

11/19/2007

We are on our way. Think I got the fuel pressure problem fixed - at least both gensets are working.

Decent winds but fairly rough seas right now. Will probably be a couple of days before the seas get any better, hope the guys can hold out - this is the roughest they have experienced.

11/20/2007 1400 UTC
Lat 15.3 Lon -81.6
15 miles before turning the corner

Seas have been 10ft to 16ft at 8 sec. about 20* off the starboard bow. Winds 20knts to 30knts about 40* off the starboard bow.

Around 2030 the port genset stopped with a "low fuel pressure" fault - turned on the starboard genset.

Around 2400 the starboard genset stopped with a "low fuel pressure" fault. Could not keep our heading without motors so tacked from a 353* heading to 140* that kept us away from the reefs we were closing on but away from our desired direction.

Rigged the outboard fuel tank as a "day tank" for the starboard genset. Still when pulsing the fuel pump we didn't come up to pressure.

0100 - 2000 Pacific Coast time I call cell phones of all Glacier Bay employees for which I had a number - no one answered.

0130 Called Duane to have him call Coast Guard to notify them of our position and although not in immediate danger did have a critical situation.

Around 0145 Justin at Glacier Bay returned my call. He thinks problem is blockage in tank/fuel line not an airlock. Regardless, my "day tank" rig should have removed that problem. Justin suggested trying to start genset even though ECU was not showing pressure. Tried that and it worked. By 0230 we were underway again - port genset still not working.

0630 had to refill outboard fuel tank, worked but with some problems - expect we will get better at that before this is over.

After reaching our waypoint at Lat 15.5 Lon -81.7 we turn to a heading of 331* hopefully the wind will be better for sailing and the seas slightly from behind. At that time I will decide, still subject to further change, whether to continue on to Key West, divert to Isla Mujeres, or divert to Grand Caymans.

Whether a clogged fuel tank/line or an air lock I suspect either would be the result of faulty installation by Alwoplast.

Also, another indication of the poor Alwoplast rigging just noticed the 1st reefing line has chaffed at least 25% through at the point where it exits the boom at the mast. I have secured the 1st reefing clew with an additional line so when the reefing line parts, I assume it will, the reef will still hold. I expect Asanagi's needs to be completely rerigged.

My daily Buoyweather email request is being sent at the same time as this email. After getting to the waypoint and reviewing the Buoyweather update I will send all of you another update later today.

Everyone on board is safe and although a little uncomfortable spirits are good.

On board:
Ted Gosstyla
Nadav Shaul Kessler
Lanny Michael Flaherty
Forrest Todd Fallows

11/20/2007
1700 UTC
Lat 15.6
Lon -81.7
Have turned the corner

Seas seem to be 7ft to 11ft at 8 sec. about 45* off the starboard bow.
Winds 15knts to 20knts about 60* apparent off the starboard bow and SOG about 1.5 knots greater than before turning the corner.

Currently primarily under sail, running the genset to make fresh water.

Using the "day tank" seems to be working.

Justin also said I can switch the leads on the fuel pumps and run them in reverse, thereby possibly blowing back into the tank anything clogging the line. I'm going to try this on the port genset in about an hour.

Based on current conditions and buoyweather forecast plan to continue heading for Key West. Weather for last day into Key West doesn't look too good but winds are forecasted to be relatively light so hopefully can motor in.

On board:
Ted Gosstyla
Nadav Shaul Kessler
Lanny Michael Flaherty
Forrest Todd Fallows

11/21/2007 1500 UTC
Lat 17.3 Lon -82.7

In about 24 hours should be at out decision waypoint. There I will decide whether to head for Key West of Isla Mujeres. Current indications are, based on buoyweather forecast, we'll continue on to Key West.

Wind and seas favorable yesterday so sailed until a couple of hours ago with the motors off.

Winds have now dropped some so motoring, making fresh water, doing a load of laundry, and charging the batteries. Expecting, hoping, the winds pick back up in a few hours.

"Day tank" is working, however it is much smaller than I thought or we are burning much more fuel per hour.

Tried Justin's suggestion of reversing the fuel pump to blow in clogging material out of the line back into the tank - don't think it worked. Expect we'll have to continue to use the "day tank" until I can have someone check the system in Key West.

