

1/21/2008

Fuel system is fixed. It seems Alwoplast was not at fault for poor installation. The fuel system specialist said he had never seen a common rail diesel on a boat without a fuel cooler. These systems pump a lot of diesel at high pressure through the engine burning only 10% to 15% the rest returned to the tank. The fuel is used to help cool the engine so the unburned fuel needs to be cooled before returned to the tank. Glacier Bay did not design the system with fuel coolers. I am convinced all the fuel system problems were due to very, very, very hot fuel.

1/22/2008

Departed 0600 this morning.

So far port genset does not appear to be leaking.

One thing I noticed, while both gensets were running the starboard was between 80% and 90% loaded and the port 50% to 60%. The port motor temp was 140C to 150F and starboard 80F to 90F both slowly rising. My SOG was about 3.5 knots.

When I turned off the starboard genset the ports load went to 100% and stayed there even when I throttled way back. Finally I went to neutral, then Released and then Take. After that I set the throttles so we are still doing about 3.5knots. However, the port genset is 70% to 80% loaded the port motor is 70F and starboard 53F and holding. Seems could be some problem is sensors or something - those different readings don't make sense.

The port exhaust is smoking.

I plan to continue as long as the genset runs. I do not plan to stop to rest.

It seems the knocking I heard was the starboard shaft at the green collar.

It is doing it periodically. When it starts I can push forward or backward on the collar and it stops for a short period.

Have asked Glacier Bay for suggestions of how I might be able to adjust it.

On Board

Ted Gosstyla

1/22/2008 2000

Well I'm anchored off of Boot Key, lower Marathon.

Port genset and motor still seem to be working okay.

I've rapped floats around the props twice. The first time after a couple of hours I was able to clean up the mess. The second time it was dark and still not sure what the situation is. Therefore I've anchored and will check things in the morning when I have some light.

This Hawk channel is an absolute mine field and even in the day time I can't see all the buoys on the port side.

On Board

Ted Gosstyla

1/23/2008 0700  
Just cleared the props.

Ready to raise anchor and continue.

Based on yesterday guess I have about 6 more prop fouls before getting to Ft. Lauderdale.

Weather window is closing so I plan to continue going as long as possible.

1/23/2008 1000

Port genset still running - no leaks however exhaust really smokes.

Port motor at 57F and starboard 49F load between 50% and 60% trying not to stress the system more than necessary.

Weather is now that forecasted to begin yesterday afternoon.

Making 5.5 knots with about 5knots of wind 90 degrees to starboard - have the jib up but not doing anything.

I still plan to continue as long as possible - maybe I can still get to Ft. Lauderdale tomorrow.

1/23/2008 1700

Well I did decide to stop for the night. The likelihood of hitting another foat at night was too great.

I'm at Rodriguez Key, a little island off of Key Largo at the south edge of Pennykamp Park - a nice anchorage with at least 7 other boats also anchored here. Reminds me a little of the BVIs.

No problems so far with the port genset other than the exhaust smokes too much. Of course, so as not to stress it too much, I've backed off.

Expect to raise the anchor and be on my way by 6:00 tomorrow morning. If the weather and genset holds I should be able to make Miami before dark tomorrow night. I'll then go to Ft. Lauderdale Friday, weather is forecasted to be bad Friday but it is a short hop.

On Board  
Ted Gosstyla

1/24/2008 0500

Heavy fog this morning so doubt I'll get that early start I was expecting. Seems like the coast all the way up to Miami is fogged in, unusual for here.

On Board  
Ted Gosstyla

1/24/2008 1730

Am at No Name Harbor, not in it - it was full. Actually it is smaller than I remember so being outside is probably better since the bugs will not be so bad. However, traffic is bad where I'm anchored and the power guys around here don't worry about their wake.

Picking up some wi-fi signals but so far all are protected.

Finishing laundry and preparing dinner.

No serious problems today:

1. Port genset exhaust still smokes
2. Starboard prop/shaft still periodically shakes or makes noises - Chuck is familiar with this. Think it is either python drive or prop cavitation or both.
3. Did not stress genset today kept load between 50% and 55%. Genset stay at 89C or 90C and port motor at 58C or 59C.

Tomorrow, if the forecast proves correct I probably won't be able to do that. Expect head winds of 15 to 20 knots and 5 to 6 ft seas going to Ft. Lauderdale. I give the genset and python/props less than 50% of making it - but I'm going for it.

On Board

Ted Gosstyla

1/25/2008 0500

No problems last night.

Winds not too bad here, in about an hour I'll see what they are like off the coast. Hope I'm going early enough that the sea hasn't had a chance to build yet.

1/25/2008 1730

Well that was a hell of a passage! Started 9/17/2007 ended 1/25/2008.

No surprises today - unfortunately not even the weather, it was exactly as foretasted. Got underway at 6:00am docked in Ft. Lauderdale at 5:00pm, 20 to 25 knot head winds with gust to 30knots all they way.

No problem with the port genset but I kept the load under 60% and the temperature on the port motor under 65C.

This place seems a little isolated. Can't tap into a wi-fi, the cell phone signal is very weak, the closest stores are several miles away and Enterprise car rental is closed until tomorrow.

Hopefully I'll know more tomorrow, but my plan is to leave for Newport Beach around the middle of next week.

Passage finished!