

September 2020 Maine Sail on Fiona

With Captain and owner Eric Forsyth, Dingy Captain Tom Lohre, Communications Officer
Chuck Lohre

Though Captain Eric paid for most everything, certainly everything about the boat since it was his but still there are a lot of expenses so Tom totaled up his receipts and it came to \$2,136.04.



YACHT FIONA - MAINE 2020

From Patchogue, New Bedford, Provincetown, Bar Harbor, Stonington, Harbor Island,
Belfast, Warren Island, Rockland, Port Clyde, Boothbay Harbor, Safe Harbor,
Sebasco, Jewell Island, Portland, New Bedford, to Patchogue

Chuck put this booklet together.

<https://www2.slideshare.net/ChuckLohre/yacht-fiona-maine-2020>

Tom sailed the coast of Maine with Captain Eric who he crossed the Atlantic three times with on his 42' Westsail. He brought along his identical twin. He loved it.

He is the third of three crew going to Europe for a three year cruise (not continuous) on a 32'. The first leg, 3 months, May 15 to August 15, 2022, will be from Lake Erie to Russia. Yes, the whole thing will be recorded by three crew members on all the platforms.

But before that we'll sail the Great Lakes 24/7 for 26. Days to trail her this summer.

Frank Weeks Boat Works
10 Riverview Ct, Patchogue, NY 11772

Brinkman's Hardware
125 Montauk Hwy, Blue Point, NY 11715

Yamaha SEE S F6SMHA

9721

In the Matter of The Quarantine of: Tom Lohre

Pursuant to Section 2100 of the Public Health Law

ORDER that, effective upon your receipt of this order, you are hereby directed to travel directly to, if not already located there, and remain quarantined at 126A W 14th St. The Salvation Army.

Wow what a place to stay! A step above the YMCA.

47 days. Sailing with my identical twin, Chuck. Three onboard. Sailing with the captain who I crossed the Atlantic with three times. He's 88 now and normally takes a month cruise to Maine in September when the boat is not in Europe.

It's great preparation for Chuck, who will be the third onboard the boat we are working on in Lake Erie to take to Russia in 2023.

All is well. A nice break from putting the engine in the boat we take to Russia. Now I am the apprentice instead of the chief engineer.

Road Codes

<http://m.theleif.org/tools/hazmat.php?type=UN&number=1824&name=>



Arrived 9:30 p.m. August 17, 2020

Had the traditional rum cocktail and went to bed.



Weeks Boat Yard built boats during the Civil War. Lassie is over hundred years old in a boat shed from the Civil War. The machine shop using steam and belts still works.



Fiona in her spot in Weeks yard. Touched up StarBright. Fixed vacuum.



Checked on Eric's Bentley, also has a 1939 Bentley here almost ready after engine rebuild good for another 40 years.



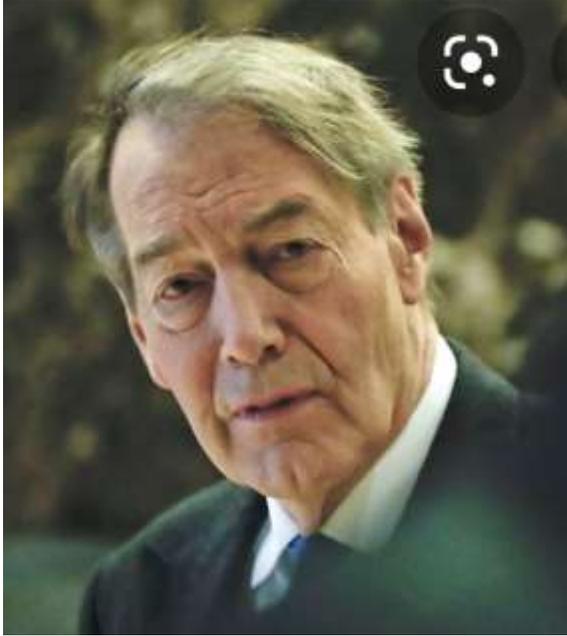
Blew up dinghy, checking for leaks.



Was going out on the Rhodes 19 but that's for another day.



Isabella Rossellini



Charlie Rose

Bellport residents. Met Charlie at the liquor store. He apologized for not having a mask on. Looked good, gave that signature angled head bowing nod.

Settling into a routine. Very easy going. Walked for 2 miles with Cap. Pizza.

Poured Out My Soul

When Irene talks everyone listens.

What we secretly want: "When Irene gives you a suggestion, you do it."

From Marie Marley's Blog:

Early one evening, I sat on the edge of my bed, head resting in my hands. I heard the air rushing into the room from a nearby vent; I heard the clock on the wall ticking. I couldn't imagine being stuck at home for who knew how many more months. In desperation, I called my social worker friend, Irene Moore, and poured out my soul to her. She told me that teenagers and people who live alone were the ones having the most difficulty with the shelter-in-place orders.

After we had talked awhile, Irene mentioned something that would lead to a miraculous cure for my isolation and depression. She told me Darwin once said, "It is not the strongest of the species that survives, it's the one that is the most adaptable to change." I took a deep breath and exhaled forcefully. This was a critical turning point for me. I was inspired to find ways to adapt.

When I awakened the following morning, I felt refreshed—better than I'd felt in weeks—and rushed to my desk to begin transforming my life. First, I made a list of 15 friends and family

members. Then I texted each, inviting them to a Zoom chat or Facetime call, or even just a regular old phone call. I devoured a Starbucks Slow-roasted Ham and Swiss while awaiting responses. Much to my surprise, 14 people answered enthusiastically the same day. (I never did hear from the 15th.) Hectic scheduling ensued.



Marvin Creamer, a Mariner Who Sailed Like the Ancients, Dies at 104

<https://www.nytimes.com/2020/08/17/sports/sailing/marvin-creamers-a-mariner-who-sailed-like-the-ancients-dies-at-104.html?referringSource=articleShare>

<https://web.archive.org/web/20071113141130/http://www.globestar.org/>

Links

<https://web.archive.org/web/20071124035214/http://www.globestar.org/links.htm>

also sent to:

Ralph V. Harvey
153 Bentwood Dr.
Malaga, NJ 08328

Telephone: (856) 694-5684
Email: rharvey@avmi.org
Website: www.rvharvey.com

“What we demonstrated,” he concludes, “is that information taken from the sea and sky can be used for fairly safe navigation. How far pre-Columbians sailed on the world’s ocean we do not know; however, it is my hope that the Globe Star voyage will provide researchers with a basis for assuming that long-distance navigation without instruments is not only possible, but could have been done with a fair degree of confidence and accuracy.”

My information comes from the issue of "Navigator" dated July/August 1985, pages 30-35. He also read a paper at the Institute of Navigation annual meeting, Annapolis 6/85, entitled "The first circumnavigation without instruments: a small step backward", of which I have a photocopy.

Creamer navigated on his circumnavigation using zenith stars at night, sun direction and wind direction during the day, plus a number of other savvy navigational tricks. An astounding feat, Creamer studied pre-industrial navigation methods, weather records and other data to assemble a background of knowledge that allowed him to make the journey. He returned to Cape May, New Jersey on May 18, 1984 — 510 days after departing.

<http://www.oceannavigator.com/Web-Exclusives-2016/Impressive-circumnavigation-remembered/>

Figuring Twilight
Jan 1, 2003

Twilight, often used as a metaphor by poets and writers, is a twice-daily event that also offers tremendous potential for the celestial navigator. The fleeting "windows" morning and evening twilight are used by navigators to shoot stars and planets and obtain multiple LOPs for a fix impossible when one is only shooting the sun. As an added bonus, knowledge of the time of sunrise and sunset provides a navigator with the opportunity to shoot an amplitude sight, the most accurate type of azimuth sight.

<http://www.oceannavigator.com/January-February-2003/Figuring-Twilight/>

Creamer obtained his latitudes by identifying a star with known declination that happened to transit through his zenith, directly overhead, estimating this by simply looking straight upward, after a lot of practice. He was just as unaware of his longitude as was an eighteenth-century mariner, so had to sail down a parallel of latitude to reach his landfall. It's the sailing without a compass that I find most awesome.

Nevertheless, when the 66-year-old Professor Creamer set sail from Cape May, N.J., in his cutter, the Globe Star, in late 1982, he was widely considered unhinged: No mariner in recorded history had traversed the globe without at least a compass, used by sailors since the 12th century if not before, or a sextant, introduced in the 18th.

Wednesday, August 19, 2020

Raining today so the yard is not painting the hull. Going grocery shopping. Maybe in the water in a few days. Very easy going.

~ Baldassare Castiglione, The Book of the Courtier



Yes, do what you do without question. Aspire greatest while being yourself. Every time I read your posts, I see your name as author, "Terry Grundy."

<https://youtu.be/DX6q4ytf7fU>

August 20, 2020

Chilling with Captain Eric

The 42' goes into the water Friday right after the yard paints her bottom.

Picked up some woolens at the thrift store and the Bentley from the paint shop. The 1938 Bentley will be ready next week.

Three-hour sail on the Rhodes 19' was glorious plus the two hour Gam with fellow sailors on the same waters later.



Launching Fiona for her Maine Sail

<https://youtu.be/y6f3ZCOB2Vs>

by yacht fiona | Aug 22, 2020 | Fiona News Network | 0 comments

Fiona was launched today (Friday) by Weeks Yacht Yard. The plan is to take Fiona to Maine for a month, leaving about 1 September. Tom and his brother Chuck arrived here earlier in the week and will crew for the complete trip. Tom has made three Trans-Atlantic passages aboard Fiona. I apologize to the few potential crew who wrote to me earlier in the year about crewing; my advice was to watch 'Crew Call', but then that was when I thought we could cruise the Caribbean for the winter. Unfortunately Covid-19 has scuppered that idea. I believe we can sail to Maine without incurring quarantine restrictions providing we won't visit Rhode Island on the way.



Interviewed by Michael Chait part of an plein air event.
mchaitmd@gmail.com

347-813-1679

<https://youtu.be/Cbp7ZSWNU4>

<https://patchoguearts.org/>

Michael was participating in the plein air event being sponsored by the above.



The Night Watch

We had to come back and check the bilge. Brought a lot of stuff. Now it's work, work, work till we leave but we take an easy pace, coffee break at 10, lunch at noon, stopping at 2 p.m. then a nap and happy hour at 5, dinner at 7.

<https://youtu.be/GIlaQj5BLLY>



Warren Woodard, artist and Weeks patron

Saturday, August 22

A good beginning. Drove last night to check her for leaks. She sank in 2018 after launching and it may have been the toughness of night driving for an octogenarian that prevented him from checking on her. A loose hose was the cause. But since his cataract surgery the headlights don't bloom up as much.

Engine started right up. Refrigerator working.

Feel fine. Wound healing.

Got some thrift store clothes to work in. Found three excellent wool sweaters. One from Mauritius, a small island off Madagascar where John Rouse used to live.



Fiona getting painted.



Possible Route
Patchogue, Long Island
Block Island, RI
Buzzards Bay
P-Town, MA
Portland, Maine and various ports
Nantucket, MA
Oak Bluffs, Martha's Vineyard, MA
Block Island, RI
Patchogue, Long Island



Monday, August 24, 2020

Sails bent, ready to sail.

Had the normal cussing roving the jib tape through the furler. That is feeding the front edge of the sail, which is a small 1/4" line stitched into the front edge, into a tubes slightly larger. The trouble is the tube is in sections and the sail must pass from one tube to another, of which there are ten. Sometimes it gets stuck, then you wiggle, shake, turn or whatever till it clears. Done it many times.

Hot as hell in the full sun and little wind. Tomorrow the heat in the cabin cleaning the heads should kill us,



Captain's Housekeeper

(631) 447-5042

contact@hollyshostesses.com

<https://www.hollyscatering.com/>

Holly Allen, founder of Holly's Catering, is a Long Island native. She graduated from St. Joseph's College with an MBA and has more than 25 years of experience in the catering industry.

Holly's experience extends across every type of catering and style, from country-casual at Montauk horse farms to urban-chic at rooftop cocktail parties overlooking the magnificent Manhattan skyline.

Holly has worked with some of Long Island's top caterers at the most prestigious events, including the Hampton Classic Horse Show, Dan's Papers 40th anniversary party, and the North Fork wineries' annual wine tasting showcase.

In addition to high-end, classy catering services, she can host a fun, casual BBQ right in your own backyard, a clambake at your beach house, or a cocktail party on your yacht.

The highly skilled team at Holly's Catering has the knowledge, experience, and expertise it takes to fulfill your every need and execute an event that surpasses all your expectations.

Holly is also a certified flight attendant for charter, private, and personal travel. Contact Holly's Catering by calling (631) 447-5042.



https://youtu.be/J28_2F3pV0Y

Thursday, August 26, 2020

Still from a funny video about being quarantined for 14 days in a small bedroom. Captain, very upset we cannot help. He brings our meals, and we have separate baths all part of:

New York State:

Hello, T.L.(Age: 67)! This is your daily wellness check-in. Please answer the following quick questions about how you are feeling (or respond 'STOP' to discontinue messages):

-- Have you had any symptoms today? 1:Yes, 2:No.

Tom: No

New York State

by yacht fiona | Aug 31, 2020 | Fiona News Network | 0 comments

Fiona is just about shipshape. The plan is to leave about 12:30 pm on Tuesday, 1 September. Our first stop will be Block Island, but to avoid quarantine problems we will not go ashore. Our first stop on shore will be Provincetown. Our first stop in Maine may be Bar Harbor, but that depends on wind and weather. Keep an eye on Fiona's news page for updates.

Monday, August 31, 2029

You have completed 14 days of monitoring and you no longer need to be in quarantine after today. Should you develop any COVID-like symptoms going forward, please call your healthcare provider or the local health department in which you reside. If you have any further questions, please visit <https://coronavirus.health.ny.gov/home>. Thank you!



Riding in the "1937 Bentley, a car you can drive, no chauffeur needed" was the ad campaign



Ritz, Mayo, Cheddar Cheese with Branstown Pickle



Fiona's temporary slip at Weeks Yacht Works



Lifeguard Sand Hill
They shovel sand in front of the chair.



3-Year-Old Clinging to Unicorn Float Is Rescued in Greece after being blown out to sea.
<https://nyti.ms/31D4RhH>



Burning a candle for you

Wednesday, September 2, 2020
Sent to Irene & Willard



Heavy plastic boxes of everything



Gorilla Glue activated by water



Chuck has the dream bunk; I got the one with a USB port.



The Radio Room

Sent to Irene & Helen

Found the leak. Forgot to shut the freezer water drain. Received multiple praise from Captain. Got down and dirty into the bowels of the boat to tighten hose clamps. Fiona is a big version of Clio.

It takes three to go down deep into the boat.

LOG

CON BAR

22nd Aug 2020Added 22 gall on Center tank
from JS23 Aug 2020Added 20 gall to Pt tank
Fuel state

C : 16" = 75g

P : 16.3 = 42g

Eng hrs 1003.0

HELM YACHT

PETER KREILING

516.381.3671

helmyacht@gmail.com

Service
freezer
8/26/202 Sept 120

TRIP TO MAINE.

