

LGPS

SOUNDINGS

September-October 2014



LAKE GEORGE POWER SQUADRON, INC.
OF UNITED STATES POWER SQUADRONS
PO BOX 411, BURNT HILLS, NY 12027

Commander Message

Cmdr. Armand Canestraro, P

Labor Day is usually the unofficial end to summer – however, we have plenty of nice weather ahead to enjoy a cruise on our area waterways. Fall is one of the nicest times to be out on the water – so why not plan a picnic out on a hook and enjoy the soon to be autumn colors.

The bridge continues to work on several projects such as education, member get-togethers/raft-ups and more importantly the issue of National, District and Squadron dues. Recently, District 2 levied a dues increase of \$3 and now the finance committee of National USPS has proposed a resolution at the Governing Board being held in Arlington Virginia requesting a dues increase of \$2 for an active member and \$3 for a family unit. A representative of Lake George was unable to attend, therefore, the LGPS Bridge has sent our Squadron voting proxy to D/C Denise Terry who will be in attendance. Together with that proxy, LGPS requested that she cast/vote a **NO** vote on our behalf regarding this proposed increase. So that our membership can best understand the dues structure, it is important to state that Lake George Squadron dues have not increased since 2010 and of the dues paid, ONLY \$5 goes to the Squadron, the balance of dues goes to District 2 and National USPS. It is worth noting that in 2010, our Squadron dues were adjusted downward to the current level of \$5.00 in trying to retain and recruit membership.

Included in this issue are the registration forms for both the District 2 Summer Council to be held on Saturday, September 20th in Fishkill as well as the District 2014 Fall conference to be held on October 18th at the nearby Albany Ramada Inn on Watervliet Ave in Albany. Please consider attending one if not both of these District 2 events with the fall conference nearby, it will hopefully attract some of the Lake George membership. As with past conferences, those attending share the drive expense and have lunch out at a local restaurant to further defray the cost of attending. Please let me know if you might be interested in attending. Please consider attending and becoming involved.

By the time this issue of Soundings makes it to your mailbox, the Labor Day weekend will have come and gone and schools will be back in session. I hope you all had a safe and enjoyable holiday and 2014 boating season!

WANTED

A volunteer to fill any of the following
Squadron positions

Member-at-Large

or

Squadron Historian

Can you help? Call Armand at 372-7220

LAKE GEORGE POWER SQUADRON BRIDGE – EXECUTIVE MEETING

**Wednesday, Sept. 17th
to be held at the
Church of the Good Shepard
Rt. 50 - Burnt Hills
6:30pm (1830hrs)**

The Knox Trail – History (Lake George to Boston Part 1 of 3)



The end of the campaign season of 1775 found the American Army under General Washington in an ambiguous situation. Early attempts to attack the British in Canada had met with defeat and the enemy remained firmly entrenched in Boston, where they had been since their victory in the Battle of Bunker Hill.

Washington knew that he could easily occupy the heights overlooking Boston, which normally would have provided a significant tactical advantage, but he lacked the artillery needed to dislodge the British from the city. Meanwhile, far to the northwest on Lake Champlain, the forts at Crown Point and Ticonderoga were full of the very pieces of artillery Washington needed. And these forts, now under American control, were in no immediate threat from the British that winter.

In a decisive stroke, as winter set in, Washington dispatched Henry Knox, a young Boston bookseller, to organize the transport of fifty-nine of these captured artillery pieces from the forts on Lake Champlain to the heights overlooking Boston, where, it was hoped, they would turn the tide against the British in the city below. Knox arrived at Fort Ticonderoga on the evening of **December 5, 1775** accompanied by his nineteen-year-old brother William and a servant, Miller. Early the next day, assisted by the garrison of Fort Ticonderoga, he began to move the guns.

It seems probable that Major General Philip Schuyler, Commander of the Northern Department, who had been at Ticonderoga the previous week, had already selected the guns to be sent to Washington. They apparently included forty-three heavy brass and iron cannons, six cohorns, eight mortars, and two howitzers. These were dismounted from their old French and Indian War carriages, which were found to be rotted and weak, removed from the fort walls and assembled in the *Place d'Arms*. Knox tackled the heaviest and most cumbersome pieces first. Fortunately an appropriate vessel, a gondola or gundalow, was tied up at the King's dock just below the fort and it was to this landing that he moved the cannon by ox cart.