On board:
Ted Gosstyla
Nadav Shaul Kessler
Lanny Michael Flaherty
Forrest Todd Fallows

11/22/2007
1530 UTC
Lat 19.6
Lon -84.0

Happy Thanksgiving!

Three days of favorable winds are coming to an end - expect we will turn on the motors again within a few hours.

However, we are at the decision waypoint and although the buoyweather forecast for the 2 day leg to Key West after rounding Cuba indicates the winds will be more easterly than I would like we might be able to motor sail so we are going for it.

Hope to reach Key West by Sunday or Monday.

On board:
Ted Gosstyla
Nadav Shaul Kessler
Lanny Michael Flaherty
Forrest Todd Fallows

11/23/2007
1530 UTC
Lat 21.5
Lon -85.1

Currently about 20nm southwest of Cuba. Expect to pass through the Yucatan Channel into the Florida Straits within the next couple of hours.

For the past hour or so a pod/family of dolphins have been playing in our bow wave. The seas are calm and the winds, as forecasted, are light so we are motorsailing.

Still expect to reach Key West late Sunday or early Monday. If it is after dark on Sunday I'll probably adjust our speed so we arrive early Monday.

Will look for someone to service the fuel/system and try to determine whether to just do a temporary fix until Miami or Lauderdale. If just a temporary fix afterwards I'll continue on to Miami or Lauderdale for the permanent solution.

I'll probably leave the boat where ever the permanent repair is done and fly to NC for Christmas and return afterwards to cruise the Keys until time for the Miami boat show.

On board:
Ted Gosstyla
Nadav Shaul Kessler
Lanny Michael Flaherty
Forrest Todd Fallows

11/24/2007
1630 UTC
Lat 23.0
Lon -84.4

Starboard's genset 2 primary Racor filters gave out - started pouring diesel in the engine room. After the first one gave out I switched to the second and within 3 or 4 hours it also failed. Seems as if some internal gasket has failed. Not sure the cause but think it possibly could be the high temperature of the diesel. Under normal operation the hot return diesel flows back to the fuel tank forward about 30 ft from the genset dissipating heat along the way. With my "day tank" set up it just returns the few feet to the outboard's fuel tank. In addition the same amount of heat is being dumped into the much small volume of the "day tank".

With the starboard genset I plumbed the port genset so it could use the "day tank". Replaced both primary and the secondary filters and got it started. Within 2 or 3 hours the primary Racor filter failed just like the starboard's did. So I replumbed the port to use the main fuel tank assuming as stated above the heat might be the problem. Got the genset started then turned it off.

We will try sailing to the Key West sea buoy. I am hoping the remaining port primary filter will last so we can charge the batteries and make fresh water and also motor to a Key West anchorage from the sea buoy.

I've prepared the dinghy and outboard just in case we have to resort to it to push Asanagi into Key West.

We are still hopeful we can make Key West without a tow - currently about 175 miles out.

Although not great the winds are good enough we are making progress - will probably have to tack a few times before we reach Key West. Hoping the winds continue.

If things go according to plan (right!) we will make Key West Monday morning.

The fuel system has basically completely collapsed!

On board:
Ted Gosstyla
Nadav Shaul Kessler
Lanny Michael Flaherty
Forrest Todd Fallows

11/25/2007
1630 UTC
Lat 24.3
Lon -82.4

Ran the genset last evening for about an hour to charge batteries and make freshwater. Pressure built up a little but did not seem serious. One of the crew watched the pressure gauge while I protected the opened (for venting) fuel fill from sea spray. Decided to stop after an hour so as not to press our luck.

A few hours ago ran the genset again to charge batteries. After about 20 minutes the pressure gauge started giving some unusual readings so I turned it off. The filters look good, that I replaced last evening. However, decided to remove the secondary filter hopefully to reduce any back pressure. Will run the genset again to charge batteries within the next hour.

Should reach Key West's southern channel sea buoy in about 4 hours. Hope to be able to motor in but the channel is 10 nm to the downtown anchorage. I expect we won't get far before the genset stops - depending on sea conditions we will either deploy dinghy or try for a tow. Depths just outside the channel are in the 20ft - 30ft range so should be able to anchor.

Hopefully the next email will be from Fleming Key anchorage in Key West.

On board:
Ted Gosstyla
Nadav Shaul Kessler
Lanny Michael Flaherty
Forrest Todd Fallows

11/26/2007
1400 UTC
Lat 24.6
Lon -81.7

Stock Island, Key West

Well we made it - not a grand entrance more like limping in but we did make it.