ON BOARD:

ERIC FOXSYTH

TOM LOHRE

CHUCK LOHRE

ENG HR: 1012.9

Fuel state:

C: 16" = 75g

P: 15.1" = 42g

on Pt tank

Water in stb tank

LOG

24483

“This is the sissy cruise, per Captain. We are now on vacation, till the next thing needs attention.”



1st Happy Hour
"Only one drink at sea"



We are on vacation now. "Don't ruin my vacation," famous words from the captain. Did not experience the giant angst predicted handling a 25 ton'er. After two weeks of easy hard work we're at sea and a more easy going sea pastoral mode has set in. Endless hours of lounging. Thinking of what I could do to make a difference.

		Log	Com	87
1210	left dock at 1145 open, light rain, little SE wind Speed log not working	240 93	180	102
1520	Under the inlet. Min depth under beam was 3 ft. GPS 40° 36.90 N 73° 19.2 W Some swell at S end of inlet	—	180	
1610	Set main. light S wind			
1625	Set jib also. NA wind wind, motor sailing			102
1845	Stopped engine on beach. - wind 5 kts 10-12 kts			
2400	Full moon wind 7kt on star beam. Outset sailing averaging 3 1/2 kts. Pos: 40° 40' N, 70° 27.2 W		070	
<u>3 Sept '20</u>				
0200	Wind light, 7-10 kts from star beam. Fishing boat passed on Pt. Pos about 5 nm E of Starbuck.		073	
0400	Wind died, started engine			

- | | Log | Com | BRZ |
|------|---|-----|------|
| 0740 | Passing Mont and Pt
Foggy
Problems: starting
batteries not charging
→ toppling left broke. | 073 | 1023 |
| 1020 | Engine stopped
bled lines etc | | |
| 1200 | Engine running
No worry
fog lifting | | |
| 1430 | On center tank
Fuel state:
P: 6" = 10g
C: 17" = 80g | | |
| 1615 | At 1400 saw trace of
fuel in the lube oil.
Decided engine pump
was leaking. Supposed
pump using clean
pump. changed
lube oil, added
1 1/2 g.
Eng to 1060.0
when restarted
surge auto pilot quit | | |
| 1700 | No clue as to Auto pilot
failure. Engines OK.
Decided to head for
New Bedford for repair | | |
| 2040 | Dropped anchor in 20' at
entrance to Clarke Cove.
POS 41° 35' 44" N 76° 59' 25" W | | |



by yacht fiona | Sep 4, 2020 | Fiona News Network | 0 comments

Fiona had nice winds on Long Island but no winds by the time we reached Buzzard Bay. Then the autopilot failed. Fiona is at the Pope's Island Marina in New Bedford, MA to try and get the autopilot fixed. If all goes well, we will leave on Saturday for the Cape Cod Canal. All is well, the weather is great, and we are happy. That's life on a boat!



Picking up a voltage regulator. RA Mitchell, engine experts with a shop across from Pope Island Marine was nice enough to supply a man and the company truck to take us to the alternator shop.

Friday, September 4, 2020

Having all the learning you can stand is more like it. Sailing boot camp with trouble always around the corner but hidden in the boat are the tools to fix the problem.

Nobody goes to boot camp for fun.

You know how I like a challenge.

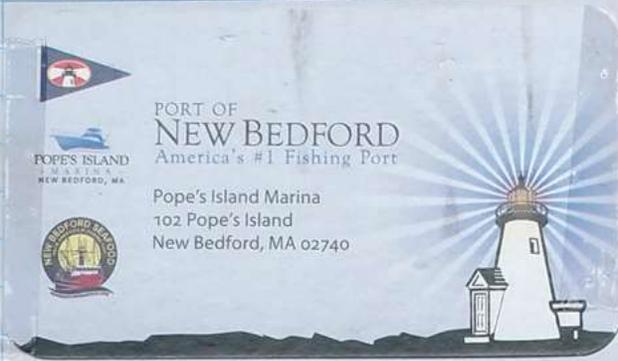
Low

Low

4th Sept '20

8 45

Seed up Popes Marina,
Fairfield, ms
No wind, sunny

5th Sept '20

10 725

Left marina at 0605
Auto pilot not working
Under power. Heading
for Cape Cod Canal.
No wind, sunny.

0 55 100



by yacht fiona | Sep 6, 2020 | Fiona News Network | 0 comments

Fiona arrived in Provincetown on Saturday after powering across the Cape Cod Bay due to very light winds. We picked up a mooring and it is extremely busy here for the holiday weekend. All is well, the weather is great, and we are having fun.

2407

2407

2407

0830 Amozanglo enough
we were stopped by
the Canal patrol -
stay at garage to
drop the working bridge

0900 Bridge open!

1130 Through the Canal
Swamp, Wind N by 10kt

1240 Fuel up at fuel dock
Low fuel on M. 11.00
Refuelled
P. 353
C. 20g
Log to 1045.1

155 Packed up morning (100)
Fuel 5.00

G. 13.83g

P. 17.48g

Log started working: 2150

Out gas down to 1820

to temp 2000 at 1820

7th Sept '20

1845 left morning at 0800 24518 300 1038

Motor working, wind

S by 10 kts. Suning

WPT 46 (48 Out 4). 1500 am on 0800

Auto pilot worked at

start but is not dead!

1045 Road main stopped 24522 051
Eng. low. Wind E by S
9.20 kts

		LOG	Com	Sta
1200	Pos $42^{\circ} 16.1' N, 70^{\circ} 03.3' W$ WPT 46 : 138 nm on $036^{\circ} T$ Sailing nicely, wind E'ly 12 kts	24539	055	1039
1530	Set stays at 1430. Wind now 20 kts. Auto pilot 1/2, hand steering	24563	055	
2400	wind E'ly 10 kts Sailing well. No ship sighten	24617	055	1035

8th Sep 21

0710	Start at eng at 0400 It quit at 0500. Chopped filters etc Now running again	24643	055	
1120	D. land fall at Maine Jury No wind jacked sails	24667	050	
1200	Pos : $44^{\circ} 09.4' N, 068^{\circ} 12.7' W$ WPT 467 14 nm on $33^{\circ} T$	24672	050	1039
1450	Picked up mooring #2 Bas Harbor. Fog lifted Eng Ho 1063-7 Fuel stats: C 16" = 75 or P 16" = 44g	24688		

by yacht fiona | Sep 9, 2020 | Fiona News Network | 0 comments

Fiona has arrived at Bar Harbor. Our sail from Provincetown was wonderful to start with. The wind from the east eventually peaked at 18 kts. Unfortunately, it died to nothing by 4 am on Tuesday and we powered the rest of the way. It was very foggy offshore, but the veil lifted as we approached land. We picked up a mooring at 2:40 pm. Hopefully, the harbor master has a Fedex package for us with a vital part for the autopilot. Fair winds, Eric

I sense all went well. Hope the mother's asked how are you, not where is Tom. I cannot remember if we stopped in Bar Harbor. Blew up the dingy and went ashore. Still a rusty sailor. Did not look closely at the charts and came in the wrong way. Good thing it was high tide. Then promptly punished myself my losing my watch picking up the mooring buoy. The holder for the strap was getting weak and slipping allowing the strap to flap. I should have replaced it with my spare. Normally it comes undone and falls off then I replace it but thus time it was over the deep lobster infested waters of Bar Harbor. I watched 40 years of wearing it in one second as it moved pass the side of Fiona into the mouth of a hungry fish I hope.



<http://www.clevesandlonnemann.com/>

Log Com SAT

10th Sept '20

Auto pilot in fixis!
New control head
delivered to Harbor Master
and the truck.

0800 Under way, Foggy 24685 115 1041
Damp No Wind

1350 Anchored in 30', 24719
Harbor Is, Merchants row
Foggy
(CA boat 'solution'
from Rockport near
in the morning.

1545 Anchored in 20', E.S. 24722
buoy #18, Starbuck
Very foggy.

11th Sept '20

0850 Away by 0815. 24725 331 1040
Anchor caught on
cable. N horn, 20 ft
Bown A for Butter Is

1000 A beam Eagle Is. 24729 320
To rough to turn at
Butter Is - heading
for Selfast.

1005 Engine stopped!

1035 Engine ON again!

1100 Engine stopped again -
blocked fuel lines

The autopilot is fixed!

by yacht fiona | Sep 11, 2020 | Fiona News Network | 0 comments

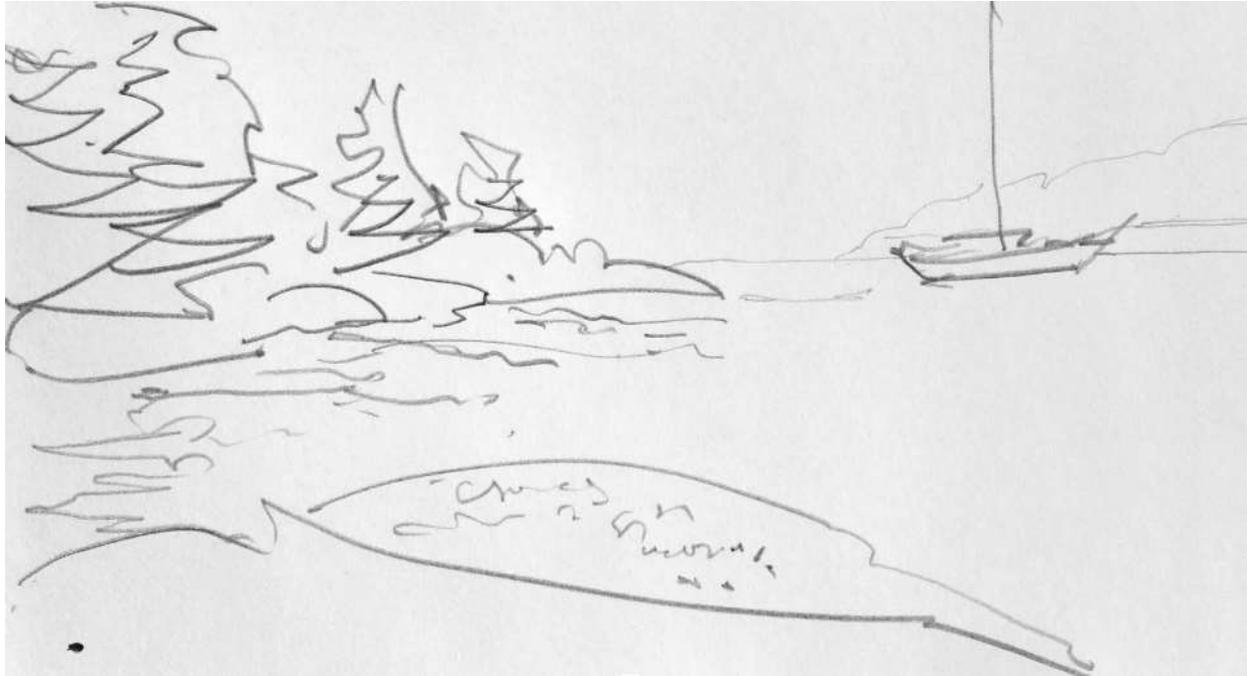
The part for the autopilot arrived at the harbor master's office in Bar Harbor on Wednesday. Amazingly the part worked, and we now have a functioning autopilot again and it's working well. We headed west and are now in Stonington, ME. Fair winds, Eric





Kate, Belfast harbor master, gams with Fiona





Fiona is in Belfast

by yacht fiona | Sep 11, 2020 | Fiona News Network | 1 comment

Friday, we arrived at Belfast. Strong wind blew away the fog. Yesterday we ran into another CCAer , 'Solution, at Harbor Island, Merchants Row. We plan to spend two days in Belfast, we are tied up at the Town Dock

Saturday, September 12, 2020

Finally getting calmed down. Only one heart attack this morning moving the boat. Almost impossible to calm down. I have to stop drinking.

For the crossing part of our Maine tour, we experienced one day and night with no land in sight. If we only had one night to experience what it is like for days on end, this would be the one with full Milky Way in plain view till a half moon appeared. Chuck steered by the stars, but I stuck with the compass. Never getting out if my head the man who sailed around the world with no compass or GPS. He just died at 90 and some well-meaning friends have preserved his 37' steel sailboat for a future museum. All the time steering I wondered how he did it. Little is written by him. A lecture is out there I have to find. He read the waves. I could certainly do that and keep a straight course till a better reference appeared like the sunset or rise along with stars appearing and disappearing along the horizon.

The fear and trepidations of jumping aboard a seasoned ocean vessel with rusty skills is abating. I have newfound confidence we will get underway cleanly with all eyes on the chart, radar, course and horizon arriving safely without meeting any unknown rocks. When you are at the wheel you make the decisions, even if the captain is standing right next to you. It's your responsibility to ask directions. If you hit something, it's your fault. Sounds strange but the man at the wheel can call all hands-on deck is a second even it's the middle of a rainy windy night to reef sails. Huddled in the cockpit all looking at each other discussing what action to take. Sometimes no action is taken calling Neptune's bluff.



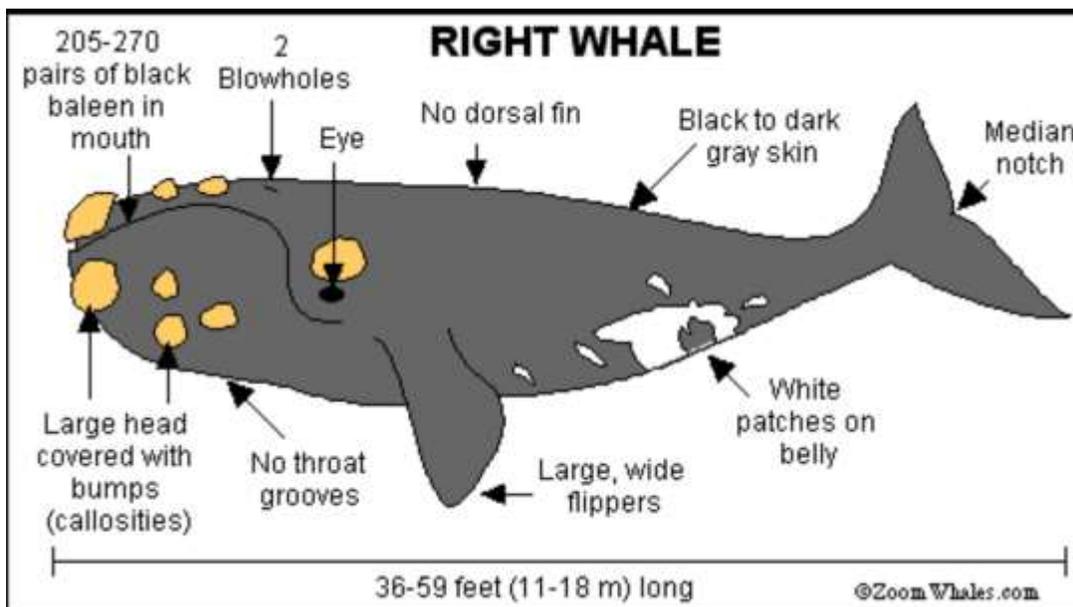
Thousands maybe millions of lobster trap buoys litter the surface. Each one seemingly a member of some family. Sometimes a few brothers or sisters hang out together but for the most part each one is alone bobbing and if the water is over 200 feet, they have a friend attached. Not the same buoy but a different one in solid color shaped like a pill. You try not to sail between them for they are attached.

