

## Valdivia Log

9/10/2006

Got to LAX around 11:00am. Flight scheduled to leave 2:05pm. Check-in goes much faster and easier than expected. Meet the 3 Glacier Bay guys at the boarding gate area. We talk for about an hour before boarding, our seats are far apart so don't see them again until the Lima stop.

9/11/2006

Arrive Santiago 6:00am. Customs took a little while since the GB guys had 11 big boxes of equipment and tools with them. Surprisingly, after a 5 or 10 minute discussion they let us through. Next stop upstairs (following 3 porters with the boxes) at the domestic check-in for Valdivia. The LAN employees took things in stride. We got all the boxes on board.

Flight to Valdivia non-eventful. Going through baggage clearance in Valdivia was interesting the 4 of us probably had more baggage than every one else on the flight combined.

Got to Asanagi and the guys started to work. They worked until 8:00pm or 9:00pm. I unpacked my bags and unpacked some things from the loft, e.g. Sheets, towels, etc.. The things in the loft I packed in Newport between January and December, 2005. Trucked everything to Glacier Bay in Oakland in early December 2005 and packed in a container bound for Chile. It arrived in Santiago in early January 2006 and finally made it to Valdivia in early February 2006 when I was there to help unload the stuff.

Alwoplast now has broadband so communication will be much easier than in the past. My computers suffered a little fall in the truck from the airport to the boat yard. The new computer seems to have a problem but the old computer seemed to be okay. I download my emails the computer fades and shuts down before I have a chance to read the emails.

No heat or hot water on board so things a little damp (condensation) and brisk in the morning. Temperature at night gets down to the low 40sF.

9/12/2006

The guys show up around 8:00am and start to work. They work until around 10:30pm.

I start a list of items that need resolving with Alwoplast – the count (as of 9/18 is 86). I go over the list with Roni every other day or so and they are being resolved little by little.

The new computer is working – somewhat. I call Dell about the old computer using Skype. Tech says the motherboard is toast. The warranty expired about a month ago so they say there is nothing they can do for me – but for me to give them a call when I get back to the States if I still need help. Mauricio calls the local Dell service group and arranges to take the computer in tomorrow.

Got a little space heater from Alwoplast that plugs into the dock – that makes things much more comfortable. No more condensation and a little warmer – still no hot water.

9/13/2006

The guys show up around 8:00am and start to work, they work until around 11:30. They say, overall they are pleased with what Alwoplast has done, but wiring and plumbing is weak and much of it they redo.

Around lunch Mauricio takes me by to drop off the computer for service. Then he drops me off at a local super market to shop while he goes to lunch and take his son to school. About 2 hours later he picks me up – I could have shopped for another hour or 2. It is a great market and the differences in food and especially the packaging is interesting. Also, good Chilean wines for very low prices. I had received bad advice – there was no reason for me to do any provisioning in the States. Everything I need is readily available here and the prices are good. Oh well!

9/14/2006

The guys show up around 8:00am and start to work, they work until around 1:30am 9/15. They hope to get the boat ready so we can do a sea trial before Alwoplast closes down for the holiday starting tomorrow afternoon.

The local Dell service group confirms the Dell tech support conclusion that the motherboard is toast. They say they can't fix it. After discussing the situation with Mauricio and one of the Glacier Bay guys I check the internet for a motherboard or a refurbished computer.

Alwoplast says they have no problem with me taking the boat out for sea trials while they are on holiday – however the Port Captain is proving difficult since we don't have the name on the boat, I don't have boat insurance, and don't have a Captain's licenses.

I have Alwoplast deliver my dinghy to the dock so I can prepare it as the chase boat for the video guy when we do the sea trials. They had stored the boat upside down and the stern has chafed almost through the fabric. Also the starboard upper part of the stern is bent so that it would likely cut through the fabric under load fully inflated. Alwoplast will try to find someone to repair the dinghy – it is going to be a tough job if at all possible.

9/15/2006

The guys show up around 9:00am, they didn't get everything completed yesterday needed for the sea trials. They say they need to stop poking around since every time they do they find something else that needs doing. They have rewired most everything Alwoplast did related to their systems and many other things that they said didn't meet code. Also they have redone much of the plumbing related to their systems. However, not all problems are due to Alwoplast they are making significant changes to their systems. It is interesting watching these guys fabricate boards out in the "field" using cardboard boxes and souped up hair dryers to cure the boards. They work until around 10:30pm.

The boat is not ready in time to do sea trials before the holiday begins so me and the guys will have to do them. Mauricio responded to the Port Captain's letter – pleading our case but has not received any response. Alwoplast says just stay in the river, away from the Armada, and we will probably be okay.

Mauricio finds a good refurbished laptop on the internet for \$600 so I've ordered it. That way I can use my old computer for spare parts to keep the refurbished one running. Also, he runs a cable to their little outside computer room for marina clients so we will have broadband access over the holiday.

The heads are not functioning correctly and as I discovered yesterday and confirmed with Raritan tech support they have been incorrectly installed.

9/16/2006

The guys show up around 9:00am and work to around 10:30pm. We had hoped to do sea trials today but more problems cropped up that needed resolving.

The Port Captain came by. He came on board and I explained that we just wanted to take the boat up and down the river around Alwoplast just to do motor sea trials. I told him we would not need more than 3 hours. He said okay but that I needed to call him before we departed and also on returning to dock. However, the Alwoplast watchman that escorted the Captain said that when he walked the Captain back to his car he said that we needed to have a Chilean Captain onboard and that if we could not find one to call him and he would provide one.

Around 11:00am we have the watchman call the Port Captain to inform him that we want to depart around 3:00pm and that we had not found a Chilean Captain so we needed him to provide one. His response was since it was the holidays no Captain would be available before the 20th!

More problems arise so we can't do the sea trial anyway. However, the gensets are up and running and I now have hot water. Things are looking up!

9/17/2006

The guys show up around 9:00am and work to around 10:00pm. Again we had hoped to do sea trials today but more problems arose. With each problem they find I feel more and more confident that the system will be solid when they finish. They absolutely needed to come down here. These guys are very professional.

After some trial and error I have come up with a work around to get the heads working (somewhat) until Alwoplast is able to redo the installation later this week when they return. This entails keeping both a container of salts and container of saltwater by the head to pour into the head before flushing.

9/18/2007

We could have done the sea trials late yesterday afternoon but decided to wait until today for better light for filming.

We see the harbor patrol go by around 10:30am so wait for him to make his return trip. The watchman says that usually is in about 20 minutes. We get the boat ready and wait for the ebb tidal current to slack. Around 1:00pm we decide to head out – we have not yet seen the harbor patrol return. Just as we get away from the dock and are leaving the marina the Harbor Patrol passes. They keep going so no problem. I spend about 30 minutes in a clear area around the marina entrance out of the main channel trying to get use to the joy stick. We then slowly head down river, toward the ocean, not doing over about 5 knots. Around 3miles down, about 1 mile before the mouth, we turn around since there is a small Armada station at the mouth and we prefer they not see us.

On the way back Justin, the lead GB guy, suggests we see what the motors will do. Gradually we go to full throttle – only getting up to 6 knots. We see a larger vessel behind us but can't determine if it is Harbor Patrol. However, the chase boat has slowed to almost a stop so we think it may be Harbor Patrol. We notice the starboard motor's temperature rising and soon I smell something burning. The motor's water pump has stopped and also the shaft seal is not getting water. We turn off the starboard motor and the guys try cooling things down and determine what went wrong.

We limp back to the marina just using the port motor. I asked if the starboard motor can be turned on long enough to dock. The guys set up a bucket brigade to feed water to the motor and shaft and I try to back into the slip. I won't go into the details but it was a fiasco. The starboard hull has been initiated. Unfortunately, it is more than a little scratch. I'll see what Roni's says about it tomorrow. Probably will wait until just before I start the passage to have it fixed – could be more bumps before then.