Gloria, captain of Dedalus the power cat that was my neighbor at Alwoplast in Valdivia, has been reading the daily emails and responded. She as friends in Key West she contacted for me and emailed me their phone number. Vanessa has been a life saver, she manages a boat charter business at Keyport Marina, Stock Island and has exactly the knowledge and contacts to help me get the current set of problems solved.

I called her and she arranged for a temporary end tie at a fuel dock last night for us, contacted a tow service so they were standing by waiting our call, and has arranged for a marine fuel system specialist to check out Asanagi's fuel system - or now the lack there of.

After yesterday's email we continued under sail although the winds were such that we were slowly being pushed further and further off course. About 30 nm from Key West's southwestern channel sea buoy we tacked. After a couple hours we tacked back on course now with a better chance of reaching the sea buoy. About 25 nm from the buoy we reached a collision course with a trash ship, loaded with large blocks of crushed metal. He did not give way so as a last effort I crossed my fingers and tried the genset, it started and we were able to avoid the collision. Since the motors were running I decided to continue on motor sailing for a better angle and to try reaching the Stock Island channel since Vanessa had arranged a slip for us for the night. I put the crew on a rotating watch of continually monitoring the Racor pressure gauge. We continued on until about 2200 local time to just past Key West's main channel sea buoy about 4 nm from the Stock Island channel. I was in the engine room refilling the outboard's fuel tank, the Racor pressure gauge still holding steady, when the last Racor gaskets gave way and it started dumping fuel. I immediately shut down the system unfurled the jib, earlier we had dropped the sails since we were going directly into the wind, and called for a tow - we were still 8 nm from our slip. The tow was expected to reach us in about an hour, in the interim I decided to replumb the fuel hoses to by past the filters. That worked and we powered up and continued on to the Stock Island channel buoy. I notified the tow that we were again under power but asked him to still catch us and follow until this last rig gave way and we needed towing. He reached us, I asked him to lead the way to the marina and be ready to tow when we lost power. We were able to make it to the marina under our on power getting to our slip about 0030 local time.

I called customs and then took a shower, the guys order pizzas and beer then hit the sack.

Today have to go down town to immigration, meet with Vanessa and the fuel system specialist and in general get my bearings.

Thanks to everyone that has chipped in and helped. I will send another update email tomorrow.

On board:
Ted Gosstyla
Nadav Shaul Kessler
Lanny Michael Flaherty
Forrest Todd Fallows

11/28/2007
Lat 24.6
Lon -81.7

Stock Island, Key West

Sorry didn't get around to sending an update yesterday - stayed busy.

Monday rented a car then me and crew went downtown to appear before immigration. I had heard horror stories from yachts clearing through Key West - they were true. Actually it wasn't bad just the immigration officer was surly - didn't get the "welcome home" that is usual at LAX. He was particularly tough on the crew - guess because they are young guys just traveling around without any definite plans.

Had lunch on the board walk then I returned to the boat with a stop at a Publix to stock up. The guys stayed in town to party.

Eric Gladding, fuel specialist, didn't get by until yesterday morning. Seems like a good guy. He's reviewed the situation, said he would be studying the problems, get in touch with Glacier Bay and back to me in a few days. I am sure there are multiple problems but believe the fundamental one was Alwoplast's design and installation of the system. I believe Asanagi is suffering from the same problem Dadelus had and spent several months in Iquique getting resolved.

Have moved from the fuel dock to our end tie for the month - a nice spot.

Have yet to meet Vanessa, she is down with the flu. It will be hard to repay her for all her help. And, of course, Gloria who set up the introduction.

Today will be spent trying to get the frig/freezer working seems the raw water pump is not working - could be as simple as a loose wire. After that will continue cleaning the boat and getting it back in order.

Forrest has asked if he can stay on the boat through December he is looking for temporary job to replenish his bank account before taking off back south. Probably worth while to have someone on board watch things so I agreed.

Haven't looked into flights yet but will probably head to Wilmington this weekend or early next week.

The web site is operational again although not completely up to date. I'll be adding logs and photos covering the trip from San Andres to Key West over the next couple of weeks.

This is the last email for a while - hopefully there won't be anything exciting to report for some time.

On board:
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