Got up late today 8:30! Cold last night had to cover up with a sleeping bag. My stomach can't wait till lunch. At least we have instant coffee made with decent water from jugs filled from the dock hoses.



"In many places around the world including Canada, Scotland, California, and Massachusetts, fishermen are testing rope less or non-vertical line fishing systems that could completely remove dangerous lines in the future in areas where there are whales," said Zack Klyver, science director at Blue Planet Strategies.

<https://www.nrdc.org/media/2020/200805>







P



<http://www.mainescoast.com/>

<https://www.maine.gov/dmr/about/index.html>

<https://www.maine.gov/dmr/news-details.html?id=1933868>

The 'Prince of Whales' wages a relentless and abrasive fight to save a species

By David Abel Globe Staff, September 14, 2019, 5:16 p.m.

Richard Maximus "Max" Strahan at a recent meeting about right whale protections at NOAA's offices in Gloucester. DAVID ABEL/GLOBE STAFF/GLOBE STAFF

GLOUCESTER — When the self-proclaimed Prince of Whales arrived at what he calls the Nazi Fishies HQ, the rumped scourge of all those he considers ecologically unrighteous immediately began to unload.

"I told the security guards there's going to be a riot," the Prince — Richard Maximus "Max" Strahan — said with a grin after arriving last month at the regional headquarters of the National

Oceanic and Atmospheric Administration, where many familiar targets of his wrath gathered to discuss the latest controversial proposal to save North Atlantic right whales from extinction.

<https://www.bostonglobe.com/metro/2019/09/14/the-prince-whales-wages-relentless-abrasive-fight-save-species/kwW8HyZ838YYWIGtIhNC9H/story.html>

Northern Right Whales Are on the Brink, and Trump Could Be Their Last Hope

<https://nyti.ms/2ZSd0fZ>

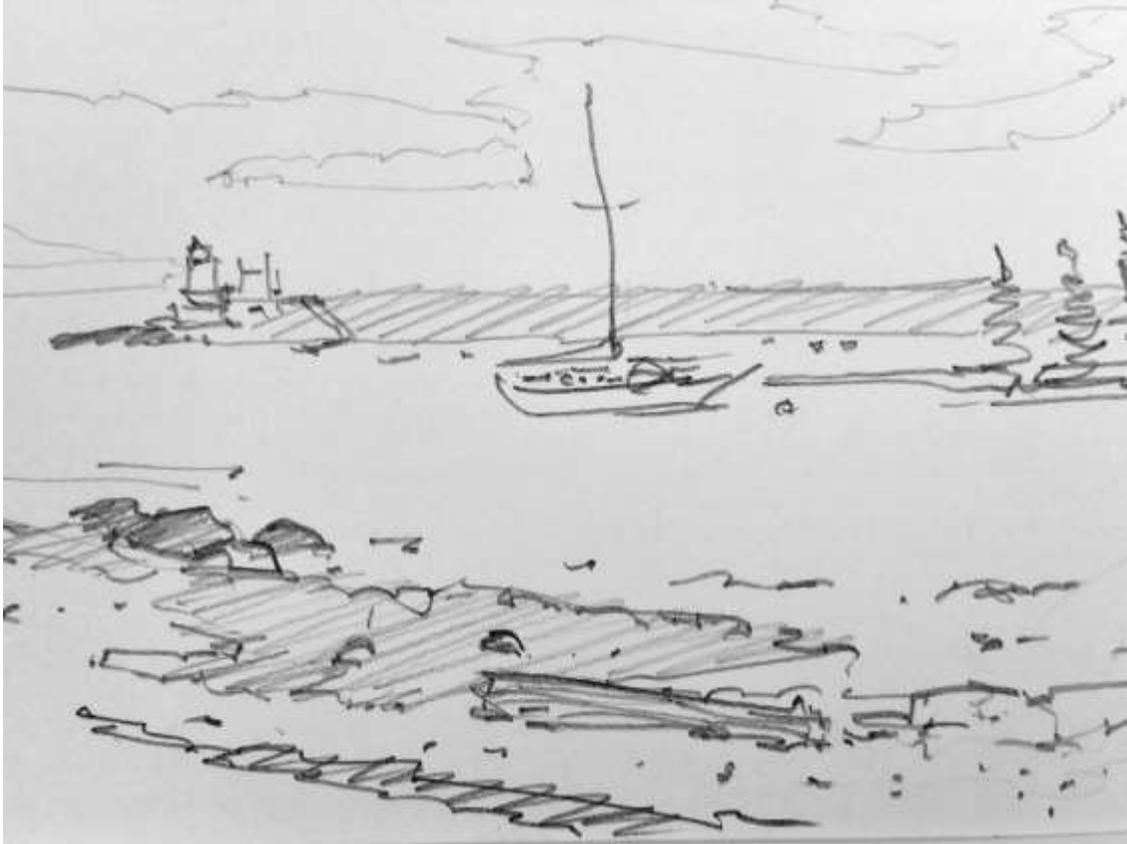


Harbor Island, a wildlife refuge

Feeling more and more like Chewy in Stars Wars always groaning as another thing on the millennium falcon breaks.

Was on a desolate island, walked into the undercover to discover a tame red squirrel four feet from me. We exchanged glances as I was talking to Irene at the time. It was like the family was together.

This is a sailing boot camp. Everything breaks in a slow motion. Just slow enough it doesn't overwhelm us.



Warren Island with the ferry terminal on the next island.

Picked up a buoy with three other sail boats. Yesterday every mooring of ten were taken. Wind 15kts of course on the nose. Kayakers arrived at the same time. What a ride in they had.

A young woman not unlike Helen sat in the stern of a 40' ten man rowboat used in the old days to greet ships. First one there got the contract.

She was weighing down the stern as it was being taken out of the water, but the keel had not gotten in the groove.

I had seen the man in the truck pulling the trailer and the woman ashore surveying the haul out rowing earlier rowing it. One on each side with their oars reaching across the ship while they sat on near the side. The 4" square oar that sat in the square leather covered oar lock completed the method of transportation.

Eventually they got her in the groove.

Later I saw the same girl at the Farmer's Market, over hearing, her mother has a stall there, and again on Main Street.

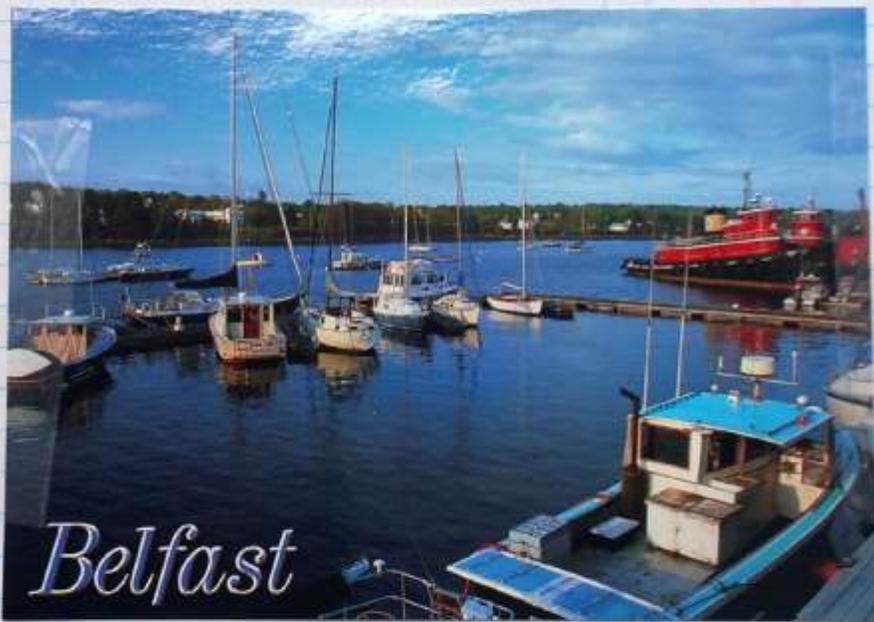
I wondered about her life.

1130 Engine ON and on
still trying to
clear Scatter Is

Log Com 8

1350 N of Isleport Is. 24744 308
Sunny turned left to
Belfast. Stopped engine
set yk. wind N 8kt

1515 Tied up, Town Dock, Belfast 24748



13th Sept '20

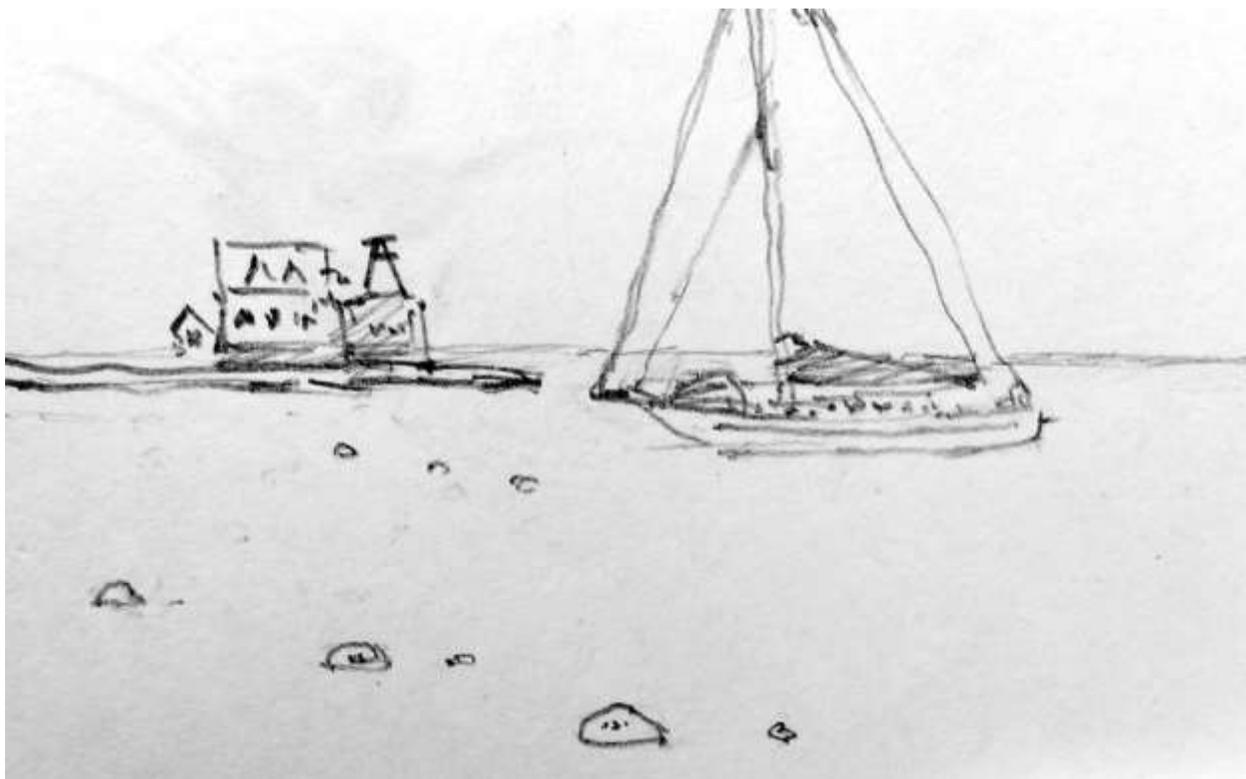
1210 Left dock at 1200 24749 160 103
Wind S by 20 kts.
Bound for Warren Is
Under power

1425 Picked up morning, 24756
Warren Is
Pos: 44°16.507, 68°56.536

Heading for Rockland

by yacht fiona | Sep 14, 2020 | Fiona News Network | 0 comments

We left Belfast And moored for the night at Warren Island, a Maine State Park. Strong wind today but sunny. We will head for Rockland tomorrow. During the last few Happy Hours we have listened to jazz from Bob Sparkman and Jerry Noble. Bob was the president of Sparkman and Stevens yacht design company.



Moorings aplenty in Rockland

Just what you want to see. Nobody there but you. Of course, it is not true. We took a short mooring 1st, barely fitting, then picked up a longer mooring only to find it had no eye. Quickly in a luff and deft handling by Captain Eric, a bowline was tied and the rove complete. Was it only I who anxiously looked for Fiona after going ashore to make sure she was still there? In light winds a bowline can part. Light constant winds kept it fast, and she was there on our return. I wonder what happened to that eye.

118 Main St, Rockland, ME 04841

[Get Directions](#)

247 people checked in here

<http://jessmarket.com/>

(207) 596-6068

Specialty Grocery Store

Two sessions

Lara Roller visiting

Phone call with big Helen

Wednesday, September 16, 2020



Tom turning Chuck onto the simple way of enjoying an area. Buy stuff from the big grocery store. They have live lobster for \$15 a pound. Local low-end restaurants have them for \$20. Should have looked for lobster in the frozen sea food section. Tom doesn't have the strength to tackle a whole, just boiled, one. Reminds him too much of him. At least the crackers had no salt tops. Had a bowl of haddock chowder for dinner. Went to bed early. Still in bed writing this.

Fiona's in Rockland

by yacht fiona | Sep 16, 2020 | Fiona News Network | 0 comments

We enjoyed a great sail on a starboard reach to Rockland, Did the ten-mile leg in 90 minutes. We will stay three nights at The Landings as we couldn't get a reservation to visit the Transportation Museum until Wednesday afternoon.



Wyeth

Met Matt 207-594-6193, he cut his finger off halfway in a slip. Now here working at a premier boat builder.

14th Sept '20

Log from 5th

0855 Dropped morning 24 757 222 1030
 Under mains'd e jet
 Wind NW, 15 kt.
 Cloudy, warmer

1130 Picked up morning #3 24 768
 The Landings (ch 9).
 Foreby fuel from Warren t.
 Starboard Rudder.
 Cloudy



← see over

17th Sept '20

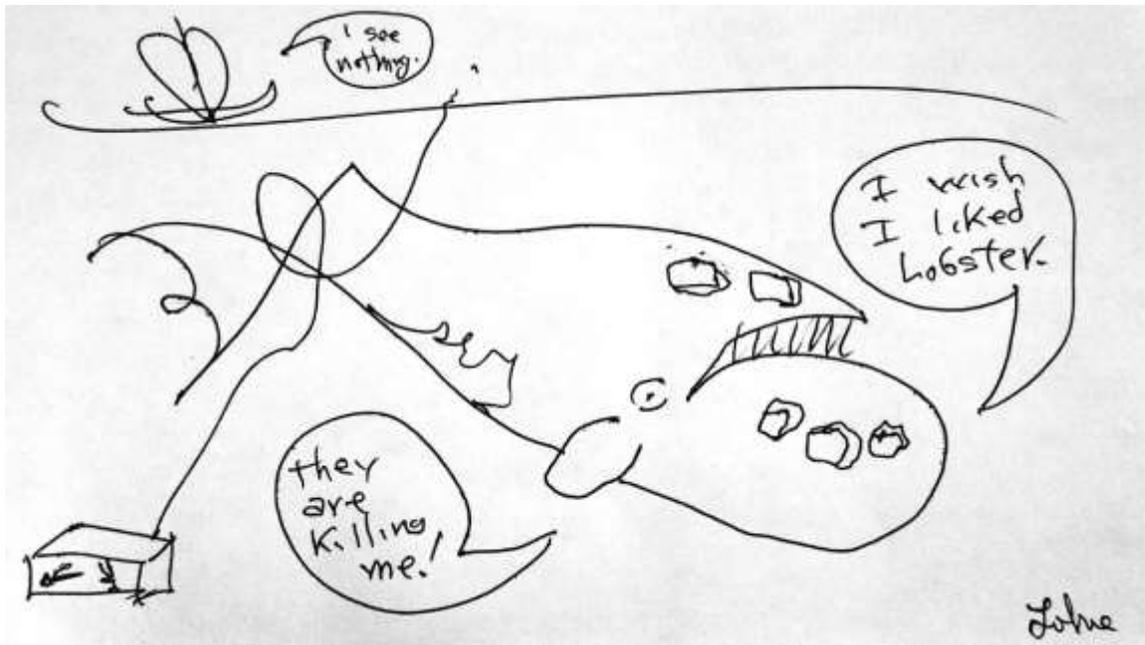
0910 Dropped morning at 24 773 182 1032
 0800: Sunny, little wind
 Under power.