Guys worked until around 11:00pm. They determine that we had several problems that cascaded but don't know which, if anyone, started the vicious cycle. They have had quality problems with several of their boards and have now run out of spares. So they have come up with some work arounds so we can continue sea trial. Expect they will be making another trip down here sometime next month. Also we determine, as with my neighbors 60ft motor cat, the plumbing for the shaft seals is backwards. If the guys can find a place open where had buy some hoses we hope to do a work around so we can do another sea trial tomorrow. I've been thinking of the appropriate strategy to avoid today's docking fiasco – we'll see how well it goes.

9/19/2006

Guys arrive around 8:00am but then leave to search for parts to re-plumb the shafts' seals water supply. They get back around 11:00am and start to work. Around 6:00pm they have the system ready for trials but it is getting dark and we discovered problems they would not have time to correct them so we decide to skip the trials. I'll do them in a week or so.

There is a short in the galley oven which Justin has been trying to track down for a few days. Since he has a few hours left he decides to give it one more try. Around 9:30pm he finally solves the problem, the power cords from the oven to ship's power are chafed and causing a intermittent short. It seem Alwoplast had seen the problem but just tried fixing it with heat shrink insulation. Justin will ship down proper oven wire.

They decide to pack up and take everything back to their hotel just in case Mauricio doesn't show up tomorrow in time to take them to the airport. About 11:30pm things are packed and they head for their hotel.

9/20/2006

The holidays are over and Alwoplast is back to work. Mauricio did show up in time to bring the guys by to give Roni a quick run down of what they accomplished, the problems found, and what is left for Alwoplast to do. Around 9:00am the guys leave to catch their 10:55am flight.

Roni gets his crew started on the Glacier Bay fixes and then he and I go over my to do list – now up to item 93. Many of the items have been taken care of so progress is being made. Number 1 on the list for today is to get the washer/dryer working – I need to do my laundry.

Roni says my ding is not that bad and he will fix it next week when he hauls Asanagi back to the shed to redo the heads and a few of the other items on my to do lists. I'll go to a hotel for the few days Asanagi is in the shed.

It is raining in Valdivia! Roni says it is expected to continue for a few days.

I am now doing a load of laundry. I cooked a pot of soup on the stove top and I'm charging the batteries. All of this has put a max load on one genset of about 15% with it now at about 7%. The batteries go from about a 40% charge state to over 95% in 1.5 hours. Originally I planned to run the gensets in the morning and evening for about 45 minutes to an hour. I'll probably change that to one run a day just so I can put as much load as possible on the gensets to keep them somewhat efficient.

9/21/2006

It is raining in Valdivia.

Things are moving along, but one item is installed or fixed and another 2 or 3 problems are discovered. Actually, I'm enjoying it.

On going minor annoyance problems:

1. The water pressure pumps switch on every 30 minutes or so. Probably a water leak somewhere but haven't found it yet. As soon as the rain stops I'll start search for it.
2. There is a leak under the galley sinks. Partly solved but still a little dribble. Roni's been searching for it. This morning I looked – no water on the pipes but a little drop running down the back side of the forward sink. The sinks are stainless – maybe condensation.
3. The port head flushes periodically on its own. Probably a leak in the vacuum tank. Roni's know about this for some time but still hasn't been able to track it down.

The port head/treatment systems has been corrected and the “Y” valve has been installed. I'll test it over the next few days and then it and the starboard one will be finished while the boat is back in the shed next week. The “Y” allows for flushing directly overboard or to the holding tanks – that feature was in the original specs. The rewiring allows the heads to be flushed with or without treatment. Only solid waste really needs treatment, although the EPA may disagree, so we will be able to reduce energy use and system wear. Also, the treatment box has been raised to same level as the saltwater tank, per the installation instructions.

I ran, from the inverter, a 120AC space heater this morning that the GB guys left for me. They said it didn't heat enough to cure their electronic boards - it's intended purpose. I checked energy consumption but it cycled more than I estimated and when a check about 2 hours later the house batteries were down to about 30% charge – if I keep this up I'll burn up these batteries before I leave Valdivia. I started the port genset but it stalled. I then tried the starboard genset and it stalled. After an hour or so of playing around I got a genset started and charged the batteries. Last night when I started the gensets, so I could cook and do a load of laundry I had the same problem. It seems the genset start batteries are going flat. Considering I run the gensets an hour or more when I turn them on their alternator should easily charge them. Either that isn't happening or there is some other load on those batteries. I have informed GB, they had a problem with the start batteries while they were here but thought it had been resolved. This problem is serious it needs fixing fast.

Most of the floor covering has been laid, except for the saloon area. Towel racks and some handholds are being installed. Also, the ladder for the beds have been built – makes it much easier to make the bed. I laid down the non-slip shelf matting today.

At noon I got a ride with Mauricio into town to shop at the other large super market – both have their advantages so I'll probably switch back and forth. I bought several stick on hooks – this weekend I'll experiment with their placement.

Last week at the market I bought a box wine and 2 bottles of what I thought were decent wines. I actually liked the boxed wine better than the bottles. This time I bought 3 more boxed wines – so far the first one is the best.

When I don't use a heater condensation is a big problem – got to find a solution.

9/22/2006

The rain has stopped – for a while.

Justin doesn't believe the stalled engine problem is caused by low batteries. He believes that at the rpm level he has the engines set for starting, the load from the battery chargers (when the house batteries are low) and the water heater is too much. For now he advises turning off at least one battery before starting gensets, eventually he will adjust the program to increase the start up rpms. This evening I turned off the water heater and 2<sup>nd</sup> battery charger before starting the port genset – started fine with no problems.

Did another load of laundry, the sheets this time. I still don't understand all the negative comments I've heard about the dryer, this one works great!

Today I'll start checking the web for dehumidifiers.

There are always a couple of workers on the boat sometimes 6 or more. Things are getting done and I'm getting to understand the systems and perform the fine calibrations. I believe I came down at the right time.

Best estimate now is Panama around Christmas time.

9/23/2006

No rain, but another big front is coming this way. Rain, on and off, predicted for the next week or 2. Weather permitting, Roni will haul the boat Wednesday to complete the head re-installation. Needs to put thruhulls in the sail lockers for the direct overboard flush. Also, used as a drain for the sail lockers and the head saltwater tank overflow. He also needs to increase the size of the cockpit drain, and add another one, at the bottom of the steps into the saloon - this I requested at least a year ago. He also said he would fix my ding while hauled.

Roni, said that for the 3 days Asanagi is hauled I can stay on Tiare, the 57ft sail cat being refurbished for sale. Instead, I think I'll get a hotel room in Valdivia. I will use 1 or 2 of those days to roam around Valdivia shopping for various things, e.g. soap dishes, shower shelves for shampoo etc., toilet and paper towel racks, assorted hooks, Cobra kayak ....

Turning on the shower this morning I was greeted with spurts of air and no hot water, then a continual low whine from the water pressure pumps. Next tried the cold water, which had been okay a few minutes before and got the same air spurts. Problem should have been obvious to me but no, I had to check all the bilges and the pumps before realizing the water tanks were empty. It has been 5 days, 3 loads of laundry, and a lot of pumping the heads since the tanks were filled. Anyway, filled the tanks problem solved. Living on the boat here for a month or two is going to have multiple benefits. I'm very glad I'm doing this – becoming attuned to Asanagi's personality, at least at dock.

I believe Roni solved the port side water pressure plump leak. There was a bit of trash in the hose at the pump which probably caused the problem. At least after several hours it seems fixed. One of my first questions for Roni when I arrive was had the water and fuel tanks been cleaned before they were filled. Answer – no! I expect this will result in problems for a while. Not sure of the solution, but I definitely want the fuel tanks clean before starting the passage to Panama! Maybe when I get outside and bump up and down for a while the 20ft – 30ft swells will stir things up enough, hopefully not to much, so the filters may catch most of the junk.

The heads are almost fixed but still getting a low voltage warning. I'm fairly sure the wire Alwoplast used is too small – they will need to rewire using a larger gauger. Alwoplast's electrical work and plumbing definitely needs improving.

It looks like Alwoplast has fixed the bent transom top on the dinghy – not perfect but probably as good as can be expected without removing the fabric from the hull. Next week they will patch the chafed areas. It has been inflated for a week without any apparent leaks.

A couple of “head bangers” on the Bimini around the helm have been fixed – or at least the danger has been reduced.

Still haven't found the leak under the galley sinks.

