

Red Ranger

ANNUAL REPORT 2012

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DELMARVA CIRCUMNAVIGATION

A lot of things need shaking down. *Red Ranger's* first year refit needed to be proven. Her crew, also, needed time on the water to be sure they knew what they were doing. Some things worked. Some things didn't work.

The goals were simple: get to Lewes, Delaware, to rendezvous with the family vacationing at Rehoboth Beach.

The plan was equally simple. We'd move *Red Ranger* from her slip in Deltaville, VA, up the Chesapeake Bay, and down the Delaware Bay to Lewes. There, we could connect with family, perhaps take folks out for some day sails.

As we all know, the best-laid plans can often go "agley".

Problems

We ran afoul of several things.

- Crab Pots
- Intermittent Smoke
- Falling Tides
- The Zombie Apocalypse. That's how southern New Jersey looked to us.

None of these put *Red Ranger* out of commission. But each was an important lesson learned in problem-solving afloat.



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Mission

*To see as much of the world as we can,
Using the smallest carbon footprint we can,
Spending the least amount of money we can,
Making as many friends we can.*

Vision

Small Boat, Big View

Values

Don't come home until you have a story.

Red Ranger

DelMarVa Trip [from page 1]

Perhaps the largest and most challenging problem was the **Crab Pot**. We picked it up in Nantuxent Cove in southern New Jersey. We'd tried to duck in there to get out of the 25 kn winds out in the Delaware Bay.

Somehow our propellor managed to grab the crab pot line in spite of the small opening in the rudder. We could feel an impact. *Red Ranger* seemed to "throb". We went from ahead of schedule to behind schedule in one ugly incident.

The **Falling Tide** nabbed us in Ocean City Delaware. The location of the good, deep-draft and commercial fishing marina is obscure. The channel marks, similarly, are obscure. Local knowledge is essential.

Both **Crab Pot** and **Falling Tide** problems were solved through the kindness of strangers.

There's not much that can be done about **Intermittent Smoke** or the **Zombie Apocalypse**. Since there's no solution, it's more a matter of awareness. In the case of the smoke; an out-of-control swamp fire in the Great Dismal Swamp will be reported on NOAA weather radio. The inflectionless synthesized speech makes it hard to understand just what's going on.

In the case of the Zombies, you just need to be optimistic. A marina may look abandoned. That doesn't mean it

is. Just because there are a few non-zombie hold-outs doesn't mean you're going to get many services, either. But at least everyone was friendly.

Day 1

On the first day, we went further north than we'd ever gone before. Doesn't sound like much.

We were impressed. We anchored in the



Solomons;

had dinner with Scott and Jeanie on *Joie de Vivre*. A pleasantly long run for our first day of the trip.

Day 2

Now we're really out into unfamiliar territory. With wind on our nose, we motored up to Annapolis. We didn't crowd in, but instead dropped the hook in Whitehall bay.

Day 3

Through dumb luck, the tide was fair to push us right through the C&D canal to the Delaware River.

Passing shipping in the canal is unnerving. The

canal doesn't seem wide enough. The edges are not forgiving, but they're well-marked and generally very steep.

We spent a scary night, anchored off Reedy Point. This is a hellishly bad anchorage when the wind is against the river current.

Day 4

It was blustery on Delaware Bay. That led to our first major error. The boat may be bouncing, but it's important to just tough it out.

Nantuxent Cove was shallow, didn't offer much shelter and had crab pots. In hindsight, it would have been better to just push on.

Snagging the pot led to an epic "clunk" below decks. Followed by a scary throbbing. We weren't comfortable pressing on. 23,000 pounds of boat doesn't just "throb". After three days of motoring, we were very aware of what *Red Ranger* sounds like when she's healthy. She wasn't healthy.

Sea Tow was heroic. They dragged us to Greenwich Boatworks on the Cohansey river.

Days 5, 6 and 7

We sat at the dock. We changed fuel filters. Did laundry. Topped off the diesel. Fooled around with transmission parts.

It certainly wasn't the drive shaft or the transmission coupling or any of the obvious culprits. The Velvet Drive manual cautions that damage can result if the shifter is not fully engaged. It's Sunday, August 7th. The place is more-or-less shut down.

Monday, however, the mechanic shows up to help us



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Red Ranger

Year Two Refit

- Mizzen sheet block replacement.
- Add hatch cover snaps and screens.
- Replace voltmeter and ammeter with digital meters.
- Remove Crosby fridge.
- Add solar vent fan to aft head.
- Remove teak trim on aft lockers.
- Replace five lights with LED fixtures.
- Replace Lifelines.
- Filled holes in aft cabin wall.
- Replace transmission shifter cable.
- Replace Yankee and Staysail.
- Add track for Staysail sheets.
- Recovered Cushions in fore and aft cabins.
- Added raw water pump in galley.
- Replace Crosby refrigeration with Engel.
- Rebuild aft deck lockers.
- Add hatch-holder for inboard icebox.



DelMarVa Trip *[from page 2]*

dismantle our shift cable so that we could replace it with a new one.

The marina has a large, dusty selection of Teleflex cables. Except, of course, for a 10' standard cable. They could order one. The part will arrive (at the earliest) on Thursday, August 11th.

Special-order next-day shipping would have been smart. We weren't smart

We did laundry. Took showers. Changed the fuel filter.