1230 Picked up PCHS #6 24 788
 morning.
 Later home check
 ate 4 lobsters.

18th Sept '20

0815 Dropped morning at 0800 24 790 274 1034
 Cloudy, cold. light
 N'ly wind

1150 Picked up morning Boat bay 24 806
 at 0845 on air w/ Petal
 due to West in m + be



Canada's 'dynamic' plan to protect endangered right whales rests on robots
By Elizabeth Pennisi, Feb. 28, 2020 , 1:20 PM

With only about 400 North Atlantic right whales remaining, the Canadian government is stepping up its efforts to keep them safe, even as it tries to keep the nation's lucrative snow crab and lobster fisheries in business. Officials yesterday announced the nation's latest plan for reducing the number of these behemoths being hit by ships or tangled up in fishing nets. It calls for regulating fishing and shipping in a larger area than in previous years but aims to restrict most activities only after a whale has been spotted nearby. Those "dynamic" restrictions will rest, in

part, on data collected by robotic submarines equipped with sensors that can detect right whale calls, as well as airborne drones doing visual surveys.

Right whales (*Eubalaena glacialis*), which breed off Florida and head north to summer off New England and northeastern Canada, have in recent years been shifting where they hang out. More of the whales have been appearing in Canada's Gulf of St. Lawrence, likely because of a warming ocean. As they migrate and feed, they can get hit by ships or tangled in fishing gear, problems that are taking an increasing toll on this vulnerable population, which has been declining since 2010. Since 2017, 30 whales have died this way, says Kristen Monsell, an attorney for the Center for Biological Diversity.

The Canadian government responded in 2018 by closing some fishing areas and slowing ships down while whales were present and investing \$1 million to help rescue whales in trouble (such as by cutting away entangling nets). Last year, it confined those restricted areas to where 90% of the whales had been spotted 2 years earlier—but by the end of that season, it had imposed dynamic restrictions across the entire Gulf of St. Lawrence. Under the dynamic regulations, fishing is prohibited, and ship speeds are reduced for 2 weeks in areas where a whale is spotted. If there is a second sighting within that period, the area is closed to fishing and shipping through mid-November. In 2020, dynamic restrictions will be in place across both the Gulf of St. Lawrence and the Bay of Fundy to the south.

Dynamic regulation should be “more friendly towards fishers,” Bernadette Jordan, Canada's fisheries minister, said at a public briefing yesterday. In the past, fishers had been barred even from areas where there were no whales, notes Brett Gilchrist, a fisheries expert with Fisheries and Oceans Canada. “Our ability to adapt to where the whales are detected is absolutely what we need,” he says.

Conservationists are pleased that Canada is moving to protect the whales, but have some reservations about the new plan. It “means there will be [fishing] gear in the water when the whales are present; that creates a huge risk for the whales,” Monsell says. “More restrictions, not fewer, are needed.”

Monsell does praise efforts by the Canadian fishing industry to modify gear to be more whale friendly. By the end of 2021, fishers—including lobster and crab harvesters—will be required to have smaller diameter, weaker ropes securing their gear, so that whales can more easily break free if caught. And, Monsell says, “We are pushing the Canadian and U.S. governments to transition to ropeless gear,” which can use electronic signals to allow fishers to find and retrieve their traps and nets. And there's more good news for right whales, Monsell adds. Two years ago, no calves were spotted among returning right whales. But in the past year, researchers have spotted 10 newborns.

<https://www.sciencemag.org/news/2020/02/canada-s-dynamic-plan-protect-endangered-right-whales-rests-robots>

Onto our second half. Things are getting smoother. Yesterday morning after a night of no wind, it picked up big time in the harbor at the mooring. Out of the corner of my eye, while in my bunk, I saw the wind pick up the front of the dingy suspended above the water resting alongside the hull. It went vertical putting the engine in a precarious spot almost going in the water.

Another mistake from unseasoned sailors. Should have tied the bow painter to the boat. Just suspended from the hoist rig allows all kinds of motion.

Lob Com

Feb sailed sails. Two very cold.

S.V. Petronella
 Joshua 40

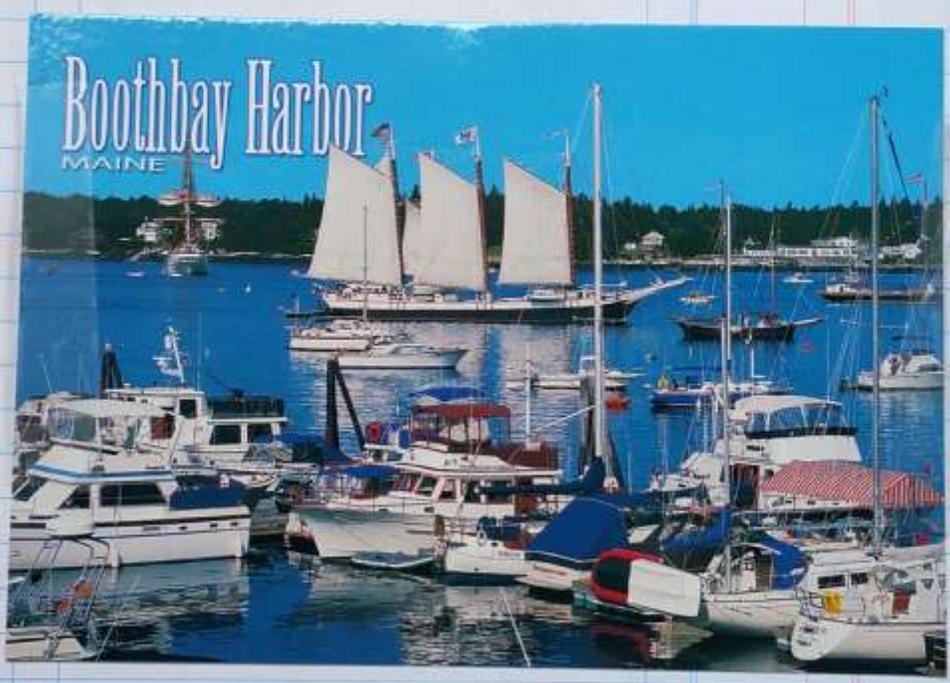
John & Helena Alberg
 www.littleboatclub.com

415 Walnut Street #22007
 Cross Green Springs, VT 05940

• 1 (802) 327-4375
 john@svpetronella.com
 helena@svpetronella.com



← left a 1/2 bott
 of wine in
 cockpit.
 could not
 reach them;
 crewed 2014
 & 2015



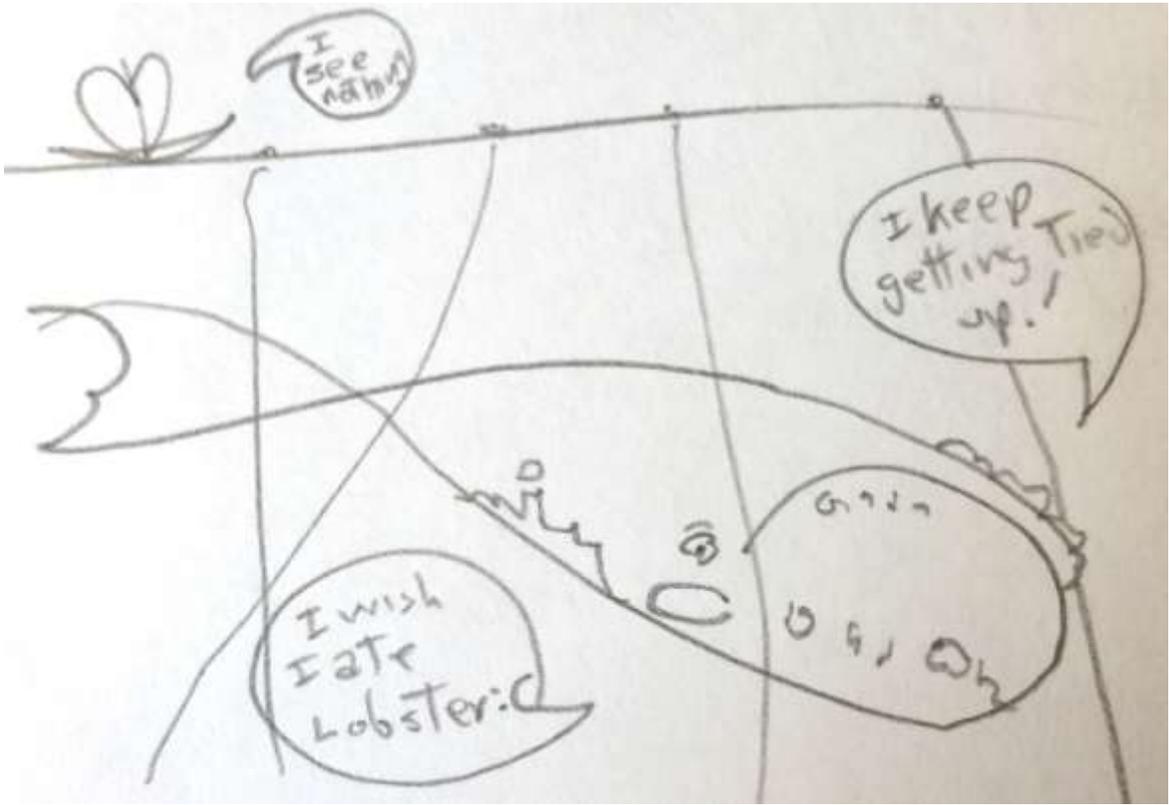
ISLAND LOBSTER
 Live Lobsters & Crabs Fresh From The Atlantic



CAPTAIN MAYNARD BREWER
 Fully Licensed to 200 gt / 500 ltc-tons

207-350-5010 captbrewer302@gmail.com

← came aboard
 for Hester Hester
 wanted to buy
 both my books



Picked up a mooring buoy in Port Clyde. Went ashore, had lunch and walked the mile or so to Marshall Point Lighthouse.

You can see Fiona entering the harbor in the sketch. Little or no cell service. Great Lobster at Port Clyde General Store, \$6.59 a pound. Bought four and satisfied our lobster fix.



Fiona Arrived in Boothbay

by yacht fiona | Sep 20, 2020 | Fiona News Network | 0 comments

We are now at Boothbay. Tom and Chuck really enjoyed Port Clyde, that bought four lobsters at the general store for \$6.40/lb . In Boothbay John and Helena stopped by, they crewed on Fiona in 2014 and 2015. They now live full time aboard Petronella, for which they blame me! Fair winds, Eric

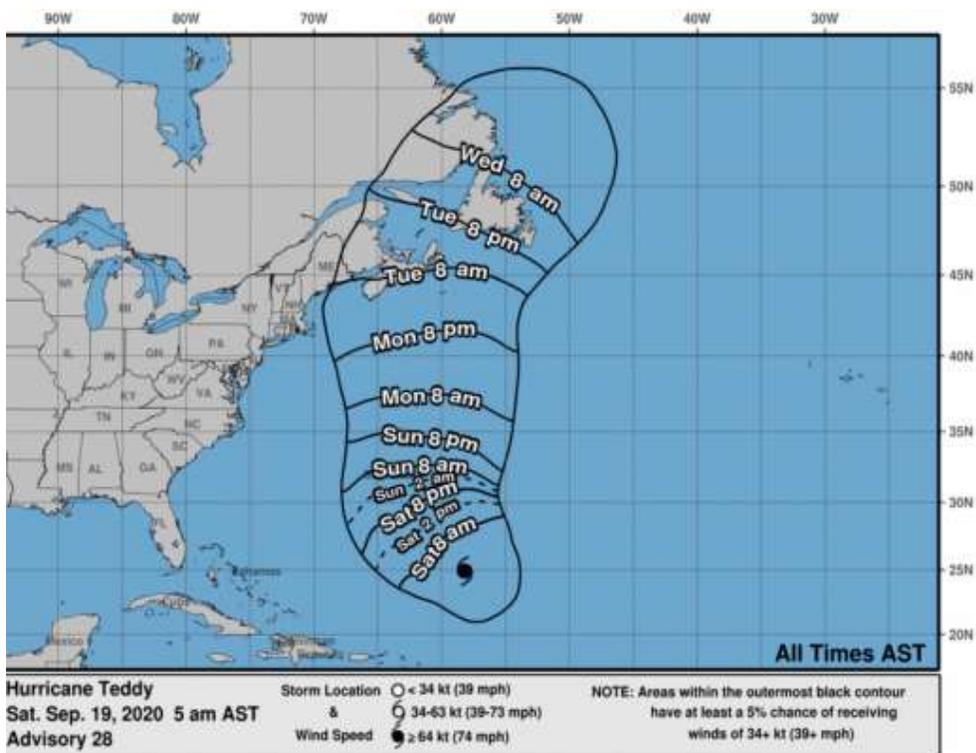




Leaving Port Clyde in a delicate channel the engine started overheating. Steam poured out of the engine room and the smoke detector did not go off. We failed to confirm water coming out of the exhaust or noticed the water gauge heating up. Found the trouble to be cloughed sea water intake. Tough to get at, Captain said he had not checked it for two years. It was jammed with fresh seaweed. The humidity in the engine room went up so high the rudder direction sensor for the auto pilot stopped working. It's computer is right above the fresh water cooling tank. We were able to raise sail and sail through the passage while Captain fixed the engine. We kept sail up till our final leg to Boothbay.