9/24/2006

Sunday. Alwoplast is closed and I have the marina to myself.

Closing in on the galley sink leak. It is not a waterline leak, but a drain or counter leak from splashed water.

Now that the hot water pressure pump leak has been fixed the cold water pump is acting up. I cleaned the filter, it was full of small fiberglass/sand particles— remember Roni said the tanks had not been cleaned before filling. Anyway, that didn't help. Roni replumb the starboard head, now going through the treatment tank is optional (usually will only do a treatment for solid waste). I suspect some air got in the hoses in the process. It seems to be getting better but the pump still trips every 30 minutes or so.

Took a couple of photos of the area today, when it cleared enough – nothing great. I'll take more as the days go by.

Got in touch with Rocna in New Zealand. I've decided to switch to their anchors. Bruce are no longer made, just knock offs and Tom was never pleased with my selection of Fortress for the “first down” and stern anchors. I'll place the order tomorrow after going over the specs with Roni, to be sure he can build the anchor rollers to hold them.

When I was in the crow's nest taking photos I got a close up look at some of the rigging – there may be some issues. I'll research this tomorrow. I've asked Tom his opinion.

Going over the decks I've come up with a few more places I want handholds – I'll discuss this with Roni tomorrow.

The saloon bar and nav table tops' “fit and finish” leaves much to be desired. If Alwoplast can't correct it I might ask them to remove the GraniCoat and use the wood instead.

The “headliner” in the saloon has wood ribs about every foot – way to “busy”. I had asked that the ribs only be placed to cover the joints in the panels, about every 3 feet. I'll ask Roni about this tomorrow, I expect it was done to avoid the “headliner” eventually sagging. I'm going to ask that the intermediate ribs be removed, unless they are essential.

The batteries, chargers, etc. were optimized so that 30 to 45 minutes of running the gensets in the morning and evening daily would handle my power requirements. The freezer and refrigerator are not operational yet, but so far it seems that 1 to 2 hours of running once a day or maybe every other day will be sufficient. My original twice daily plan may be a little more efficient for the batteries but I don't believe that puts enough load on the gensets. Running once for a little longer and timing it so the washer/dryer, stove, hot water heater, water maker, etc. are fired up at the same time will put a larger, better load on the gensets. Therefore, I believe that approach will be more efficient overall. I'll keep experimenting with this.

9/25/2006

Its raining again but Roni has decided to haul the boat anyway. I'll stay at a hotel in town tonight through Wednesday night. I'll roam around town and try to find some of the small items I need.

Hotel okay, but Julie wouldn't like it – not a Four Seasons.

9/26/2006

The hotel has wi-fi! However, it took me several hours last night and a few today before I was able to get my computer to communicate. I had set up specific IP addresses on both laptops so I could network them using wi-fi, maybe a better way but that one I got to work. Anyway, that causes a problem when trying to connect to public networks. When I set the computer to search for an IP and DNS things worked fine.

I walked around town for 4 or 5 hours today – still raining some. Found some hanging file folders but nothing else on my list.

Spent the remainder of the day trying to get various bits and pieces of software up and running on the new computer that I thought I would only need on the old computer.

9/27/2006

Pretty, sunning day!

Walked down to the fish market at the river – great fish, clams, mussels, crabs, etc. at very reasonable prices. As soon as the frig and freezer are working I'll have to stock up on fresh seafood.

Stopped by the kayak shop. Cobra Tandems are not available in Chile – they even called Santiago. Guess I'll have to wait until Panama or maybe even Wilmington, NC. One starts to really appreciate the US when you try to find something exotic – like peanut butter!

Eureka! I found the toilet paper holder. Still no luck finding a paper towel rack – probably have Alwoplast make something.

Found Plaza las Rios, a shopping mall. Total mall approximately the size of the Forum at Fashion Island and with only a few shops open. It should be nice when fully occupied. Went back to Unicom, one of the large super markets – I think it is my favorite. Got some car wax to see if that will help shine the counters – if it doesn't work Julie will not be happy. The way the Granicoat looks I may have Alwoplast just rip some of it out and replace with the wood.

Just check online and the refurbished computer made it through Chile customs on the 23rd. They attempted to deliver it on the 25<sup>th</sup> – no one at Alwoplast knows anything about it. Don't know where they tried to deliver it. Next project will be to track down the missing computer.

Back to Asanagi tomorrow. I hope she will be back in the water.

The journey continues...

9/28/2006

Back at the yard, it seems they got a lot more accomplished over the past 2 days than I did.

They've:

1. Fixed the ding – go as new!
2. Added more drain holes in cockpitdeck at the saloon entrance. They've added “splash guards” over the holes to minimize the geysers that could occur when waves hit the under deck. Unfortunately the guards reduce the available drainage volume and are not expected to be effective in a following sea. This needs more thought.
3. All the floor covering has been laid except for a small section in the saloon which will be finished tomorrow.
4. The treatment tanks for both heads have now been raised to saltwater tank level. The switching has been reconfigured to easily select either a straight flush or a treated flush – expect usually a treated flush will only be used when solid waste is involved. The wiring still needs changing – too much of a voltage drop. Thruhulls to allow discharge directly overboard were installed. Holding tanks will only be used in strict no discharge areas, eg the Keys.
5. They installed foam on the engine rooms forward bulkheads. This has reduced the noise in the living areas significantly, but not enough. Some more experimentation and work is still needed. I left the port genset run while I went to the computer room this evening to check emails and have a Skype call with Julie. Around 9:00pm when walking back to the boat I noticed before getting to the dock I could hear the gensets! Then, looking around I notice a boat about a mile away in the channel was actually what I was hearing. Not until I got right beside the boat could I hear the genset – then it was mostly the gurgle of the underwater exhaust and just a slight hum from the genset. They are definitely noisier in the cabin.
6. They replumbed the frig and freezer and were ready to start them but have a leak – this could take sometime to find.
7. Most of the 60 or so items that were on my original to do list have been done. However, the list is now up to 114, but still, only a few items remain to be done. Some of the more difficult items have been started but will take some trial and error before being solved.

I've been bartering with my neighbors on the 60ft power cat. They wanted a stem anchor and I wanted to replace my 66lb Bruce primary anchor with a 66lb Rocna and also get 2 55lb Rocnas, one as the “first down” and one as the stern. Anyway they have taken my Bruce and in turn they had an extra man overboard pole, strobe light, and life ring that I needed.

The refurbished computer has arrived. What's wrong with this picture; \$530 for the computer, \$70 for shipping, \$130 for Chile taxes. I assume Chileans are happy to pay that extra 25% (probably more on goods from countries with which they do not have “free trade” agreements) in exchange for all the additional benefits the government provides. Anyway, I've installed the hard drive, memory, and wi-fi from the old computer so I'm up and running again. Next week I'll call Dell to get work started on the new computer – a bad solder joint or connection somewhere. The boat gets down to the high 40s or low 50s during the night so it takes a while in the morning for the computer to warm up before it functions properly.

Got the first photo from Ralph – the DV Producer from Glacier Bay. I've put it up in the Valdivia photo section. I expect more in the future.

9/29/2006

Its raining again.

The floor covering is finished except for the port head area. I like it as, easy to clean, non-slip and comfortable barefoot – Julie will want to add throw rugs and that also will be okay while not underway.

They found the frig leak and started it up but on inspection of the plumbing it seem it still might not be right so they turned it off. I'll take photos of the questionable areas tomorrow and email them to Glacier Bay for their comments.

Alwoplast did not allow for the inner extension (like on Voyages) when they built the boom. Roni was having problems coming up with an “after the fact” workable solution. Tiara, the 57ft sail cat they are refurbishing for sale has a boom derrick attached to their targa that swings and is secured to the targa's side when not in use. I suggested something similar might work for Asanagi, it should be simpler and lighter than the Voyage arrangement. However Asanagi's targa is curved so the design will take some thought.

The 24” monitor's stand has been installed on the aft bar in the saloon – now all I have to do is find a way of getting the monitor shipped down here without having to pay a 25% tax.

Tomorrow I should be able to take the beanbags out of storage – at last I'll have a place to sit!

