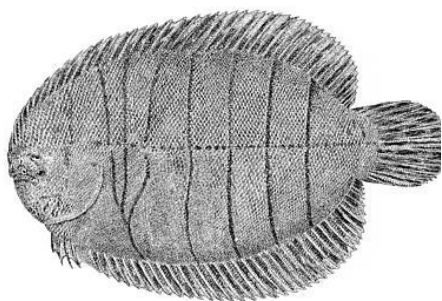


IN THIS ISSUE:

- ★ What does a captain do all winter?
- ★ Getting the boat ready for the sailing season
- ★ Species Profile
- ★ Learn about the Hudson River using HRECOS

The *Topsail Times* is designed and edited by Catherine Stankowski, and written by Clearwater's Education Staff

SPECIES PROFILE



Here in the *Topsail Times*, we will challenge your research skills each month with a species profile. In each issue, we will publish an image of a Hudson River animal, and ask you to supply the species, common name, habitat, diet, geographic range, and life cycle of this animal. Clearwater's Fish Key is a great tool to use for this exercise! The next edition will have the answer, and a description of the animal written by one of our educators. See if your description matches ours, and if we have left out any interesting facts you might have found!

This month's bonus question: How did this animal get its common name? Find out and compare your answers in the next *Topsail Times*!
-Eli Schloss

CLEARWATER'S

TOPSAIL TIMES

*Informing the Next Generation
of Environmental Leaders*



April 2012
Volume 1, Issue 1

CAPTAIN'S LOG

WHAT HAPPENS TO A CAPTAIN IN THE OFF-SEASON?

(AFTER 'A DREAM DEFERRED', BY LANGSTON HUGHES)

Does he dry up, like a fish on the deck? Or try to sail away—
and then wreck? Does he stink like a dirty keel?
Or does he become sour—like a lemon peel?
Maybe he grows weary like a tied load.
Or does he explode?

Well, actually, none of these! In the winter months when the boat is not sailing, the crew and I try to get as much maintenance work done on the sloop as possible. Sanding, scraping, painting, varnishing, sewing, fixing, oiling, overhauling, gluing, carving, shaping, renewing, updating, uploading, downrigging, uprigging, puttering, tinkering, banging, drilling, hammering, sawing, cutting, and smoothing are just some of the verbs that describe the work we have been doing. The winter season is very busy for us! In the winter months, we are able to take on larger woodworking projects than we can during our sailing season. It would be tough to find a good time in the middle of the sailing season to tear out a hull plank and make a hole in the side of the boat! But in the winter, when we have a shed built over the whole vessel, there's both time and space to do the work. As much as I enjoy the sailing season, I look forward to the winter to give back some time and energy to the boat to keep her sailing for as long as possible. When you come on board the next time, try to see what's new or ask about the work we did this winter. Hope to see you on the river soon. Fair winds.

— Clearwater's Captain Nicholas Rogers

PREPARING FOR THE SEASON

Hello from the Crew of the Hudson River Sloop Clearwater!

We are all so excited to be near the end of our winter season of sanding, painting, repairing and rebuilding our boat to go sailing again! In our maintenance shop, our famous tiller got a fresh layer of varnish to keep it bright and strong for the thousands of students who use it to steer *Clearwater* up and down the river each year. Even the bottom of the boat got attention this year with some new planks being cut from white oak and fit into the hull.



Clearwater's tiller in the shop

CONTINUED ON PAGE 2...

Send us your pictures and stories about Clearwater and the Hudson River!

Hudson River Sloop Clearwater, Inc. Attn: Topsail Times

724 Wolcott Ave., Beacon NY 12508 tel: 845-265-8080 www.clearwater.org sail@clearwater.org

PREPARING FOR THE SEASON (CONTINUED FROM PAGE 1)

As the flowers bloom and young fish start to hatch, the sloop will welcome new sailors onboard to “learn the ropes” and sing Pete Seeger’s songs together. Many of our new crew once sailed onboard *Clearwater* or the *Mystic Whaler* as 4th or 5th grade students. When you step aboard our 106-foot long ship, imagine what it would be like to live and work on this ship, and try to think of 3 ways that it would be different from your life on land.

All the big poles on the boat- sailors call them ‘spars’- get new coats of white paint and the decks get a fresh layer of oil to protect them from the weather. Soon, *Clearwater*’s crew will be getting the sails out of the shop, carrying the old spars aboard and installing our brand new bowsprit so you can come sailing. Where do you think the new bowsprit will go? Make sure you look at this new spar when you come to the boat!

Our favorite part of the year is sailing with schools on the Hudson River and we cannot wait to put the sand paper and paintbrushes away in the Bosun’s locker and pull out our fishing net and guitars to share with you! Every month you will receive updates from the crew about the exciting adventures to come in 2012 in our new *Topsail Times!*

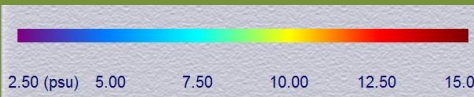
-Maija Niemistö



New hull planks



Clearwater’s bowsprit



THE HRECOS SONDE: CLEARWATER’S SOUNDING DEVICE

On August 8th, 2011, *Clearwater* transited from the 79th Street Boat Basin (in New York City) to Verplanck, New York (close to Peekskill). During this transit the crew was sampling the water with our **sonde**—our onboard water sampling system. Check out the map!

Looking at this map, you can see where there were high and low levels of Salinity, just one of the five things we test with *Clearwater*’s sonde:

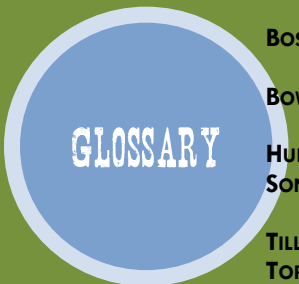
- 1) The Sloop’s location (using GPS)
- 2) Dissolved Oxygen (the amount of Oxygen available to life in the water)
- 3) Salinity (how salty the water is)
- 4) Turbidity (how cloudy the water is)
- 5) Surface Temperature (how warm or cold the water near the boat is).

Our sonde sends the data from these five tests to a website called “HRECOS” (pronounced huh-REE-kose). HRECOS has a number of sondes permanently fixed at docks on the river. HRECOS also has one mobile sonde—the one on *Clearwater*! Check out the website here: www.hrecos.org

Look at the map, and see where there are higher or lower levels of Salinity. **Why do you think the salinity levels are high and low where they are?** Some Things to Notice:

- There is a key showing that brighter red colors represent high salinity levels. Darker purple colors represent lower salinity levels.
- The sonde measures salinity in Practical Salinity Units (psu). PSUs show how many grams of salt there are in 1,000 grams of water.
- Salinity is sometimes measured in Parts per Thousand (ppt) which are equal to Practical Salinity Units (psu).

-Tom O’Dowd



- BOSUN** -short form of ‘boatswain’, the crew member in charge of the care of the deck and rig
- BOWSPRIT** -the forward-most spar on the vessel that sticks out from the bow
- HULL** -the main body of the vessel from the rail down to the keel
- SONDE** -a probe that automatically transmits information about its surroundings
- TILLER** -the lever used to move the rudder and steer the boat
- TOPSAIL** -a sail that sets on the topmast, above the mainsail