Kosti Ruohomaa



Hurricane Teddy is slated to make landfall in New England

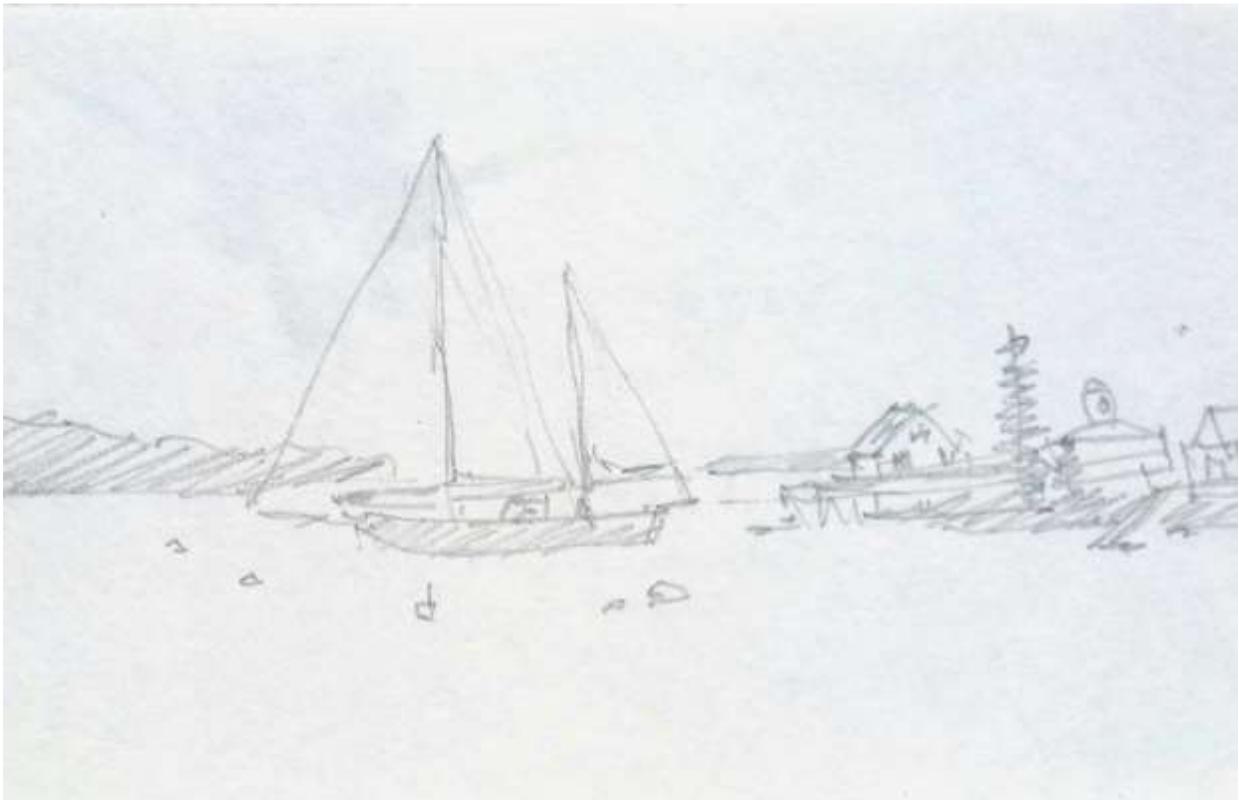
Saturday, September 19

Fixed terminal board for 12V that supplies power to cigarette lighter, CD player and ships 12V plug.

Having tightened it in the past it mysteriously undid itself.

Pumped out pan under engine. Still do not know how it filled with water. Normally it would catch oil.

Utility pump needs a new impeller. Think oil has expanded it though Captain said he got one for all fluids. Now you just finger tighten the plate screws.



Boothbay Maine
Towboat Marina





Just met past Eric crew mates John & Helena Almberg. They shipped with him in 2015 to see if they liked the cruising life and now have five years sailing under their belt on steel hull 40' <http://svpetronella.com>

Hi Tom,

Sorry for the slow reply. I was catching up on projects all weekend.

Thanks for the sketch! So nice!

Where are you guys headed now? We were going to try to beat Teddy to the Cape, but then I realized we'd be stuck in Buzzards Bay, anyway, and if I'm going to be stuck, I'd rather be stuck in Boothbay ;-)

Looks like there might be a good window to head south towards the end of the week. We shall see.

Stay warm!

— John

john@svpetronella.com



Maynard, Maine Fisherman, gammed with the crew and showed Eric's influence on many sailors. He now has a sailboat in the harbor preparing it for ocean travel.

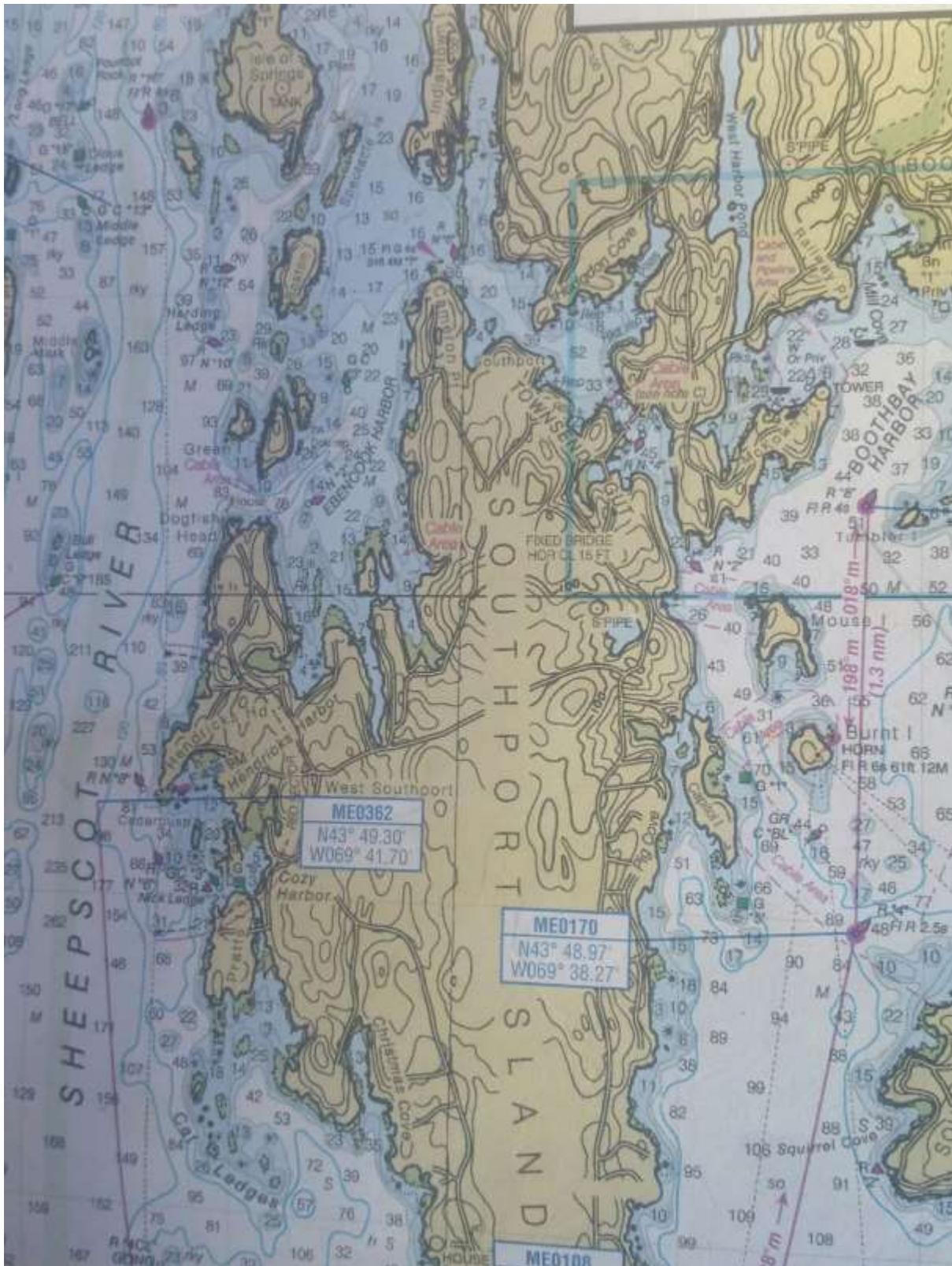




In September 2016 Amy Thome did the Maine cruise. I reached out to say hello.

“Oh how cool !!! Eric is a great teacher ! I'm learning a lot .. I just started sailing this summer so I'm on the fast track w/ Eric 🚤☀️
Stopping in Rockland is the reason I found Camden & moved there.”





Sunday, September 20, 2020

Left Boothbay, through the rotating bridge, down Sheepscot River

20th Sept '20

Log Com BAR

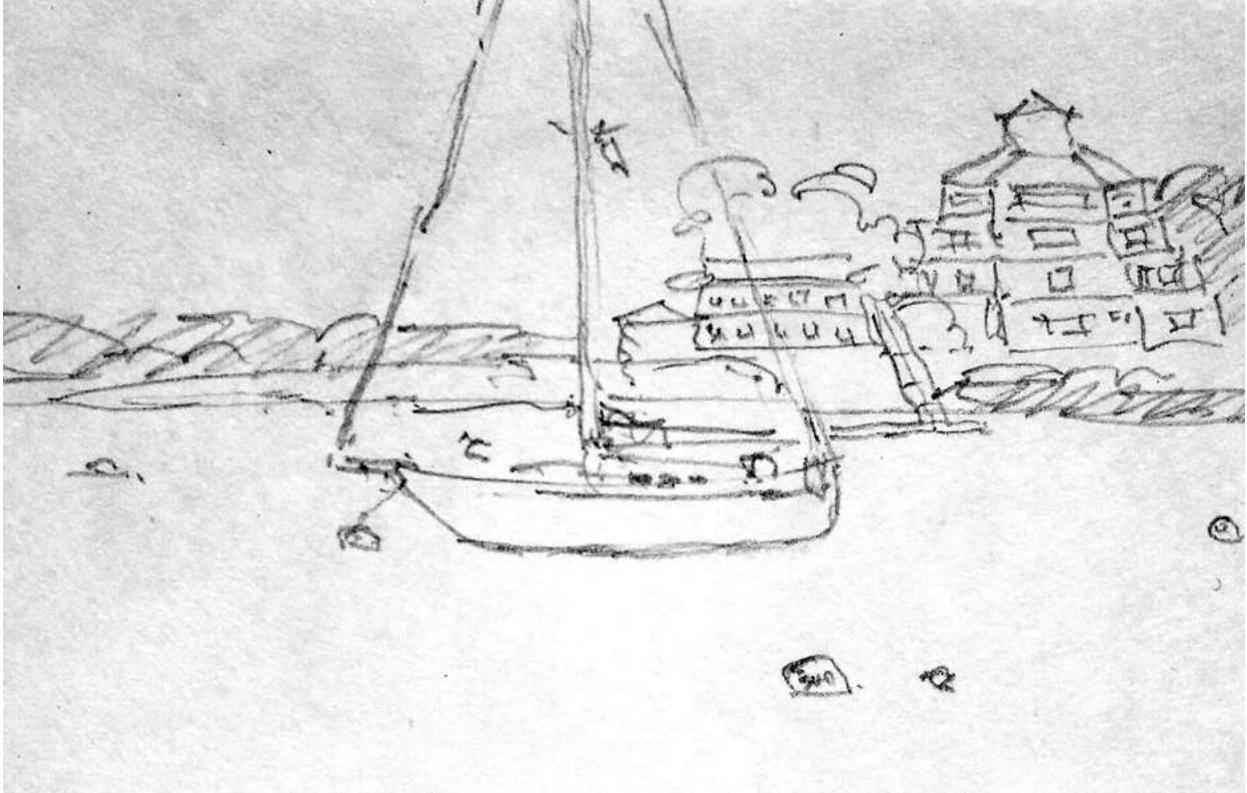
0845. Dropped mooring at 24809 1161051
 0730. Thru the
 Townsend gut bridge
 at 0800. Sunny,
 led. Set sail (jib)
 in Shepton River
0935. Wound up a little. 24811 200
 Set Main o jib
1320. Anchored in 20', the Basin 24821
1630. Picked up mooring #10 24824
 Selasco Resort Hotel.
 Fuel state:
 P 10" = 26g
 C: 13" = 62g
 Eng hr: 1099.0

~~1500~~ 21st Sept '20 ~~24835~~

1300. kept selasco at 1035
 - problem with weed
 in intake required
 work in engine room
 Sunny, no wind
 Dropped anchor in 20'
 at Fard b.
1630. Moved to an anchorage at 24936
 Caff ts.
 Nick Carey boarded @
 Pos: 45° 41.3' N, 70° 05.4' W
 stayed for dinner.
 Runy at W. 2 sail 42
 (ketch) named 'Touko'