This evening I went with Carol and Gloria to the micro brewery down the road. They were hired by my neighbor, the owner of the 60ft power cat, to finish up the outfitting of the boat and making sure it is seaworthy. Also, for the first 6 months or so they will skipper the boat and train the owner for his eventual circumnavigation.

9/30/2006

Still raining.

I was mistaken about the floor covering. The saloon is now finished, however the guest head area is yet to be done – probably Monday. But since the saloon is finished I have put the beanbags on board – a great luxury I now have a place, other than the bunk, to sit.

Sent photos of the frig/freezer plumping to Glacier Bay with my comments. I believe there are at least 2 or 3 things that need correcting. Glacier Bay will probably respond by Monday, if not before, they are usually very prompt.

The freezer door is now on and the frig door seems better. However, it has gone from being so loose it didn't make a good seal when closed to now requiring a good bit of body weight against the door to get it closed. After the frig and freezer are up and running and I've used them for a couple of weeks I'll decide if modifications are needed. However, considering the temperatures here, I probably won't be able to really test the effectiveness of the units until Panama.

Alwoplast started installing the shower doors today. At first, before I arrived, they had installed a full length opaque fiberglass door. I told them to remove that and not have any door. Roni convinced me some type of door was needed to minimize splash on the deck. They have designed a clear plastic,  $\frac{3}{4}$  length, double door arrangement which I think will work.

I think the leak under the galley sinks has finally been fixed - Poncho conquered it. The solution was more caulking between the sink and the counter top.

Decided to run the starboard genset this evening. Actually battery level was okay but needed the genset for the washer/dryer, hot water, and decided while running the genset I might as well use the stove tops to cook something. Turned on the genset touchscreen control panel but no starboard genset shows up. I did a quick check, the genset key is in the on position and all obvious connections seem good – I'll have to work on this tomorrow. For tonight I fire up the port genset – the wind is howling and the raining is coming down hard. Going to read for a while – sitting in a beanbag.

10/1/2006

Only spotty rain today.

Haven't resolved the starboard genset problem yet. Justin has been emailing suggestions of things to check. I believe we have determined that contrary to my first thought the CAN bus connections are okay – it seems the genset isn't getting power from the start battery. All my tools are still up in the storeroom. I'll have Roni check the battery tomorrow morning.

Filled the water tanks – still don't know how much they hold. I'll ask Mauricio again, but will probably end up determining the volume myself.

Since the “Y” valve is in I no longer need to use the holding tanks – probably won't need them before getting to the States. Therefore, I've started cleaning the holding tanks. The port one is finished, tomorrow I'll finish up starboard.

Waxing the counter tops help and maybe after several times they will look okay. However, I don't believe there is much hope for the forward bar area in the Saloon. It will probably have to be changed to a wood surface.

Still not convinced the head installation is correct. I've sent Raritan tech support another email asking for the opinions on a few items.

Maybe we'll take her out for another trial this week.

10/2/2006

Sunny today, rain forecasted for remainder of the week.

Roni checked the starboard genset start battery – it was deader than dead! The 1<sup>st</sup> starboard genset start battery has been recharged (we had a similar problem when the Glacier Bay guys were here) so that battery will be installed.

The recharged battery did the trick – the touchscreen now sees the starboard genset. However, the gensets detail show it is putting out about a volt when it isn't even running. The port genset shows a more reasonable 0 volts. Don't know how, but I expect this is somewhat related to the problem. I have emailed Justin, at Glacier Bay, about this.

Didn't think of it until about 2:00am Tuesday morning but thought I should have disconnected the starboard genset by turning the key off on the genset and turning start battery switch off. At least that way the genset should be isolated from the start battery and hopefully, therefore won't discharge this battery.

Was on the phone with Dell tech support for about 2 hours about the temperature related problem I'm having with the Inspiron (the new computer). All he did was disable all my essential start up programs plus screw up my wi-fi and a few other things. It was real encouraging to hear him say the computer was now in perfect operating order. Right! I'll call back again tomorrow maybe I'll have better luck.

The floor covering in the guest head area was installed today so the floor covering is now fully installed.

10/3/2006

It is raining.

Port water pressure pump acting up again – to me it seems it would have been a lot easier to clean the tanks before filling. Oh well! I expect the water tank problems is just the beginning – the fuel tank is probably going to be the real problem. Of course, I don't expect that one to raise its ugly head until I'm out in open ocean bouncing around a bit. First time I intend to have Roni on board and be as close to Alwoplast as possible.

After two hours on the phone got the computer problem resolved with Dell – or at least Dell says it is resolved. The manager of the tech support group said there is no problem with the machine - it was designed to not operate below 55F. I have not been able to find my documentation which specifies the temperature operational range but I doubt the low end is as high as 55F. He said he would email me an internal report supporting his claim, he said it has something to do with the cpu packaging. I'm still waiting for the email with that report attached. Anyway, for me it doesn't matter if he lied or if the computer was in fact designed to not operate below 55F. The result is still the same – although I expect most of my time will be in the tropics I will still experience temperatures below 55F from time to time so I will not have Dell computers.

The starboard head has been rewired using larger guage wire. That seems to have solved the low voltage problem during the treatment cycle. Now the port head needs to be rewired, probably tomorrow.

Have not heard any more from Justin about the genset/start battery problem. Maybe tomorrow. I spoke with Glacier Bay this evening, the building semi-attached to them burned down yesterday and although Glacier Bay is okay they estimate they had a few \$100,000 in damage. That might be why Justin is taking a little longer to respond to this problem.

Bruce Nelson at Glacier Bay reviewed the photos I sent of the frig/freezer plumbing. A couple of the items I had mentioned he agrees need correcting. However, overall he said things look okay.

Still waiting to hear back from Raritan tech support – I think he is tired of me. If I don't have an email waiting tomorrow morning I'll call him. I am concerned that a major rearrangement of the head treatment system is required.

So far I'm pleased with the house batteries. I could easily go 3 or 4 days between charges. The genset cycle is being dictated mostly by my use of stove tops, washer/dryer and hot water. Sitting in this 50F water with night air temperatures in the mid 40sF the hot water doesn't remain warm for more than 24 hours. Although I've done it a few times taking a shower at 5:00am with that 50F water is not something I look forward to. After the frig/freezer and water maker get on line I expect I'll have to adjust the genset cycle. Also, I expect in Panama the cycle will be completely different, but here is probably similar to what I can expect in Wilmington, NC in December and January.

I've put my To do list on the web site so Roni can check it at any time. Anyone that has absolutely nothing to do may want to scan it.

10/4/2006

Just a few little showers today – not enough to be called rain.

Still no response from Raritan so I called them. It seems the last installation modification they recommended, concerning possible back flow from the treatment unit, is not something Roni or I believe is likely. And, in the event back flow did occur we believe it would be immediately self correcting. Therefore, we have decided not to implement that Raritan recommendation and now will proceed with completing the heads' installation.

Still no response from Justin about the starboard genset's drain of its start battery. I know his plate is full, but I'll bug him anyway today with another email.

Poncho is now installing a lot of little extras. Miscellaneous hooks in the cabins, baths, and shower areas. A spice rack/shelf over the galley sinks. Corner selfs on each side at the head of the beds for alarm clocks, etc. Small magazine/book racks with cup holders on each side of the beds - placed in comfortable arm's reach when sitting up in bed. I may ask him to design something for a galley wall as a convenient, secure place for kitchen knives.

On my Monday grocery shopping excursion I bought a nylon net bag for washing delicates in the washing machine. The netting is just what I wanted for the storage nets in the bottom narrow areas of the shelves and cabinets. Roni gave me a handful of screws and finishing washers so tomorrow or Friday I'll cut up the bag and experiment installing a few storage nets. If that works I'll then order about 15ft of netting from a fish netting website I found.

I've got the boat's local wi-fi network between the 2 laptops working, including the printer attached to the Media computer and accessible from the Nav computer. Tomorrow I'll think about how best to organize things to keep the various files and software duplicated on both computers synchronized. The Nav computer will be the one connected to the wi-fi antenna, when it is installed on the mast. Therefore, it will be the one connecting to the internet – not the best arrangement but it should be okay. No wi-fi Access points around here so I'll have to wait a while to do the final “tweaking”.

