old address label.*

*Recycle your Navigator -
pass it on!*