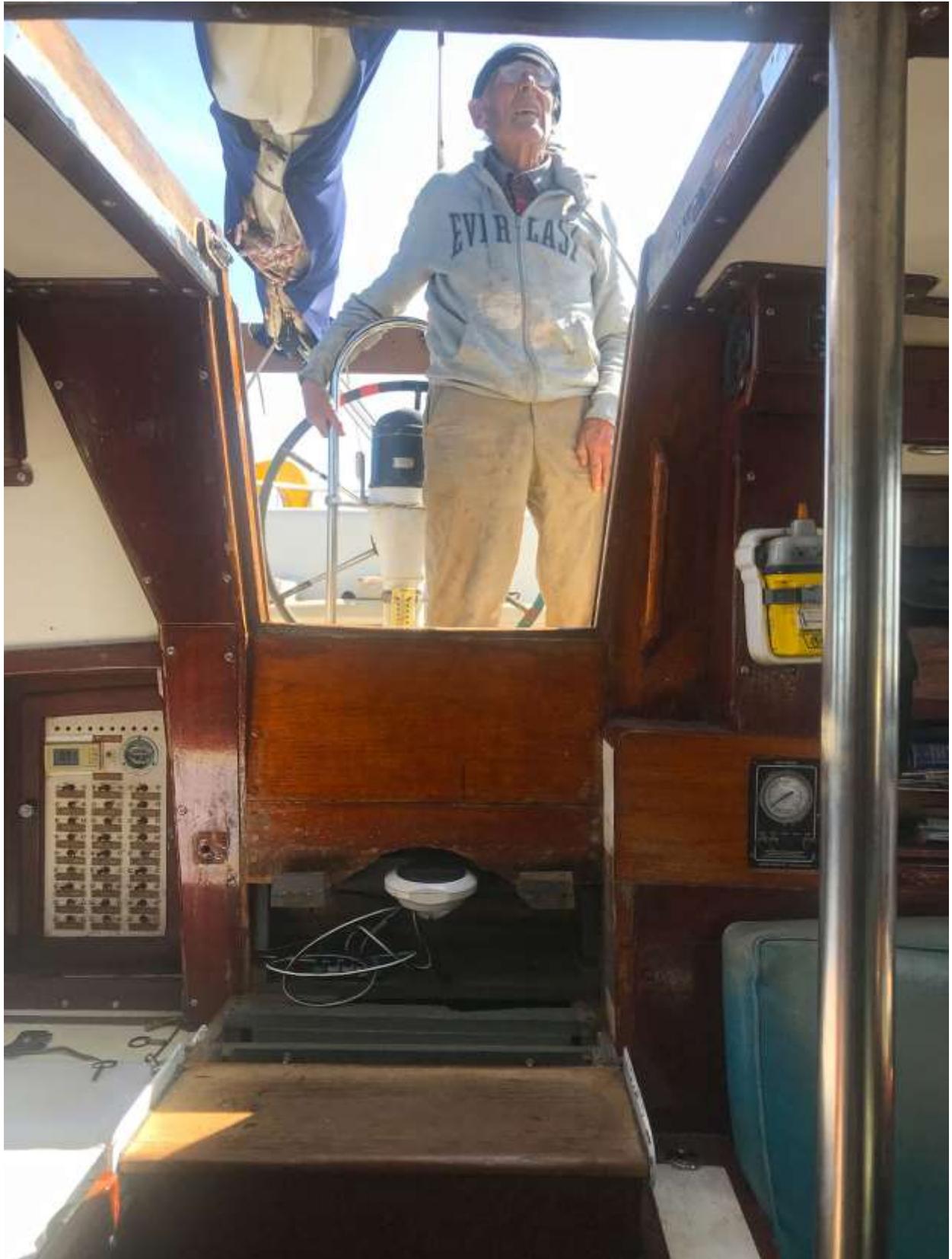


A typical Happy Hour

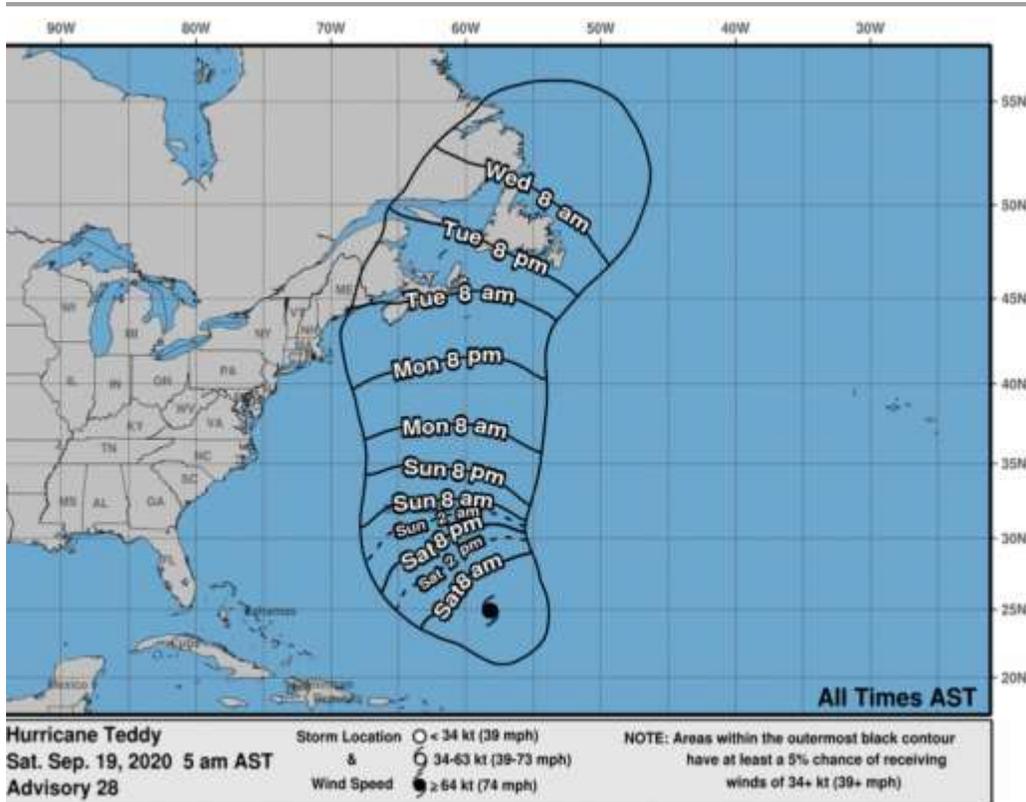


Lunch at the Basin

Dinner and mooring at Sebasco Harbor Resort



Joshua Slocum visited Round Pond May 8, 1895. "The wind being free, I ran into Round Pond harbor, which is a little east from Pemaquid. Here I rested a day while the wind rattled around the pine-trees on shore."



Hurricane Teddy delivering north winds, 40° this morning, sunny.

<http://www.whalealert.org/>

Sunday, September 20, 2020

Took apart the main halyard winch to solve why it was binding. Put some fresh grease on it and Dremeled down a rough edge both which were not necessary. Finally felt the brake had to be unwound 4 turns. Cleaned drum and brake with acetone. Polished only where the bolt used to squeeze the drum against the brake.

Tightened compressor and alternator belts

Monday, September 21, 2020

Cast off late only to come back to address no water coming out with exhaust. Earlier in the week cleaned sea water strainer.

The seaweed had gotten into the area between the intake and valve. I eat some seaweed and it was very good, and it tasted like lobster.

Later, replaced the batteries in Captain's flashlights.

Also the compressor makes groaning noises with a tightened belt.

On our way to Jewel Island and hiked around to the U-boat observation towers. Help retrieve a dingy.





Nick Carey

https://instagram.com/nick_crunch?igshid=gb1g012tsy6y

Westsail 42' owner, later gammed with him for cocktails and spaghetti dinner off Cliff Island. Made the decision to buy a Westsail 42' in part because of Captain Eric's website. Works as a mate on tug boats. Was moving his boat north to stay safe of Hurricane Teddy. Made contact with Nick, Westsail 42' owner, who happened to be in nearby waters. We gammed with him for cocktails and spaghetti dinner off Cliff Island. He made the decision to buy a Westsail 42' in part because of Captain's website. Lives in Portland & works as a mate on tug boats worldwide. Was moving his boat north to stay safe from Hurricane Teddy.

<https://seagrant.umaine.edu/maine-seafood-guide/seaweed/>

<https://www.ultimate-guitar.com/u/Pencom>

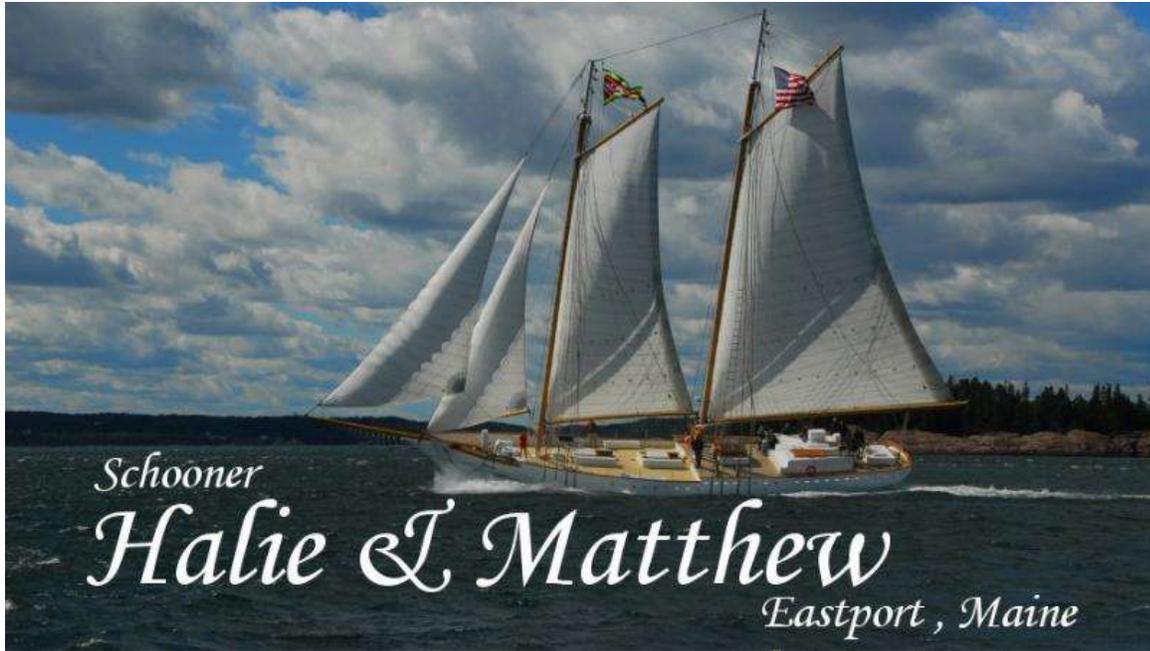
Tuesday, September 22, 2020

Left Cliff Island motoring to Portland. Auto pilot acting up but once disconnecting and connecting the seatalk cables, seemed to eliminate the problem.

Got gas and a slip at Fore Points Marina spending the rest if the day walking around Portland



Mega Yachts with Fiona



[7https://www.tallshipsamerica.org/vessels/schooner-halie-and-matthew/](https://www.tallshipsamerica.org/vessels/schooner-halie-and-matthew/)

22nd Sept '20

- | | | Lon | Lat |
|------|--|--------|----------|
| 0950 | weighed anchor 0950
Bound for Portland.
Cloudy, chilly, wind N, 8kt | 24 841 | 235 1036 |
| 1100 | Tied up at Fore Points
Marina, Portland.
Refuelled: P = 20g
C = 13g
State: P 14" = 39g
C 16" = 75g
Epyhr: 1105.3 | 24 843 | |



FORE POINTS MARINA

38 FORE STREET
PORTLAND, MAINE 04101

43 38.45 N. 70 14.20 W

TEL: 207 572 8860

INFO@FOREPOINTSMARINA.COM
INSTA: @FOREPOINTSMARINA
FOREPOINTSMARINA.COM

24th Sept '20

- | | | | |
|------|--|--------|----------|
| 0840 | left dock 0820. Sunny
no wind.
Bound for Nantucket.
WP 70 (1 beam gyrostn): 92nm on 171° | 24 845 | 170 1026 |
| 0915 | Maintain main & jcb
Stopped engine.
light WSW wind 8-10kt | 24 848 | 191 |
| 1220 | wind backed 20°
on course to East
WP 70: 74nm on 173°T
Problem with gyrolog
- randomly goes crazy
off course, | 24 860 | 176 |

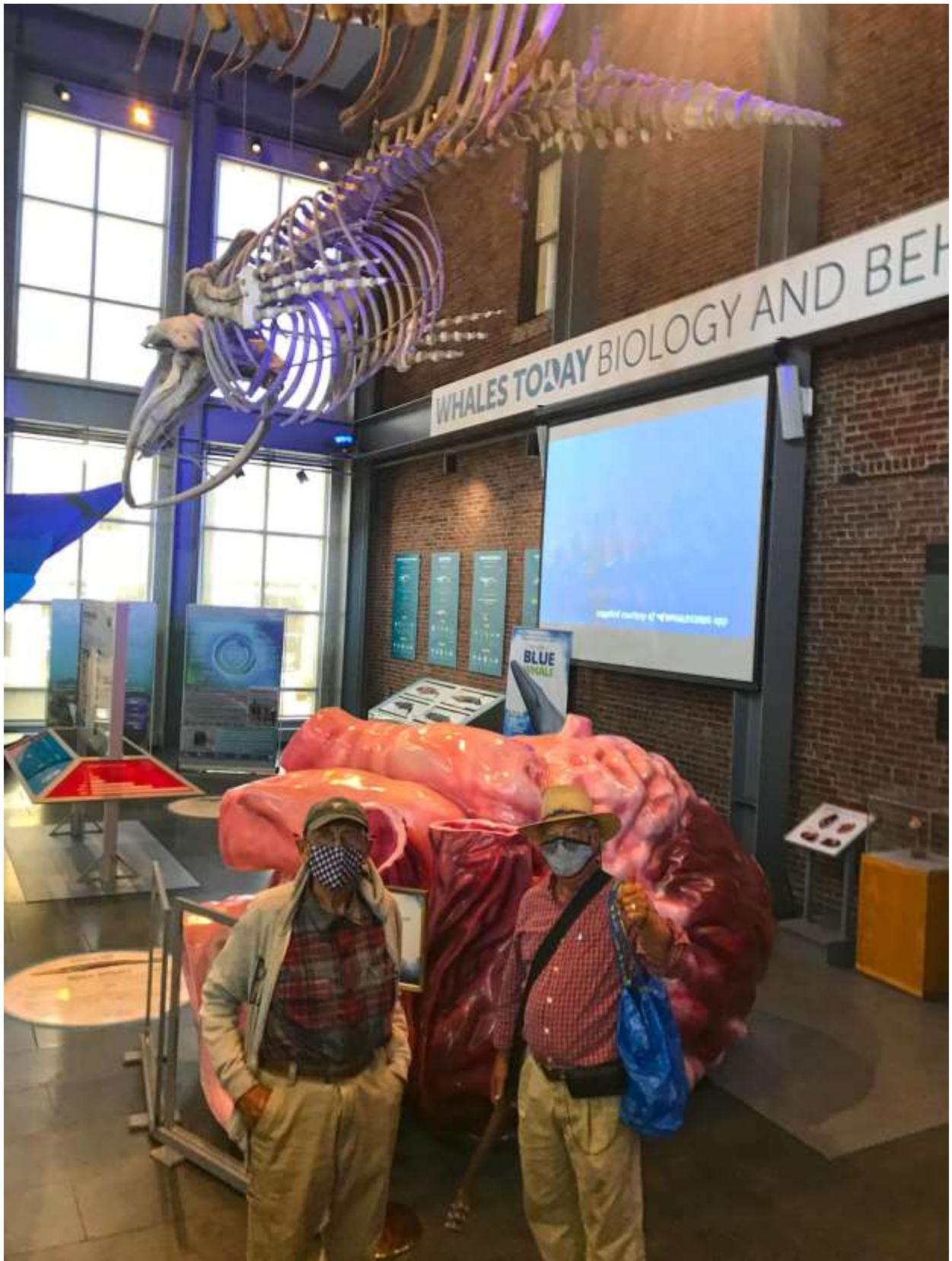
Robert zooms

09/25/2020 (Fri. 7:00PM - 8:30PM)

Engine Trouble in Buzzards Bay

by yacht fiona | Sep 26, 2020 | Fiona News Network | 0 comments

Fiona was through the canal and sailing Buzzards Bay when engine trouble developed. We are now in New Bedford looking for a repair tech. Fair winds, Eric



Portland Whale Museum



<https://www.portlandmuseum.org/homer>

Quotes by Capt.

- "We have a black cloud over us today."
- "Strange things happen on boats."
- "Terra Firma, the more firma the less terror."
- "A mate wanted to ship out on a Scottish square rigger but when he was told to butter his biscuit on the flat side instead of the dimpled side because it used less butter, he decided not to."
- "Origin of Species was a mask to bring back the rogue of the Yaghan tribe."
- "The Sunderland above wing seaplane was based in Oban to sneak up on the German U boats."
- "The sailmaker said, when you bring in your sails they are really used up!"
- "When the boom broke, I used up another one of my nine lives."
- "Life is full of little gusts."
- "It's unusual for the swells to block the horizon."
- "3M 5200 is expensive and once applied cannot be removed. 3M 4200 can be removed."
-

- “The bow bulkheads became delaminated. An additional bulkhead was sistered in and laminated to the hull by Weeks Yard. They did an excellent job.”
- “Wind increases the weather helm.”
- “Got you by the short hairs.”
- “Sailors always complain about the wind.”
- “When you are charging a battery, you get back half of what you put in.”
- “That’s boating.”
- “Everything breaks, it just goes without warning.”
- “You’ve earned the land when you get there. Think of the pastry shops and coffee!”
- “This stove is my bien negra, “black beast” in French.”
- “You make choices and pay the price.”
- “Mother Nature throws you a curve ball.”
- “Left the propane solenoid on again, a flogging offence.”
- “Cleanliness is not next to Godliness.”
- “I’ve been on so many islands and what good has it done me? I am still a simple lad from Lancashire.”
- “The aerometer came to life to frighten us.”
- “I am a cat personality.”
- “You’ve been a very good crew.”
- “Mysterious things happen on boats all the time.”
- “You can really hurt yourself on a boat.”
- “That’s the ocean for ya.”