Dario came by for a visit this evening – without his wife and daughter so he could get a better tour of Asanagi. He gave me several good suggestions and seems to still be interested in doing the passage from here to Panama. Said soon after their son is born, end of the month or early next they plan to go back to Switzerland so family can see the children. They plan to stay there until around January or February. He asked me to stay in touch with him by email so we can coordinate – he said, if necessary and possible, he will fly back early to do the passage. Also, he has convinced me to do a week or two shake down cruise in the channels, just south of Puerto Montt as a final trial before the passage up to Panama. He said not only will it be a good test that boat and crew are ready for the passage, but that it is so beautiful it would be a shame to not sail there while I'm here. Anyone interested in doing that cruise let me know – I'll have room for at least 4 additional guest beside the crew going to Panama.

10/5/2006

Rainy

Received a couple more suggestions from Justin about the start battery drain, but no solution yet. For now, when the gensets are not being used I turn them completely off and also the start battery switch to isolate the batteries.

The canvas man visited today. He will prepare a quote for making a cover for the dinghy and side curtains for the cockpit - a full clear plastic enclosure for cold weather and a fine mesh (noseum barrier) enclosure for the other 10 months of the year.

Poncho is still working on the miscellaneous interior wood fixtures. That will continue through at least tomorrow and Saturday, maybe into next week.

Hector is doing a lot of rewiring and new wiring. The guests' cabins head's heavier guage wire has been strung but not yet connected. Sail locker sumps have been built and bilge pumps installed. Engine room lights are in and he will start installing the Hella fans tomorrow.

Roni, says Alex has not ordered the director chairs so I'll have to make do with the beanbags for at least a few more weeks. Roni tried to convince me to go with a small, single seat helms chair he has in stock. I declined. I still want a double wide bench seat, maybe not the best for heavy weather, but for that I'll have a harness. For the remaining 99% of the time I rather have the wide bench seat.

Many things are being worked on so in a day or two I should be able to check several items off the To Do List.

10/6/2006

I say the sun briefly today - only a few short showers.

Work continues on the interior wood fixtures.

Hector has installed Hella fans in the master cabin and at the work bench in the engine room. Those in the saloon and guest cabin remain to be done. More breakers have appeared at the nav station, think they are for the sail locker bilge pumps but not certain.

Mauricio brought his wi-fi router from home, I now have wi-fi on the boat! The router is located in his office so after work hours, when the shed's doors are closed the signal is a little weak, but I'm not complaining. I have not yet tried Skype over it – probably tomorrow. I told Mauricio that Tuesday, on my weekly shopping trip, I would buy a router so he could take his back home.

I installed nets in 4 cabinets, my “fit and finish” needs work but the nets are functional. Actually not many more are needed in the interior. I'll check to see where and how many I want in the engine rooms and lockers before placing my net order.

10/7/2006

A little sun, but more rain. Maybe wishful thinking but it seems to be getting a little warmer.

Roni installed an amp monitor, temporarily on the starboard start battery. No drain with the battery switch on and the genset key off. Turn the genset key to on and a 0.1 amp drain registers. At that rate I estimate it would take around 30 days to drain the battery to the point it may have trouble starting the genset. Maybe there is a periodic higher amp draw, or the start battery is not getting recharged adequately. I'll investigate these possibilities.

Hector finished installing a few more breakers. Not much else was done today. Monday is a holiday – it seems the yard took off early today to prepare for that.

Justin says the new throttles are being prepared and will be shipped when completed – he is wiring them so all we have to do is unplug the joystick and plug in the new throttles. I'm looking forward to that.

Well the wi-fi worked until about noon and then stopped. I can still see the wi-fi signal but it seems to be too weak now to connect. I did make a Skype call this morning but kept dropping the connection so finally gave up and went to the computer room at the office for a hardwire connection. Mauricio doesn't work on Saturdays so I suspect someone was in his office and disrupted the wi-fi router. Will have to wait until Tuesday when Mauricio returns to resolve this problem.

Started a log of charging and discharging data – think I'll create an SQL database for the data. While he was here Justin asked if I would be amenable to Glacier Bay installing some hardware to capture operational data. Have not heard any more about that, but I think it is a great idea – as long as I also get access to that data. That might save me some effort in collecting data manually and, of course, be more accurate and consistent.

Believe I previously mentioned in this log that the house battery bank seems sized appropriately but I need to rethink my charging cycle. I'll have to wait until the frig/freezer, tankless water heater, and water maker are on line to confirm but I believe running the genset for about 3 hours once every 2 or 3 days will probably work better than my original thought of running it 30 - 45 minutes twice each day. Two to three hours seems about the time needed to cook a meal, do a load of laundry, fill the water tank, and heat up a tank of hot water. Also this gets the house bank down to around 50% charge so the charge cycle is fairly efficient. I've been running the genset in the evening and so far have only been able to put a 30% load on a genset with the washer/drying running, charging the batteries, heating water, using both stove top burners, with 2 or 3 lights on, and charging the laptops. And, that 30% load drops off quickly as the house bank's charge level goes up. The water maker will put an additional load on the genset but still don't believe it will get up to 50% load. The frig/freezer will also add a little load but since they are 12VDC their primary effect will be to discharge the house batteries a little faster. However, I do expect energy consumption to be approximately proportional to the number of people staying on board. Therefore, I can imagine times (for short periods) where a genset is run 3 hours daily.

10/8/2006

Rain.

Don't want to work on deck or engine rooms in this rain. Sunday. Not much getting done today.

10/9/2006

Rain.

At least the rain makes it easier to find leaks – found one at the starboard chain plate. Actually, first through deck leak I've found – all others have been plumbing leaks.

My neighbors and I have been playing a little “can you top this”. Today I showed them my hot water filter, that I clean weekly, before cleaning it – there was at least a teaspoon of crap from the build process. Remember, Alwoplast admitted they didn't clean the water or fuel tanks before filling. Anyway, they then told me that they had just discovered that their fresh water pipes ran through their holding tanks. And, there was a treaded connection in the fresh water pipe within the holding tank. So I checked mine. Yep – the same thing. That is item# 116 on my To Do list.

Also, it seems Hector can be quitecreative in his wiring. Always interesting discovering which breaker switch controls what.

Tomorrow the yard will be back from Holiday – hopefully we'll get the Wi-Fi up and running again.

10/10/2006

Rain.

I've now been here a month. Overall, I believe much has been done – much more than would have been done if I had not been here. However, there is still much to do. I have concentrated mainly on basic “house” functions. Sails, rigging, lines, instrumentation, motors, etc. all that is yet to do.

More things on the To Do list were started today and several things were checked off as being completed. The frig is up and running, most likely the freezer will be up tomorrow. I've started logging performance data – it will take several days before I know if the system is performing correctly. Actually, considering the ambient temperature here, I doubt I'll be able to determine overall efficiency before reaching Panama.

Got the router – that was a fiasco! Tomorrow will work on tweaking its location. Getting the router took so long I didn't have time to do any of my usual weekly shopping. I hope to go in to town with Mauricio again tomorrow to do that.

I need to start logging the head's salt consumption – off hand it seems to be high.

The dinghy boom is still being tweaked – trying to design a control system so 1 person will be able to raise and deploy the dinghy and outboard. Need to be able to do this from the stern or, when a stern anchor is set, the aft starboard side.

10/11/2006

Rain, supposedly tomorrow will be clear.

The computers on the boat can see the router but not the network. Maybe Mauricio and I can play with the router's configuration tomorrow.

Went shopping, got 8 lbs of salt – the heads are happy again.

The frig and freezer temperature probes were incorrectly installed. The frig's has been redone, but don't think it is right yet. I'm logging data so I should know by tomorrow.

If it is clear tomorrow we'll work on getting the 4 remaining antenna's installed. This could be another major project since Alwoplast didn't install the cables in the mast for the 2 that are supposed to attached to the mast.

Hector continues wiring and Pancho continues on the interior small woodwork items – he is now doing the galley knives holder.

10/12/2006

It is sunny today – unfortunately not expected to last.

Didn't work on the router today – hopefully tomorrow.