Knox's diary entry for **December 6th** reads: *Employ'd in getting the cannon from the fort on board a Gundaloe in order to get them to the bridge.* Once loaded the gundalow was sailed or rowed around the peninsula of Ticonderoga and into the River LaChute, then about a half-mile up to the bridge that carried the Portage Road across the river just below the lower falls. This was the head of navigation from Lake Champlain and here the cannon were unloaded off the gundalow while it returned for another load. It is here, in the vicinity of the bridge, where the guns were transferred to ox carts to be sent down the Portage Road to the north end of Lake George.

Knox's diary entry for **December 7th** reads: *Employ'd in getting the cannon from the bridge to the landing at Lake George.* While Knox was supervising the overland movement of the cannon down the Portage Road to the Lake George Landing, the gundalow was employed moving the sixteen smaller pieces from Fort Ticonderoga to the bridge, where they were ready the next day. Knox's diary entry for **December 8th** reads simply: *Ditto the mortars.*

At the Lake George Landing, a little flotilla was assembled to transport the guns down the lake. The heaviest pieces were put aboard a scow, a double ended, flat bottom, barge-like vessel used to transport bulk cargo. In addition to the scow, Knox had at his disposal a pirogue and a batteau.

Knox's diary entry for **December 9th** reads: *Employ'd in loading the scow, Pettyaugre and a battoe. At 3 O'Clock in the afternoon set sail to go down the lake in the Pettyaugre, the Scow coming after us run aground we being about a mile ahead with a fair wind to go down but unfair to help the Scow. the wind dying away we with the utmost difficulty reach'd Sabbath day Point about 9 O'Clock in the evening -- went ashore & warm'd ourselves by an exceeding good fire in an hut made by some civil indians who were with their Ladies abed - they gave us some Vension, roasted after their manner which was very relishing.*

CONTINUED IN NEXT ISSUE OF SOUNDINGS...

QUESTION:

Examine the photo below closely - and what do you see?



ANSWER: The Crossing Rule - Both International and Inland Rules state that when two power-driven vessels are crossing so as to involve risk of collision, the vessel which has the other on her starboard side (the give-way vessel) must keep out of the way.

The rest of the story - Lake George Park Commission said a Lake George Steamboat Company vessel, The Mohican, allegedly struck a powerboat in Paradise Bay on Lake George on Wednesday afternoon, July 30th. The power boat stalled in front of the steamboat and four women were forced to jump from the boat. No injuries were reported. The accident happened just after noon in the lake's Narrows. The Mohican did not sustain any damage, and the power boat had minor damage, according to Lake George Park Commission Lt. Ben Bramlage who said the power boat, which was occupied by four young women, appeared to be to blame. The boat was passing in front of the Mohican when it stalled, and the operator could not restart it.



MEMBER BOATING ITEMS FOR SALE

LIKE NEW 24 foot Starcraft Majestic 236 RE CR Triple pontoon boat with Mercury Marine 115HP outboard with low 165 hours on boat and motor. The package includes bimini top, changing station/head, safety equipment and more!

IT'S A MUST SEE BOAT – Call Max for details at 399-2479

SIGN-UP FOR ELECTRONIC SOUNDINGS

A review of the cost to produce the *LGPS Soundings* newsletter indicated an approximate cost of \$450 for printing and postage per year for our members to receive a hard copy through the mail. This cost greatly exceeds the actual annual single member dues of \$5.00 received per year by LGPS! We send out over 50 black and white copies to members bi-monthly or 300 copies per year. Postage and printing costs are always rising. Some of the overall cost of the newsletter has been offset by member support - but this has been decreasing. As a long term cost saving effort we would continue to mail the *LGPS Soundings* **only** to members who request a printed copy. The electronic version has the advantage of being in full color and being available days before the printed version is received in the mail. You can always print any page or the entire newsletter from the on-line version. We will notify members opting for an electronic version through e-mail when the latest edition of *Soundings* is available on the Squadron's website newsletter page along with an Adobe PDF attachment.

Many non-profit organizations and Squadron's have already instituted this type of policy and have begun to charge members for mailed copies. We are not proposing to charge members for a mailed copy of the *LGPS Soundings* at this time. We realize some members do not have access to the internet or prefer to read a hard copy. Thus we are asking any member who would like to begin receiving an e-mail notification and electronic version of *LGPS Soundings* to send an e-mail to **LGPSinfo@nycap.rr.com** from the e-mail address you would like to receive your issue with the subject line **Soundings**.

If you would like to continue to receive *LGPS Soundings* in print by mail, please return the coupon below.

----- Clip and Mail -----


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*Come for the boating education.....
stay for the friends*