Wednesday, September 23, 2020

Took taxi to the grocery store.

Reattached wires for auto pilot. Soaked from steam when engine intake got coughed.

Yacht Fiona

Bob and Lisa GWYTHYR

750 Weaver Dairy Rd Apt 3107

CH NC 27514

New home phone 919 969 5293

<https://thegallerynantucket.com/>

Nantucket, MA • 508.228.8509 • gallerynantucket@gmail.com

Our auto pilot keeps going haywire. We disconnected and reconnected all the terminals and it helped for a while. We have a P70S head for EV1 a computer. It sometimes shows no rudder feedback. Captain is 88 and an electronics specialist albeit in analog and recently installed a new head. We are at our wits end. The response is set for leisure. Thank you.

We had a lot of steam in the engine room, that’s why we cleaned all the terminals.

<https://raymarine.custhelp.com/app/ask>

Signed up for Raymarine support

Our auto pilot keeps going haywire. Once activated it works for a while, then suddenly starts moving to port. It does this at different amounts of time. After disconnecting and reconnecting it seems to work for a while.

We disconnected and reconnected all the terminals and it helps for a while. We have a P70S head for EV1 computer. It sometimes shows no rudder feedback. Captain is 88 and an electronics specialist albeit in analog and recently installed a new head. We are at our wits end. The response is set for leisure. Thank you.

We had a lot of steam in the engine room, and after that the trouble started, that's why we cleaned all the terminals.

Earlier we had the head go blank without reason and had another shipped in. Our auto pilot keeps going haywire. We disconnected and reconnected all the terminals and it helps for a while. We have a P70S head for EV1 computer. It sometimes shows no rudder feedback. Captain is 88 and an electronics specialist albeit in analog and recently installed a new head. We are at our wits end. The response is set for leisure. Thank you.

We had a lot of steam in the engine room, that's why we cleaned all the terminals.

Earlier we had the head just go blank. We had a new head shipped in.

Thank you for your help.

Part # GE7032

Serial # E703281191189

<https://raymarine.custhelp.com/app/ask>

Question Reference #

200923-000158

Rudder Reference Test

How do I know if the resistance of the rudder reference is good?

Rudder Reference Test

Rudder Reference Transducer M81105

Rudder-reference faults can cause a pilot to make unexpected course-changes, or fail to engage at all. Here is a way to test the rudder-reference (RR).

Parts required

A multimeter capable of measuring resistance

Getting started

Disconnect the RR from the autopilot Course Computer (CC) or ACU. You need to measure the resistance of the RR on its own.

Set your multimeter to measure resistance. If your meter is not auto-ranging, use the 20kOhm scale.

Measurements

Red to Green: 5K Ohms (+/- 10%) steady

Next, turn the wheel very slowly from lock-to-lock several times whilst making each of the following two measurements:

Blue to Red: Variable no less than 1.5K no more than 3.5K, roughly 2.5K at centre
Blue to Green: Variable no less than 1.5K no more than 3.5K, roughly 2.5K at centre
Watch the indicated resistance carefully throughout the range: you should see the resistance change smoothly and evenly throughout the range. If the resistance at any point seems to jump up or down to something outside this range, you have a rudder-reference fault. Dead-spots can develop on potentiometers at any point through their range.

The Blue to Red and Blue to Green may not go all the way to 1.5K or up to 3.5K, but whatever either is at midships, the deflection should be about equal to either direction (e.g. midships 2.5K if it goes up to 3.1K, it should go down to around 1.8K)

If the resistances are ok but the rudder angles read backwards
Swap the red and green wires at the CC / ACU to reverse the indicated direction of the rudder-reference. Red and Green are the 'ends' of the potentiometer, blue is the 'wiper'.

Next steps

Should the resistance measurements for the rudder reference transducer not be as specified above, then the rudder reference transducer should be replaced.

Raymarine's part number for its rotary rudder reference transducer is M81105. One may purchase parts for Raymarine products from an authorised Raymarine Seller, see a link here for examples on our website: Dealer Locator

answers

Interfacing products having a SeaTalk interface to SeaTalkng / NMEA 2000

How can I connect a Seataalk unit with a Seataalkng / NMEA 2000 unit?

Interfacing products having a SeaTalk interface to SeaTalkng / NMEA 2000

Any device within the present system having both a SeaTalkng / NMEA 2000 port and a SeaTalk port (ex. SPX autopilots, E-Series Classic MFDs, C/E-Series Widescreen MFDs) should be disconnected from the SeaTalk bus, as these devices will instead be interfaced as spurs to a powered and properly terminated SeaTalkng / NMEA 2000 backbone which may include one or more E22158 SeaTalk to SeaTalkng Converters.

SeaTalk1 instruments, autopilot components, GPS sensors, and chartplotters featuring a 1st generation SeaTalk interface which do not additionally feature a SeaTalkng interface (e.g. ST40/60+ Instrument Displays, ST6xxx/7xxx/8xxx Autopilot Control Heads, S1/S1G/S2/S2G/S3/S3G Autopilot Course Computer, Wireless AP Controller base station, Raystar 125 GPS Sensor, etc.) may be interfaced to one another, in any order, connected via a daisy chain or to SeaTalk1 Junction Blocks, using standard SeaTalk1 Cables having press-fit 3-pin plugs. SeaTalk1 Cables can be joined using D244 SeaTalk Junction Blocks, splices, marine grade terminal strips, or R55006 SeaTalk Auxiliary Junction Boxes. SeaTalk1 Cable is available in 15", 1m, 3m, 5m, and 9m lengths. This method of interfacing is referred to as a SeaTalk1 bus.

Note - click to expand

Each SeaTalk to SeaTalkng Converter will support a SeaTalk1 bus of up to 3 SeaTalk1 devices. Should your present SeaTalk1 bus consist of more than 3 SeaTalk1 devices, then it will need to be divided into smaller busses including no more than 3 SeaTalk1 devices.

[Click to see image](#)

Should the current system feature an autopilot course computer having a SeaTalk1 communications interface, an autopilot control head(s) having a SeaTalk1 communications interface, and other devices having a SeaTalk1 communications interface, then any autopilot control head(s) having a SeaTalk1 communication interface will be disconnected from the current SeaTalk bus. This autopilot control head(s) will instead be interfaced to a single SeaTalk1 bus, which will in turn be interfaced directly to the SeaTalk port of the autopilot course computer. The SeaTalk1 bus featuring the autopilot control head(s) will be powered by the autopilot course computer's SeaTalk port (i.e. connect all three leads of the SeaTalk cable). When interfaced in this manner, the autopilot may be operated irrespective of the power state of the rest of the marine electronics system.

[Click to see image](#)

Each of the other SeaTalk busses (i.e. those not having an interfaced autopilot control head) will in turn be connected to the yellow SeaTalk port of a SeaTalk to SeaTalkng Converter. The SeaTalk to SeaTalkng Converters may be interfaced to one another via appropriate length of SeaTalkng Backbone Cable. The SeaTalk bus will need to be branched or extended and connected to the yellow (SeaTalk) port of an E22158 SeaTalk to SeaTalkng Converter Kit which has been upgraded with v2.03 or later SeaTalk to SeaTalkng Converter software.

SeaTalkng devices (ex. Data Master MFD, SPX/Evolution autopilots, ST70/ST70+ MFIDs and Autopilot Control Heads, i50/i60/i70 Instrument Displays, etc.) will in turn be interfaced as individual spurs to the white SeaTalkng spur ports of the backbone's T-Pieces, 5-Way Connectors, or SeaTalk to SeaTalkng Converter(s) using appropriate length of SeaTalkng Spur Cable.

The SeaTalk bus including devices other than the autopilot control head(s) will need be to be disconnected from its present power source ... note: this may well be the red terminal of an autopilot course computer's SeaTalk port. It is considered a best installation practice for SeaTalk buses featuring devices other than the autopilot control head(s) instead be powered by the SeaTalkng / NMEA 2000 backbone via SeaTalk socket of the SeaTalk to SeaTalkng Converter(s). The SeaTalkng power cable supplied with the SeaTalk to SeaTalkng Converter Kit will be connected to a switched 5A 12VDC power circuit and will be interfaced to one of the white SeaTalkng spur sockets within the SeaTalkng / NMEA 2000 backbone at the approximate midpoint of the LEN load of the SeaTalkng / NMEA 2000 backbone which is being created.

Finally, the blue SeaTalkng Termination Plugs will need to be installed within in the remaining two blue SeaTalkng backbone ports of the SeaTalkng backbone / SeaTalk to SeaTalkng Converter(s).

It is strongly recommended that all devices featuring a SeaTalkng socket be updated with the latest available Raymarine product software updates. Such updates may be performed via a Data Master Raymarine MFD featuring a SeaTalkng port which has been interfaced to the SeaTalkng backbone.

Thursday, September 24, 2020

Left Portland, trying to correct autopilot by raising response level. Worked for an hour at Cruising, now in Performance.

Remember in the North Atlantic crossing it acted the same way when response level was too low.

When back, mid October, will work to have the family Zoom with your family.

Sailing the coast of Maine with my brother Chuck on Yacht Fiona, Captain Eric's boat. I sailed 10,000 nm with him so why not a few hundred more.

Chuck is loving the experience. It's a doctoral course on world cruising. Something is always breaking but we have the stuff onboard to fix it. A great addition to our preparations to go to Europe in 2023. Chuck is the third crewmember. The owner is the other.

43° 04.0' N 70° 00.0' W Spotted Whale

WP 71

41° 39.2' N 69° 55.5' W

WP 72

The throttle would not give any more power above 1,200 rpms. Smoke was filling the engine room. The exhaust looked struggled. After waking the captain, we set right in on replacing a fuel hose, filter and bleeding the system. When all looked good and still now power, Capt. surmised we had an old coat around the prop. We reversed the prop, no help. You could tell the engine was struggling from the black exhaust. Each color tells the engine condition.



Chuck checked on the prop. Captain thought a coat had wrapped around it.

		Loc	Conn	BTR
2010	Stopped engine clear fuel line & sediment - but eng rpm limited to 1100. -fm	24891		
2150	Eng rpm limited to 1200. Possible rope on prop. Headings for New Bedford	24892	221	
<u>25th Sept '20</u>				
0100	Rafted in neutral while turning prop shaft Free to turn but feels like a heavy weight on prop WP72 (42°05', 70°20') 36nm on 204°T	24897	216	
0200	Wind on the nose, 15 kts Staggering along at 120° rva	24900	216	
0800	Spas up at as waves subside wind down. WP73 (000) 26nm on 200°T	24926	216	
1100	Stopped engine - eng on fuel & 5 m tze. Sunny, heavy, no wind	24941		
1215	Under way at 1100 rpm Tom made a patch for exhaust. Chuck check prop - clean.	24946		
1445	anchored in 20', N of pretty Cape Cod Canal, entrance	24952		

2 a.m. Friday, September 25, 2020

We gave up Nantucket and changed course to New Bedford. The tide is with us at 5 p.m. and at 3.1 mph we might make it.

At 5 a.m. we were 22 nm from a way point off P-town.

Capt. said he had a waterproof camera, and we could take an image of the prop.

Most common causes of black smoke are faulty injectors, a faulty injector pump, a bad air filter (causing not enough oxygen to be supplied),

Patched the exhaust pipe and cleared the prop of entanglement.

Motoring through the Cape Cod Canal

Cruising Doctorate where everything goes wrong but thank god it does so in a flat sea with everything you need on board to fix it.

Good thing I am reading Tennessee Williams short stories. Lots of cruising advice for advanced doctoral studies.

Not to be our done or undone, the engine refused, slowly, to not provide power. We were going straight home, skipping Nantucket, but the engine immediately threw a dido, and blew a hole in the exhaust pipe. Captain said I almost was ecstatic with my beautiful repair, then it sprung a leak next to it.

Slowly moving at idle in gear we inched to New Bedford looking for a genius arriving at 3 a.m.

Not for the faint of heart, we drive on, looking for the enigma of everything working.

Thank you.

I got all the sleep because we were on watches. That's why I am awake.

With radar and an electronic chart placed under it, you can go anywhere in the thickest fog. We still could see a 1/4 mile.

Coming back into New Bedford once we had just arrived by day a month ago was endearing to our long-ago cruising.

I miss you terribly, and want to sleep with you, at least for a while, so I can lay my leg across yours and vice versa.

Good night.

Will contact tomorrow late. Will be totally focused on where the engine specialist lives and can he spare some time for our small problem.

1735

Raised anchor 1645
 refueled at Sandwind 26954
 Pt = 30 gal, C = 15 gal

State:

$$C = 16\frac{1}{2} = 78g$$

$$P. 10k = 50g$$

$$\text{Empty hr } 1129.2$$

Now heading W in Canal
 Cool Canal, braced
 for Block Is

2150

Engine occluding

1) Most leads in exhaust

Tom pitched them

2) Rpm used not wear down
 SWyn. Heading for

tech at New Bedford

Route is WP 76 → WP 77 → WP 78

WP 76 = 3.4 mi in 230"

WP 77 is fl 6 #5

WP 78 is fl 9 gong #7

24 962

249

2460

chasing bees in the dark.

average, 2 lit. NW 2 mi

from WP 77. Just

passed WP 76 - see buoy,

no light.

24 962

267

26th Sept '20

0235

Tied up Pope Is Marina,
 New Bedford.
 Very calm.

24 968



End of log pages copied. It's always hard to get the right time to copy the logs. Certainly, you never get the last pages because there is too much to do.

Saturday, September 26, 2020

Pause on that arrival. Maybe Thursday. Engine problems being looked at Monday in New Bedford.

4236 Perkins 85hp 1975, well maintained

Borg Warner transmission

After putting the boat in the water for a month-long trip after having been on the hard for a year. Changed all filters after the engine stopped.

At first the throttle though set at 1,400 would not deliver power. We went about 40nm.

1,400 to 1,100 then to 750 over a period of two days.

Then it would not go higher than 800 rpms. Then black smoke came out.

We nursed her to New Bedford about 20 nm.

The throttle would not give any more power above 1,200 rpms.

<https://boatdiesel.com/Forums/index.cfm?CFAPP=1&Reset=1>

Pope Island Marina

Sunday, September 27, 2020

I feel like George left with the old man. Chuck is much nicer about it. I thought, "Here's a guy who has no list of diesel specialists to call because he's a big shot who knows it all." Then I realized they all died. He does have a plan to test this morning. We have a plan too. At least till some specialist comes. The experts are across the street, if you can believe it. We approached them when here last time we were here and their old man was so kind to Captain, letting the young, terrible handsome former college baseball pitcher with big league possibilities till the injury, drive us with the company truck across the river to the oldest alternator shop on the East coast to get a voltage regulator. The shop owner happily supplied the ancient part just before he closed the shop early to take up an invitation to spend Labor Day Friday on the water on a friend's boat.