Had a couple more adjustments made to the temperature probes – now I believe it is correct. I've got the frig on and so far the data is looking good. After the frig goes completes a full cycle, if things still look good, I'll test the freezer – hopefully that will be tomorrow.

Got Glacier Bay's report today – Roni and I will have to spend quite a bit of time going over it. Basically, the report concludes that in several aspects the installation does not meet Glacier Bay's quality and safety specifications.

Met the President of Alwoplast today, one of the members of the family that is now funding Alwoplast. He is probably in his late 30s to mid 40s. He owns the 57ft sailing cat Tiare that is being refurbished for sale. After Tiare sales he may have a power cat built for his and other members of the family's use.

Sun-Mar, the compost toilet people, responded to my email – unfortunately they were not encouraging. I haven't given up yet – I've a few more thought about possible solutions that I plan to pass by them.

A little more progress has been made on the dinghy boom, expect it will take some experimenting to get the control lines correct. I need to be able to raise and deploy the dinghy and outboard single handed – in less than ideal conditions. Also, it needs to be easy enough to do so I don't talk myself out of raising the dinghy when I should.

12/13/2006

Mostly rain.

Hector hooked up the instant water heater and the oven today – we had problems with a short in the oven when Glacier Bay first tried it when they were here early last month. We thought Glacier Bay had tracked down the problem but guessnot. The instant water heater has a dead short – can't flip it's breaker to the on position, it breaks immediately. The oven generates the same ground fault warning it did last month. I've got my tools on board now so I'll try tracking down the shorts this weekend.

Most of the electrical systems should be complete with in the next week or so – after that may still have the instant hot water heater, oven and a few things from Glacier Bay's report to finish up, but otherwise electrical may be done. Water maker is only remaining “house” system that needs installing. Of course the periodic cycling of the water pressure pumps due to the trash in the tanks is still a problem.

So, hopefully the weather will improve and we will then start devoting our attention to electronics, sails, rigging, dinghy, outboard, etc.

By the end of October I hope to be ready for sea trials. The boat's name and hailing port “decals” have been order so maybe the port captain will give us approval for our trials this next time. Interesting that now it seems instead of hand painting names and graphics on boats, they are created on computers, printed on to sticky backed vinyl and just stuck on the boat.

12/14/2006

Mostly rain, clearing later in the day.

The yard was closed today. I was surprised since they usually work Saturdays.

I was going to look for the oven's ground fault but Hector has completely disconnected it from the boat's wiring so I'll wait and look for it on Monday with him.

Have come up with another idea for the head layout – I'll review it with Roni on Monday. This change won't resolve all my concerns but it will reduce the hose runs by several vertical feet. Also, it seems the vacuum tanks are installed backwards – they have the intake as the outtake and the outtake as the intake. Guess it isn't critical since the heads have worked this past month, maybe not perfectly but they have worked.

My data indicates the frig and freeze are more efficient than the manuals indicate they should or in fact can be. Monday I'll send Glacier Bay the data I've collected. Maybe it is because the river water which the compressor is using is about 55F instead of the 80F to 85F tropical ocean temperatures Glacier Bay used in their calculations.

Don't expect to get much done tomorrow. I've hooked up my web cam to Skype so tomorrow plan to have a video call with family.

I've been invited to have dinner with the owners and crew of Dedalus, my 60ft power cat neighbor tonight.

10/15/2006

Nice day, no rain.

Checked the oven and tankless water heater for ground faults without success.

Raised the main to dry it out, doubt it will do much good.

Filled the water tank and mopped down the boat, not much accomplished today.

Made a video call with Skype – they could see me but I couldn't see them. Tomorrow I'll try to track down the problem.

10/16/2006

Sunny pretty day - in high 60sF for part of day.

No luck with the tankless water heater. One short was found but it still has a dead short so shipping back to Glacier Bay for them to take a look.

Started the rearrangement of the heads. The changes I requested would help, but still not make for a recommended installation. Unfortunately, they are only doing about a third of my request so I don't have much hope for this system. If it works for the short term I guess I'll live with it until I am forced to face the eventual problems. Maybe by then I will have thought of a solution. I consider this one of my biggest disappointments.

Antenna installation began.

More work was done on the dinghy boom. Not sure how well this is going to work. Roni was going to install a block & tackle with only a 2 x 1 purchase. I told him I wanted 6 x 1. He says he might be able to find a 4 x 1. Well see. The flag staff will now have to be moved – I guess slightly port of center. Although probably not considered in the best of form I don't believe there are laws/regulations that prohibit that location. Unfortunately that seems about the only logical place – it will only be a foot or two port of center.

The frig seems to be doing great, the freezer maybe okay. I'll collect another couple of days of data and if the freezer seems alright I'll shut it down. I don't need it right now and it does take the power. With both the frig and freezer running I just can make it two days between genset runs instead of the three days I experienced with both of them off line. I'll be interested in difference in the efficiency here compared to Panama.

Tomorrow I will try again to solve the pressure leak on the hot water side. It will probably take at least a little rewiring, and maybe some replumbing. Hector has secured some wires to the water pipes, including at the fittings.

I believe the dinghy has been repaired. I'll check it over the next few days for leaks.

Still nothing new with the wifi connection, maybe tomorrow.

10/17/2006

Another pretty day – maybe the weather is getting better.

Taking the hot water pressure pump apart, cleaning it, and also cleaning the filters and hoses has solved the pressure leak, at least temporarily. Considering all the trash in the tanks I assume I've not seen the last of this problem.

I had an appointment at 11:15am today, I showed up at 12:10pm – it seems that this past Saturday time “sprang forward” 1 hour. Now there is a 4 hour difference in time between here and California and when California “falls back” an hour at the end of the month there will be a 5 hour difference.

Port head has been reinstalled and the starboard one should be completed tomorrow. This may help some but I think we are a long way from having this problem solved. Also, the low voltage problem is back. The wiring size was increased to that specified, at least that is what I was told. I'll check it tomorrow to be sure. It seems we are having trouble with “voltage drop” in several systems. I assume it is all wiring related.

The dinghy boom is installed – now to arrange the control lines. That will probably take some trial and error actually raising and deploying the dinghy and outboard. I need to come up with a design that enables me to do this single handed.

Shipped the tankless water heater back to Glacier Bay. Let's see, I paid about \$200 for the heater. Paid Glacier Bay \$295 to convert it from 240AC to 240DC and now have paid \$140 to ship it back to them to fix.

Not much work is currently being done in the engine rooms so I've started cleaning them. Draining and getting all the trash out of the bilges so I can check for leaks.

The frig seems to be working great, still not sure about the freezer. It is probably okay just not as good as the frig, but no reason to think it would be as efficient as the frig. I'll collect data for another day or two before reporting back to Glacier Bay.

With the frig and freezer running I need to run the genset every other day. The length of the wash/dry cycle means on laundry day the run is for about 3 hours on the other days between 2 hours to 2.5 hours. This charging cycle is working fine – I've arranged my routine so I cook, do laundry, and take my shower during genset run time. I usually start the genset between 6:00pm and 7:00pm. At first I was taking my showers in the morning. The morning after the running the genset was fine but the next morning no hot water. Now I take my showers in the evening after the genset has been running for at least an hour, so the water has warmed up. The next evening the water is still warm so now showering is more pleasant.

10/18/2006

Pretty but cold day – not complaining since it is sunny.

I've put more things in the frig and freezer to give them more of a heat load to work on. It will be interesting to see this changes the data readings.

The reinstallation of the heads, in their way over compromised state, was completed.

Still working on the antennas, installation will probably be completed tomorrow – then I'll start testing them.

Roni found the temperature sensor for the batteries. It will be installed tomorrow – I hope the batteries haven't been cooked during this past month's charging without the sensor.

I didn't accomplish very much today. Looking back over what has and hasn't been done during my time here I feel as if I'm just rearranging deck chairs on the Titanic. Oh well – I guess it is still better than just sitting and vegetating somewhere.

10/19/2006

Mostly sunny and cold but rained for 3 or 4 hours this afternoon.

The wifi and sat phone antennas are completely installed. Probably finish up with the cell phone and multi-band receiver tomorrow.

