

LGPS SOUNDINGS

November-December 2014



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

Commander Message

Cmdr. Armand Canestraro, P

We have all experienced the swing in the weather this past season – having gone from summer into fall and back again for a beautiful Indian summer. Let's all hope that winter will be mild and quick in passing – spring is just 6-months away! Our personal boating season is now long complete for 2014 and the C'Esta is safely placed in storage for the winter. Donna and I enjoyed (sort of) our final day on the lake having a brisk 35-40 mph Northwest wind and the temperature topping off at 47 degrees – allowing for a most uncomfortable wind chill in the mid-twenties. Burrrrr!

On the District 2 front - together with other members of the Squadron, I attended the fall D2 conference held in Albany on October 18th. USPS Chief Commander's representative Bob Keller presented the Chief's message encouraging all of us to continue with educational offerings and recruiting new squadron members. While we enjoyed their conversation and demonstrations of software and educational offerings, recruitment ideas seemed to top the list due to the significant decline in membership numbers not only affecting us here in District 2 but more so across the National USPS level. There has been a decrease of 4.4% from last year. The highlight of the Saturday conference participation for all of us from Lake George was the presentation of a 50-year membership plaque to Anthony (Tony) Rozek. Inside this edition, you will see a photograph of Tony displaying his plaque along with fellow members of our Squadron. As an important note - the annual Tri-Squadron holiday party will again be hosted by the Sacandaga Power Squadron – details will be released as they become available.

In closing this issue, Donna and I want to take this opportunity to wish each of you a wonderful Thanksgiving and a healthy, safe and wonderful Christmas season.

WANTED

Quality - high resolution digital photographs for the Squadron Website Photo Gallery Page

All photo's should be submitted in landscape - digital jpeg format

Mail a CD or e-mail your photo's to Armand at lgpsinfo@nycap.rr.com

**LAKE GEORGE POWER SQUADRON
BRIDGE – EXECUTIVE MEETING
Wednesday, Nov. 19th
to be held at the
Church of the Good Shepard
Rt. 50 - Burnt Hills.**

Congratulations Anthony (Tony) Rozek 50 Years with LGPS

Lake George Power Squadron member, Anthony (Tony) Rozek, P was honored at the recent District 2 fall conference held at the Ramada Inn in Albany on October 18th. Tony achieved 50 years of membership with Lake George this past year and was presented a 50-year plaque to commemorate his accomplishment. Pictured to the right is Tony proudly displaying his 50-year plaque together with his wife Alice and P/C George Williams and Cmdr. Armand Canestraro.



Operations Training Offered

Lacey Williams from Mohawk Hudson Squadron will be conducting an Operations Training program in the near future. This is an eight hour course that is given at no charge. The purpose of OTP (Operations Training Program) is 2-fold. First. For the Personal advancement of our members - We hope to encourage each of our members to become as involved as they can, so they can take advantage of all the opportunities & benefits of membership. This OT Program is for new members and not-new members alike. Participating in the program every 4-5 years keeps our members up-to-date and current with all the changes that take place, in the intervening years. Second. Organizationally, of course we also expect our squadrons will benefit from having the skills and talents of our members brought to bear for the benefit of the squadron, and we have programs, seminars and trainings to develop and hone their leadership and life skills, for this purpose. Anyone interested in taking this course can call Lacey at (518) 373-9890.



Tri-Squadron Holiday Party

The annual Tri-Squadron holiday party is in the planning stages at press time for this issue of our newsletter. It is most likely the party will not be conducted until sometime after the major holidays have past – looking more like sometime after the first of the year – Watch Soundings for updates on this event!

The Knox Trail – History (Lake George to Boston – CONTINUED Part 2 of 3)

It is here, at Sabbath Day Point, that Knox received report of bad news: *the scow had run on a sunken rock but not in such a manner as to be irretrievable that they had broken all the ropes which they had in endeavoring to move her off - but was ineffectual that they had sent up to the Fort for more ropes, & hands & intended in the morning to make another trial.* But the batteau would push on, as Knox records:

the crew of the Battoe after having refresh'd themselves told me as they were not very deeply loaded that they intend'd to push for Fort George [at the south end of the lake]Accordingly I jump'd into the Boat & ordered my man to bring my baggage & we would go with them - accordingly we set out it being eleven O'clock with a slight breeze ahead the men rowed briskly but we had not been out above an hour when the wind sprang up very fresh & directly against us - the men after rowing exceedingly hard for about four hours seem'd desirous of going ashore to make a fire to warm themselves & I knowing them to be very exceedingly weary.

Frustrated in the attempt to reach the south end of the lake, Knox and his crew spent the night of **December 10th** at Bolton Landing . The Knox diary records: *we warmed ourselves sufficiently and took a comfortable nap - laying with our backs to the fire...* The next morning, they started again: *- about half an hour before day break that is about a quarter after rising we set out and in six hours & a quarter of excessive hard pushing against a fresh breeze we reach'd Fort George.*

It was here, at the south end of the lake where Lake George Village stands today, that Henry Knox arrived a little after mid-day, **December 11th**. It was necessary that the boat passage down Lake George be completed before its surface froze. So in that regard, Knox probably hoped for the continuation of the mild weather. But once transferred to land carriage, snow would be necessary if he was to move the guns by sled. And there must be solid ice on the Hudson River; solid enough to take the 1,800 lbs. weight of his largest gun, the twenty-four pounder. Now safely at Fort George, Knox immediately turned his attention to the forward movement of the guns. His diary continues: *on Monday the 11th I sent an express to Squire Palmer of Stillwater to prepare a number of Sleds & oxen to drag the [cannon](#) to be ready by the first snow.*

Fort George December 12, 1775

Capt. Palmer, Sir.