I'll rally and punish myself for the inaudible groaning.

Somehow, I still miss and don't get my fix of human analysis and observations. Thank god, Chuck is here to check my longings. Thinking fondly of mechanical parts just does not compare to working on compositions on great sea paintings of the Right whale struggle. Endless paintings of the Right Whale's struggle by first the Japanese then the Dutch make me shutter, a good meaningful rising of the hairs on my skin, knowing this is what I must do.

Worked on last ditch effort to

Available for receiving calls. Finished lunch. Captain taking a nap. Taking launch to downtown New Bedford for an afternoon stroll at 2 p.m. then dinner at the restaurant nearby at 7. Happy hour at 5 with movie, "Girl with The Pearl Earring."

Saturday, September 26, 2020

Camptown Races chords

Stephen Foster

D

The Camptown ladies sing this song,

A

Doo-da, Doo-da

D

The Camptown racetrack's five miles long

A D

Oh, de doo-da day

D
Goin' to run all night
G D
Goin' to run all day
D
I bet my money on a bob-tailed nag
A D
Somebody bet on the gray

D
Oh, the long tailed filly and the big black horse,
A
Doo-da, doo-da
D
Come to a mud hole and they all cut across,
A D
Oh, de doo-da day

D
Goin' to run all night
G D
Goin' to run all day
D
I bet my money on a bob-tailed nag
A D
Somebody bet on the gray

D
I went down there with my hat caved in,
A
Doo-da, doo-da
D
I came back home with a pocket full of tin
A D
Oh, de doo-da day

D
Goin' to run all night
G D
Goin' to run all day
D
I bet my money on a bob-tailed nag
A D
Somebody bet on the gray

More Verses:

The blind hoss sticken in a big mud hole
Doo-dah! doo-dah!
Can t touch bottom with a ten foot pole
Oh! de doo-dah day!

Goin' to run all night
Goin' to run all day
I bet my money on a bob-tailed nag
Somebody bet on the gray

Old muley cow come on to the track
Doo-dah! Doo-dah!
The bob-tail fling her over his back
Oh! de doo-dah day!

Goin' to run all night
Goin' to run all day
I bet my money on a bob-tailed nag
Somebody bet on the gray

Then fly along like a rail-road car
Doo-dah! doo-dah!
Running a race with a shooting star
Oh! de doo-dah day!

Goin' to run all night
Goin' to run all day
I bet my money on a bob-tailed nag
Somebody bet on the gray

See them flying on a ten mile heat
Doo-dah! Doo-dah!
Round the race track, then repeat
Oh! doo-dah day!

Goin' to run all night
Goin' to run all day
I bet my money on a bob-tailed nag
Somebody bet on the gray

I win my money on the bob-tail nag
Doo-dah! doo-dah!

I keep my money in an old tow-bag
Oh! de doo-dah day!

D
Goin' to run all night
G D
Goin' to run all day
D
I bet my money on a bob-tailed nag
A D
Somebody bet on the gray

Thank you for the "Great to be in New Bedford." e-mail. I feel like George left with the old man. Chuck is much nicer about it. I thought, "Here's a guy who has no list of diesel spec lists to call because he's big shot who knows it all." Then I realized they all died. He does have a plan to test this morning. We had a plan too. At least till some specialist comes. The experts are across the street, if you can believe it. We approached them when last here and their old man was so kind to Captain, letting the young, terrible handsome former college baseball pitcher with big league possibilities till the injury, drive us with the company truck across the river to the oldest alternator shop on the East coast to get a voltage regulator. The shop owner happily supplied the ancient part just before he closed the shop early to take up an invitation to spend Labor Day Friday on the water on a friend's boat.

I'll rally and punish myself for the inaudible groaning. Somehow, I still miss and don't get my fix of human analysis and observations. Thank god, Chuck is here to check my longings. Thinking fondly of mechanical parts just does not compare to working on compositions on great sea paintings of the Right whale struggle. Endless paintings of the Right Whales struggle by first the Japanese then the Dutch make me shutter, a good meaningful rising of the hairs on my skin, knowing this is what I must do.

Love,
Tom

Got the plastic whale tail.
Chuck bought me a fake crude blubber cutter, good for a gate handle.
He is having so much fun never knowing just what I was doing, now he knows. No writing, pictures or anything tells the story or makes it sink in at home.
Helen called. A nice chat while she was driven to you by Anil.

From Beverly

I have a hard time

Typing but
This time I must try

When Trump appointed the judge for the Supreme Court
We will have people losing their health care
The laws we fought for women are gone. I believe women
Women will not tolerate that. That stacks the court I will
Go to Washington if I have to go in a wheelchair..
There are not enough words or time to describe Trump
He does everything to take things we fought hard for our
Democracy and Americans do not give up.
He thinks appointing her will get him elected
Whatever religion or party you believe in VOTE
I know some of you only watch Fox News but think of this one. Maybe the court releasing his
tax returns today
\$700 for 2019, that amount another year and not
UPaying any taxes for ten years may help.
No, there is cult that in my opinion like him because
They want a king. He lived in my neighborhood in
New York and I have known him for years.
He had 13 deferments and he should have set examples and protected us because he knew
about this virus.
He puts on a big, tasteless front and lies constantly.
I will not say anymore but he possibly could be
arrested in state court and that is what he deserves.
The rich got wealthy in the stock market so most of them never talk about his lies but some
care. There are also
Intelligent people who tell him the truth.
He is evil and laughs about the people who vote for him.
Read and study but then vote. Do you remember
Rome fell, the same could happen to us.

Monday, September 28, 2020

To Warren:

Stuck in New Bedford. Diesel problems. May be replacing injector pump. Nursed her 40 nm in
gear in idle making 2 knots. The video link looks very suspicious. It is not a YouTube link. Think
we repaired the busted exhaust hose enough to get home.

Tuesday, September 29, 2020

Got up and placed more hose clamps on the exhaust break. While wrapping a 9" wide piece of
1/8" high temperature silicone gasket material 3' long around three times over the break, I
wrapped it at an angle that allowed to make it tight. This left a tapering of gasket material on
either side. The tapering gasket at the metal pipe made for an excellent way

Only a sliver of the hose was still attached to the metal exhaust pipe. We wrapped a sliced bean can around what was left of the hose that still clung to the metal pipe and used stainless wire to hold it in place, it crossed over itself about ¼" which is a good thing.
Coffee break. Waiting for engine tech around 11, maybe. Shopping this afternoon. May leave Friday.

The Landing Company
98 Front Street, New Bedford, Massachusetts 02740, United States
(508) 642-9211



Blubber Cutter

Engine Repairs in New Bedford

by yacht fiona | Sep 30, 2020 | Fiona News Network | 0 comments

Fiona is still at Pope's Island Marina in New Bedford. A technician removed the engine injectors yesterday for a rebuild. Hopefully that will fix the engine problem, if so we will leave for Long Island on Friday.



Leaving New Bedford for Long Island

Tuesday, September 30, 2020.

Nothing to do today. Go to the grocery store? Engine tech will come by to install rebuilt fuel injectors. Probably will require taking out the injector pump that includes the governor because it all started when the engine would not accelerate. Just doing a less complicated thing first.

May well turn out we rent a car and drive to Long Island. I think Captain would stay here and line up crew to take her home once the engine is fixed, maybe in a week.

Got up at night to double up lines. 30 knot wind blowing us onto the dock, which is good.

Did not watch debates. Could not listen to 47. But did read the Times online at 2 am to get the gist. Had a snack & beer and went back to bed.

Spent the last 47 days in paradise hell.

Shipped with the 88-year-old captain, who I crossed three times with, on his boat that has only been put in the water the last three years to tour Maine in September. We think this last trip showed the problems of not having her operational all the time. It may well be his last trip.

Spent glorious times in the most fantastic nooks and crannies of Maine's 4,000 miles of coast with a Captain who has seen it all. All the while with things breaking down continually, auto pilot, engine fuel filters, exhaust hose, engine kill switch, injectors, fuel pumps, engine governor, water pump, freezer. But these are but a few of all the systems that performed perfectly.

Getting a doctoral in cruising to go with my master of 25 tons from the Coast Guard. All in preparation to tour Europe for three years in the boat we are putting an engine in now on Lake Erie. Chuck, my identical twin, is along on this trip for though he shipped with me on two voyages from Long Island to Nantucket in the 90's he needs the update for he is the third crew member along with the owner for the trip to Russia.

The oil you are getting will be used for the Right Whale paintings to come. It's not Sperm oil, only better. The transparency it will provide will go a long way to making each painting special.

Only 450 North Atlantic Right Whales exist. They die from ship strikes and lobster lines. We saw three whales, though I do not think they were Right Whales and one shark fin.

Thank you for helping get the precious dehydrated castor oil.

Love,

Captain Tom

Only 450 North Atlantic Right Whales exist. They die from ship strikes and lobster lines. We saw three whales, though I do not think they were Right Whales and one shark fin.

Spent the last 47 days in paradise hell. Getting a doctoral in cruising. The next few days will be only sailing. Wind variable, good and bad. This will be true sailing. Engine is dead, can only idle. In gear we make a lucky 2 knots. Leaving New Bedford Friday with a tow to the end of the marked channel. Once offshore will sail till picking up another tow outside Fire Island Inlet on the south side of Long Island Sound for the eight-mile tow to Patchogue. Home to Cincinnati late Sunday. Hope to Zoom in.

Thank you for tickling me. I'll need debriefing when I get home. It only proves we can do it. We'll make 12,000 miles in the boat we're rebuilding because of all this dam study. Sometimes it's just better to go.

i play it in D with capo on second fret

E B E B E

Well I never kept a dollar past sunset

B E B E
Always burned a hole in my pants
B E B E
Never made a school mama happy
B E B E
Never blew a second chance on love

[Chorus]

E Esus4 E Esus4 E
I need a love to keep me happy
E Esus4 E Esus4 E
I need a love to keep me happy
B E B E
Baby, baby keep me happy
B E B E
Baby, baby keep me happy

[Verse 2]

B E B E
Always took candy from strangers
B E B E
Didn't wanna get me no trade
B E B E
Never want to be like papa
B E B E
Working for the boss every night and day

[Chorus]

E Esus4 E Esus4
I need a love to keep me happy
E Esus4 E Esus4 B E
I need a love, baby won't you keep me happy
B E B E
Baby, wont you keep me happy
B E B
Baby, please keep me

[Guitar solo]

[Chorus]

E Esus4 E Esus4 E
I need a love to keep me happy
E Esus4 E Esus4 E

I need a love to keep me happy

B E B E

Baby, baby keep me happy

B E B E

Baby, baby keep me happy

[Verse 3]

B E B E

Never got a flash out of cocktails

By B E B E

When I got some flesh off the bone

B E B E

Never got a lift out of lear jets

B E B E

When I can fly way back home

[Chorus]

E Esus4 E Esus4 E

I need a love to keep me happy

E Esus4 E Esus4 E

I need a love to keep me happy

B E B E

Baby, baby keep me happy

Hi B E B E

Baby, baby keep me happy



Captain calls his daughter Brenda to tell her Fiona arrived at Weeks Boat Yard safe and sound.

Monday, Oct 5, 2020 Back home, worn down from vacation. Beat to death by circumstances of continuous breaking down of fuel filters, auto pilot, exhaust hose, battery charging and engine governor. Arrived home in perfect weather " Towed by US Tow." which helped a weathered soul.

Graduated with honors from Advanced Doctorate in Cruising 8000 level, 47 days, 14 of them in the yard making preparations to leave, rest in Maine visiting 15 fantastic spots. Greatest part of the trip was the weather, "Perfect." Fiona only broke down in a calm sea with no looming shores.

Captain Eric, the sole commander; whose wish is a direct order; setting your watch as his entourage at breakfast, lunch, cocktails, and dinner; led his last trip. He's going to be 89 as he fixes the exhaust hose, engine injector pump, auto pilot motherboard and voltage regulator before selling Fiona.

The vast majority of systems worked perfectly. It's just when the engine and auto pilot act up it gets personal. Raw engine exhaust mixed with steam in the cabin has to be the worst. Like we were on Navy seal maneuvers with the book thrown at us but the admiral decided to give us warm weather, a moonlit night, calm seas and a right whale to keep us company.

On the next voyage, this one democratic, with my brother, on this trip for training, and the owner. Trialing a 32' Bayfield by sailing 26 days, fully loaded, without touching shore, the length to the long leg to Europe, Boston to Orkney's, Scotland. Should be able to go from Toledo to Buffalo and back then to Mackinaw and Chicago and back. Putting the engine in now.

Hi

Great to send these to you in 3 packets.

Thank you for the time of my life.

If I wasn't ready for my 4-year European trip I am much better off now.

An honor to use my Captain's license to command the dingy.

I went to get tested because Irene made me sleep outside the night I came home. I told the young black girl at the checking desk outside the clinic that and she looked at me like, "Those crazy white people." And mumbled something like, "in a tent?" And I said yes, though in reality I just had a blanket leaned against a tree with a campfire.

Hoping to paint a moody night scene with a full moon of the Fiona sailing between a large ship and a right whale.

October 8, 2020

Sent to Eric after proofing his blog:

You have a mind sharp as a tack.

An honor to ship with you, though Fiona had a different impression of cooperation. Many more of her systems performed perfectly but her breaking the autopilot was unacceptable.

Thank you for mailing the blubber cutter.

Tuesday, October 13, 2020

Just finished 49 days sailing Maine with Captain Eric, who I crossed three times with. Signed my identical twin on for the third crew member. He had a great time getting back to cruising, he crossed from Long Island to Nantucket twice with me in the 90's. He's the third crew member on our 4-year European cruise coming up in 2022.

We showed up two weeks before leaving to launch and prepare the boat. The trip was to 15 fantastic spots in Maine while the boat continually broke down. Finally, we had to be towed in. Probably will be the captain's last trip, turning 89 soon.

Having logged 210 days with Captain Eric I'm happy to say I'd jump aboard again in a second. Never really scared, we took care of Fiona and she took care of us. As long as you fix things right away as they break up you never get overwhelmed. In the meantime, just sit back and read everything aboard and catch up on your sleep. Always happy to leave her after your watch because we did not sink her. Never getting far away enough not to hear her creaking and moaning as you lay in your bunk until Boom, Crack, something needs to be look at. Captain makes it all look so easy and it is easy for the crew. Captain carries the whole weight on his shoulders and does it effortlessly. Now after receiving my doctorate in cruising on Fiona, I'm off to travel the same waters as captain.

https://www.amazon.com/review/create-review/edit?channel=reviews-product&asin=B0725ZMDCQ&ie=UTF8&captcha_verified=1&

20202https://www.amazon.com/Inexplicable-Attraction-Fifty-Years-Sailing-ebook/product-reviews/B0725ZMDCQ/ref=cm_cr_dp_d_show_all_btm?ie=UTF8&reviewerType=all_reviews