With the battery temperature sensor installed it takes longer to charge the batteries, but the increase in time isn't as much as I anticipated. However, seeing how fast the batteries got hot when the charging started makes me even more concerned than I was that they may have been damaged over the past month's too rapid charging.

My fix of the hot water pressure pump didn't last long. The cycling has already started again – not bad yet but based on past experience I expect the cycles will continue to shorten. I'll clean the filters again this weekend but will wait for another week or two before again dismantling the water pump.

The frig/freezer is really taking the power – can imagine what it is going to be like in Panama. Need to get the watermaker on line, then I'll be able to start “tuning” power usage and charging schedules.

10/20/2006

Nice sunny day.

All the antennas have been installed. I'll start testing this weekend.

I'll keep the freezer going until at least Monday just to get some more data points. After that, since I'm not actually using it, I'll turn it off to save the energy and lengthen the charge cycle.

I believe I've solved the wifi problem, at least Mauricio put it back on line today and so far no problems. There may be at least one more adjustment needed – we'll wait and see. Don't know if the signal is strong enough to provide reliable Skype use but I'll try it tomorrow. If not, since the boat's wifi antenna is now connected I'll see if it improves signal reception.

I've started cleaning the boat. I've dried the bilges in order to check for leaks and picked up the larger pieces of trash in the engine rooms. This weekend I'll start vacuuming the engine rooms.

10/21/2006

A little cloudy – rain is in the forecast for tomorrow.

The sat phone antenna is working. The sat phone without the external antenna was showing 2 or 3 bars, much better than I got inside at a window in Newport Beach, but with the external antenna we got full strength.

The wifi antenna also works but I'm not sure how well - more test are needed. It certainly improves the signal, compared to not having the antenna, on the Latitude computer to which it is attached. However, I don't know if the Latitude with the antenna is any better than the new Inspiron with its internal antenna. I'll have to do some side by side test to determine which is best.

The cell phone antenna is questionable – it may be working but I'm not sure. Since I first came here 2 years ago the cell phone coverage has improved. On the dock just with the cell phone I got a good signal, not 100% but good. In the boat with cell phone antenna on the signal may have been a little better, but not sure, certainly not significantly better. In the boat with the cell phone antenna off I didn't detect any difference. So it may be the signal is so strong that the antenna can not improve it or the antenna is not working correctly.

The multiband receiver antenna is not working. On VHF, FM, and AM I get no signal while using the little telescoping indoor antenna I pick up stations on all those bands. I'll try the weather satellites to be sure it is not an antenna bandwidth problem.

Did a little more cleaning.

10/22/2006

Forecast was right, it is raining.

Multiband receiver also doesn't pickup weather satellite signals. There is a problem with the antenna.

The cell phone's amplifier on/off switch is wired incorrectly. It Hector tapped into a 12VDC plug at the nav station to get power for the cell phone's amplifier. However, he did it in such a way that whenever something is plugged into the 12VDC outlet it overrides the amplifier on/off switch and the amplifier gets power.

Cleaned the fresh water filters again, and they needed it. The trash is causing too many problems, I wonder what it is doing to my health. Anyway, I'm going to ask Roni to purge and clean the tanks. I can only imagine the problems I'm going to have with the fuel tank!

Some work surfaces have been installed in the engine rooms – not great, but they will probably be helpful.

Only a few more small items to do to finish inside – then I think Roni will have to face up to all the rewiring that has to be done.

10/23/2006

Raining.

Multiband receiver antenna fixed. Can now receive AM and FM. Still don't receive weather satellites. Tomorrow will try VHF and other HF.

All Hella fans now installed.

Roni worked on the port head again. Seems to have fixed the leaking of water into the toilet bowl – that was caused by fiberglass particles from the water tank plugging a valve. The leaking vacuum tank is still a problem.

When I turn off the freezer, wasn't using it and thought I had collected enough data, the temperature readings for the frig shot up around 3.5F. I think these higher readings are inaccurate but will try to get a portable temperature prob to take independent readings tomorrow. These readings, control the frig's cycle and the cycles are now definitely out of whack.

Starboard head now getting low amp readings. That usually indicates its time to add salt to the salt water feed tank. I did that, although there was still some salt in the tank, but it didn't solve the problem. Then added "primer salt" directly to the bowl. That also didn't solve the problem. One more problem to add to the list.

The dinghy boom does not work. It took Roni, me and 3 workers to get the dinghy on board and also to lift the outboard. Granted we didn't have all the control lines installed that would be needed but it was still obvious that arrangement would never be workable by one person. Think we go back to the boom derrick within the main boom as originally specified – similar to the arrangement used on Voyage catamarans.

While testing the dinghy boom we also discovered the outboard does not fit, as intended, in the starboard stern locker. There is a horizontal fin just above the prop that extends forward of the shafts body about an inch. That is just enough to block the outboard from sliding down into position in the locker. Even without that fin the fit would be so close it would be almost impossible for one person to get the outboard in and out of the locker. I'm now thinking about mounting it outside on the stern swim platform.

Instead of stowing the dinghy on chocks on the stern swim platform just slightly tilted forward we have it on its side. It rests on the starboard float's rubrail but I'm concern that having the full weight of dinghy supported by the starboard float will cause damage over the long run. I've emailed AB Inflatables asking for their opinion. Will probably have to go back to original specifications and stow it on stern chocks. However, considering where the targa tension posts are located that might not be easy.

Roni has asked, as I thought he would, if we could avoid the major rewiring that will be required to meet Glacier Bays specifications. I told him I doubt it but I did email the question on to Justin at Glacier Bay. I'm not too uncomfortable sitting here at dock just running the gensets to charge batteries with the current wiring. But certainly I would not want to be on passage with this boat as currently wired.

10/24/2006

Sunny.

I replaced the hot water pressure pump with the spare. While doing so I found a piece of Teflon tape stuck between the gasket in the hose fitting and the pump's inlet. Don't know if that or the pump was the problem, but the cycling seems to have stopped. It is too early to pronounce the problem resolved but does look promising.

Glacier Bay has received the tankless water heater I returned to them for checking. They also may send several of my emails which they have yet to respond. Maybe tomorrow.

Have not heard back from AB Inflatables about stowing the dinghy. I'll follow up with them tomorrow. I actually like the dinghy up on its side as we have it. If necessary I think I have an easy way to hoist the dinghy slightly in this position so the hull will take all or most of the weight.

Roni is still trying to work out how to install the boom derrick - after the fact, it should have been installed as the boom was made.

And we still have to come up with a system of handling outboard.

10/25/2006

Sunny and cold.

Have experimented more with the wifi antenna. This set up uses a PCMCIA card with a plug for an external antenna. It is plugged into the older computer, a Latitude 840. The wifi reception using the PCMCIA card is certainly better than using the computer's built in antenna. Also, the external antenna improves the wifi reception even more. However, the Latitude's wifi reception with the external antenna is not better, maybe not as good, as the new Inspiron E1705 computer using its built in antenna. I'll wait until I have a chance to try the system in various locations in the Caribbean. However, it seems I should either rethink the external antenna arrangement or just remove it. I believe this situation is more an indication of the improvement in wifi equipment over the past year than a condemnation of the external antenna setup. I purchased the external antenna equipment over a year ago (remember the boat is a year behind schedule) and the new Inspiron computer just a few months ago. I'll probably wait another 6 months to a year before making any changes to this installation just to see what additional near term improvements are made in the technology.

Well, I'm officially declaring the hot water pressure pump cycling problem resolved - I may regret saying that even before finishing this log update.

The main VHF arrived and I have now applied to the FCC for my station license. I'm not complaining, but it took me 3 hours and 34 minutes to do that while the FCC's form states they estimate it should take about 44 minutes.

Glacier Bay still has not responded to my last 2 or 3 emails. I'll send them follow-ups tomorrow morning and call them tomorrow afternoon if they haven't responded by then.

The mainsail cover is being fitted. I thought it would be permanently fitted to the boom and integrated with the lazy jacks but it isn't. It has to be removed before raising the sails. Oh well, this approach is not as convenient but means less disruption of the wind around the main.

10/26/2006

Sunny and windy.