I must beg that you would purchase or get made immediately 40 good strong sleds that will each be able to carry a long cannon clear from dragging on the ground and which will weigh 5400 pounds each & likewise that you would procure oxen or horses as you shall judge most proper to drag them. I think that you may be able to purchase sleds that are already made which by strengthening might Do - the sleds that they are first put upon are to go to camp near Boston - the Cattle as far as Albany or Kinderhook where we must get fresh ones.

Henry Knox

Knox intended to gather the guns at Fort George ready to be forwarded as soon as snow and sleds arrived. Having made provision for the sleds, he then turned his attention back up the lake where things were not going well at all. By December 13th the vessels still had not arrived from Ticonderoga. He wrote in his diary:

...on the 13th being very uneasy at not hearing of our little fleet we dispatch'd an Express boat - about 2 O'clock but in the afternoon we Receiv'd advice that on the morning of the 10th the Scow had gotten off the rock on which she had run & with great difficulty had reach'd Sabbath day Point -- & on the same night the wind being exceeding high the sea had beat in her in such a manner that she sunk.

In spite of these delays, Knox's account of expenses shows that he paid off the boatmen on **December 15th and 16th**, ten days after his arrival at Fort Ticonderoga. From this we may conclude that all the guns had arrived safely at Fort George by then. And they had arrived in the nick of time, for the lake had already started to freeze. But with no snow cover, progress south was stalled.

Fort George Dec 16 1775

Rec'd of Henry Knox Twenty Six Dollars which capt. John Johnson paid to different Carters for the use of their Cattle in dragging Cannon from the fort of Ticonderoga to the North landing of Lake George.

Wm Brown Jun Lieut.

Knox spent the **16th** getting the guns into Fort George and the 17th catching up on his correspondence. His note to General Philip Schuyler in Albany reveals the circumstances at this point in the expedition and the route he intended to follow:

Sir We have been so fortunate as to get the mortars and cannon safely over the lake to this place - I arrang'd with Capt. Palmer of Stillwater to get proper conveyances for them from here. we are apprehensive of a [difficulty.at](#) Albany for want of a proper scow.

I am not well enough acquainted with the road after we cross at the half moon to know whether it be practicable to keep on the east side of the river entirely to Kinderhook -

I expect Capt. Palmer up with the teams on Tuesday or Wednesday and I [expect.to](#) move as far as Saratoga if the sledding continues as at present - from thence we must wait for snow.

I wrote to Mr. Livingston at Albany for 500 fathoms 3 inch rope to fasten the cannon to the sleds - It has not yet arrived.

Fort George Dec. 17, 1775 [to General Washington]

I have had made forty two exceedingly strong sleds & have provided eighty yoke of oxen to drag them as far as Springfield where I shall get fresh cattle to carry them to camp - the rout will be from here to Kinderhook from whence into Great Barrington Massachusetts Bay & down to Springfield.

There will scarcely be any possibility of carrying them from here to Albany or Kinderhook but on sleds the roads being very gullied - at present the sledding is tolerable to Saratoga about 26 miles; beyond that there is none - I have sent for sleds & teams to come here & expect to begin move them to Saratoga on Wednesday or Thursday next trusting that between this & then we shall have a fine fall of snow which will enable us to proceed further & make the carriage easy - If that should be the case I hope in 16 or 17 days to be able to present your Excellency a noble train of artillery the inventory of which I have enclosed.

Henry Knox's diary is the major source we have for day-to-day events associated with the expedition. Unfortunately there is a gap in that manuscript from **December 18th to December 23rd**. One may assume that during this period Knox continued to search for sleds and teams to drag the cannon south from Lake George and to wait for sufficient snow to make the roads passable for those sleds.

From fragments in the journal we know that Knox headed off on his own southward toward Albany on **December 24th**. He first went on foot to Fort Miller: *where Judge Dewer procur'd me a sleigh to go to Stillwater...*, and then crossed the river by ferry to the west side and arrived at Saratoga (Schuylerville) where he stopped and had dinner: *We dined & set off about three O'clock it still snowing exceeding fast... after the utmost efforts (of the) horses we reach'd Ensign's tavern 8 miles beyond Saratoga - we lodg'd.*

The morning of **December 25th**, Knox woke to find two feet of new snow on the ground. While he may have been heartened by this turn of weather, it did nothing to help him on his own lonely way south. He headed on to Stillwater where he got another sleigh to take him to Albany, noting in his diary: *. the roads not being broken prevented our getting farther than New City, about 9 miles above Albany - where we lodg'd.*

THE 3rd AND FINAL PART OF THIS ARTICLE TO BE CONTINUED IN NEXT ISSUE OF SOUNDINGS...