Tuesday, a total stranger drove me to West Marine to get the part. We installed it and decided that we were leaving.

Days 8 and 9

We motored and sailed to Lewes. Things still aren't right.

There's still a profound throbbing. There's also fair wind, so we sailed for a few hours, giving the motor and transmission a rest.

We saw the family. It was a truly great day. Mission Accomplished.

Days 10 and 11

We've got to get back to Deltaville. It's a two-day trip around the Atlantic coast of DelMarVa. It's four days back through the Chesapeake.

Off the coast of Delaware, the wind was dead. The seas flat. We called our mechanic for a consultation.

Wiser heads suggested that a fouled prop is the only choice.

With flat seas we could dive and see what was going on.

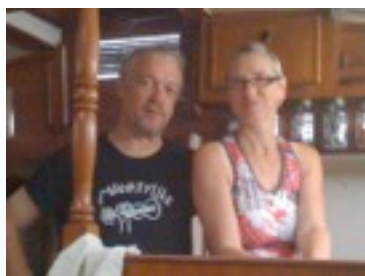
And that's when we found the crab p o t .

Victory.

All that's left is to pump out in Ocean City and t h e n motor for 28 hours until we're back in our slip.



Red Ranger



Overnight Guests

We had our first overnight guests on Red Ranger. Jen and Silcox came up to visit and spend the night.

We took CA's father, aunt, sister and her two kids out for some sailing. Plus we sailed around with Dave, Karin, Kyle, Hans and Ruth.

Maintenance

- Replace dodger studs, patch numerous holes.
- Replaced rivet in mainmast spreader.
- Replace A/C Raw Water Pump.
- Replace house batteries.
- Repair four small deck leaks.
- Change oil and oil filter.
- Clean port water tank.
- Cleaned numerous lockers.
- Winterized engine and heads.
- Changed oil and oil filter.
- Replaced shaft zinc.
- Replaced head exchanger zinc.
- Reverse rope in anchor rode; refresh splice.
- Cleaned macerator pump.

Safety

Finger cut while removing line from propellor. Yes, it bled a lot.

No Illness.

Weathered a tornado that destroyed houses in Deltaville. Suffered damage to the "bang rail".

Hauled out for hurricane Irene. Found and fixed four deck leaks.



Training

Diesel Engine Maintenance at ADC in Kilmarnock. This class was taught by Bob Smith who helped design the Lehman power plant in Red Ranger and similar boats.

Contacts

S/V Gaia II. Whitby 42. Patrick Cornelius.

SAILING DAYS 2011-2012

Month	Days	Destination
May	1	
June	5	Yopp's Cove
July	2	Reedville
August	11	DelMarVa Circumnavigation
October	1	

Distance traveled was 531 nautical miles. During Red Ranger's first year, there were about 14 days of active sailing covering only 150 nautical miles.



Red Ranger



What's Next?

One of the important parts of cruising is a relative absence of detailed, concrete plans. A boat is dependent on wind, weather and tides. The modern approach to travel with fixed itineraries, definite dates and known destinations doesn't work.

We do know a few things about our future. Mostly these are the constraints.

Our lease expires on October 1, 2012.

Our insurance requires us to be north of Cumberland Island, GA, between June first and November first.

Finish Commissioning

The *Red Ranger* to do list has about 85 items. Really.

Of those, about a dozen are actually required to make her sea-worthy. Another dozen or so are cosmetic. (It is our home; they are important.) Some are maintenance tasks that are mingled with the one-time repairs and upgrades. Some

are little more than ideas that had to get written down somewhere.

Organize Finances

We have some savings. We have some 401(k). There is no such thing as reasonably priced health insurance. Plus, through Divers Alert Network (DAN) we can leverage the DAN *TravelAssist* benefit which supports repatriation in event of serious injury.

Right now, we're largely clueless on how—precisely—to organize our finances to create an income stream to pay for drinks, diesel and dockage.

Move Out

Moving out of our apartment is challenging because we need to make the final discrimination between what we can keep and what we must discard.

It's approximately one roomful of furniture and boxes of miscellaneous stuff. We think we'll hire a moving company to

take it all to Las Vegas where Hannah and Xander can pick through it.

Shakedown

Since we can't leave the Bay until November first, that gives us plenty of shakedown time in October.

The United States Sailboat Show in Annapolis is usually the first weekend in October. The Whitby Rendezvous is usually just in advance of the sailboat show.

This means we'll head north at the end of September. We can then idle around the Bay for the rest of October, visiting places like St. Michael's Maryland.

ICW to Florida and Beyond

Starting in November, we'll work our way down the ICW to Florida. From there, we'll make the jump to the Bahamas.

Once we're in the Bahamas, we'll be open for guests. Call or write. The V-berth and Saloon are open from January to April or May.

Guest Accommodations

Red Ranger can comfortably sleep two additional couples. The V-berth sleeps two and the saloon sleeps two. There are two working heads, with showers.

Flying to the Bahamas

We think that Nassau or Freeport might be good destinations. We'll keep everyone posted once we arrive. It's a quick flight from Florida. We'll be waiting for you.

Summer 2013

For the summer of 2013, we expect to head North along the Atlantic Coast. We may try to hit Troy, NY. And we may also try to hit Provincetown, MA.