Glacier Bay responded to my email concerning the frig and freezer temperature reading fluctuations. They recommended checking wiring. Surprise! Surprise! I suspect them knowing the general condition of the boats wiring, if there is any possibility of low voltage causing the problem they probably decided that's the place to start searching for the cause. I can't blame them and tomorrow I will examine the temperature probes wiring.

The wire for rewiring the heads came today – at least half of it. But it was not what Roni ordered and it is below specs. I thought Chile to be a leading world provider of copper – it amazes me that they have such problems getting copper wire.

Still haven't heard back from AB Inflatables as to whether it is okay to stow the dinghy on the aft swim platform the way I want. I'll email them again tomorrow – more as a test to see if they will respond after 5 or 10 email follow ups. I've noticed, selective perception maybe, that US companies seem to be much more responsive to email and doing business in general over the internet than others. Actually AB's actual response is not of much importance now since I've come up with a way to “hang” the dinghy from the targa so my concerns have been resolved. Still it will be worthwhile to see if they do eventually respond.

Have discovered a coolant leak from the starboard genset. It is from a drain plug – I'll work on that tomorrow.

The name is now on the boat! By the time I'm ready to do more sea trials we may have resolved all the issues the Port Captain had about giving his approval the first time.

I used the pressure cooker for the first time tonight. I purchased a large one to be able to handle most all situations therefore, on average, it is not as efficient as a smaller one would be. That's okay it performed well.

Little by little I am downloading from the internet or scanning all manuals, installation guides, and parts lists into the computer. As they are loaded on to the computer I throw away the paper copies, saves space and weight. When finished I'll burn them to a CD as backup but also keep them on a computer for ready access. Of course if both computers go down, and I know that can happen, I won't have access to this material - such is life.

10/27/2006

Raining

Most of today was spent checking the frig and freezer wiring. So far we have found:

1. Grounds for the frig and freezer were crossed.
2. Wiring to compressor is undersized
3. The temperature probe in the frig box seems to be bad. However, Glacier Bay says that they have had very few temperature probe failures but frequently find bad solder joints where the wire from a temperature probe is lengthened to reach the control unit. I did ask Hector about the connections and he assured me they are good, however I did not actually watch him check connections. Tomorrow I will check the connection before requesting Glacier Bay send us a new temperature probe.

At least I believe we are close to resolving this problem. By now I should understand that whatever the problem first thoroughly check the wiring. Can't wait to start checking the navigation and communication electronics and the autopilot.

Still no response from AB Inflatables. I'll email them again tomorrow. I'll keep this up for another 4 or 5 days before writing them off as worthless.

Wifi up and down today – signal not strong enough to Skype from the boat. I don't know how I would survive here without internet and Skype. They are absolutely the most important tools I have.

Have hung the dinghy from the targa as a test of concept – it works great. Will have a couple of lines made up of the appropriate length with snap shackles at each end – expect that will make the hanging process quick and easy. I am having some successes – be they small and infrequent.

The high pressure water connection for anchor, chain, and deck washing was installed today. Raining too hard for me to want to test it. I'll wait, maybe we will have another sunny day sometime so I can give it a test.

10/28/2006

Raining.

The frig temperature probe problem is resolved. Although Hector still insisted the connection was good I asked him to take it apart anyway and resolder just in case we had a cold solder joint. In taking it apart he discovered the connection had never been solder. After soldering and wrapping with heat shrink the problem was resolved. I then asked him to recheck the other 3 probes connections.

We installed the correct size wire for the port head and that solved the low voltage problem. Also have half the wire for the starboard head – that helps but we do need the other half.

Did a full charging of the batteries – the battery monitor was requesting it. That took over 4 hours but the batteries are fully charged. I'm still concerned that the charging parameters are not set exactly right and also that not having the temperature probe on the batteries for the first month may have caused some damage.

The inverter tripped when I turned on the microwave with the washer/dryer running. Now it won't reset will work on that tomorrow.

10/29/2006

Raining.

Well I've spent a few hours working on the inverter but haven't got it working. The error code it displays indicate either the batteries are low or there is a bad connection to the battery. Since the batteries are fully charge, and the inverter would not come on even while the genset was still running the problem most likely is a bad connection. Surprise! Surprise!

Although I haven't gotten the inverter working I have discovered a few things:

1. At least 20% to 25% of the connections to the battery and shunts were loose.
2. The cable to the chargers and inverters seems to be undersized – I'll double check this.
3. A 2/0 cable connection on the battery, I believe to the inverter, seems bad. I don't have the tools to fix it so I'll have Roni check it tomorrow – this could be the problem. Of course 2 above could also be the problem or a contributing factor.
4. There is a hydraulic leak in hose fittings above the inverters that lead to the rudder.
5. There is liquid, I believe water, dripping down the large guage cables leading into the battery chargers.
6. The leak in the coolant drain plug on the starboard genset still has not been fixed.
7. The workbench top fitted above the cable runs by in the engine room by the inverters and battery charges are too heavy, awkward and not fitted well. I'm concerned the top eventually will chafe and stress the cables underneath. Therefore, I'm going to have it and the port side one removed.

I've had the numbers and known for sometime the energy consumption of the inverters, as well as most other items on board. However, the overall affect on battery drain had not sunk in until seeing how little energy I've consumed over the past 24 hours without the inverters. I think instead of leaving 1 inverter on all the time I will schedule my 120AC use to just 2 or 3 times a day and just run the inverters at that time. After I've tested that for a couple of weeks I'll decide if the hassle of scheduling is worth the energy savings – I expect it will be.

Dario stopped by to visit this afternoon. Sabine, his wife, gave birth to their son Monday – just several hours after they returned from a 3 week trip of climbing in Argentina. No big thing I guess, she gave birth to their daughter a couple of years ago just after they biked the 500 miles or so down from Santiago.

10/30/2006

Raining.

The inverters are connected in parallel one master and the other slave. If both are switched on the master takes the load first and hands off any excess load to the slave. Since my AC needs don't exceed the 2.5KW capacity of one inverter, well not before Saturday, I only have the master turned on to save the overhead energy consumed by an inverter. As a test Roni rewired the inverters to operate independently. The prior slave, which was off on Saturday when the overload occurred, boots up with no problem. However, the one that was master, that experienced the overload, boots up with the same error that it has had since the overload. When Roni rewires them as master-slave, but with the old slave as master both boot up without problem. For now I'll just use the old slave. I have sent Glacier Bay an email asking their assistance, it seems the one inverter has a problem.

Roni agrees the cable to the inverters is undersized and has order the appropriate cable to correct the problem.

The frig/freezer compressor has been rewired using the correct size cable so I have turned both on, although I don't need the freezer, to redo my temperature, cycle time, and energy usage data collection. All known installation problems with the frig/freezer have been fixed so this data set should help in fine tuning the operation parameters and provide insight into energy usage.

Hector spent most of the day in the engine rooms – tomorrow I'll have check to see what he did.

Alwoplast is about to order the director chairs, for the nav station and bars. Maybe in 2 or 3 more weeks I'll have something to sit on besides the bean bags, bed, and counter tops.

It seems Roni is starting to understand the importance of using appropriate size wiring – or at least realizes I will not accept undersized wire. Now if he would use marine grade tinned wire and not solder the ends of cables the wiring would be acceptable.

The accomplishments of the last few days has been encouraging. For the first time it seems that some of the more serious problems have been, or are on their way to being, resolved.

I looked for the oven ground fault today – didn't find anything but have a couple more things to test tomorrow.

10/31/2006

Mostly rain.

Still haven't found the oven ground fault but I'm convinced the problem is in the oven or it's wiring and not in the boat's wiring. I emailed Glacier Bay the results of my test. Hopefully something in that will give them ideas of other things to check.

Glacier Bay says a fuse in the inverter probably is blown. Based on my check and tests it seems okay, however Glacier Bay responded that I have to remove the fuse from the inverter to do a proper test. I'll do that tomorrow.

Got the quote back for the plastic cockpit curtains and the dinghy cover. They want about \$1,000 for the dinghy cover and over \$4,000 for the curtains. Considering the most expensive custom cover I found on the web was less than \$250 and many were available for around \$100 I'll wait until Panama or the US. I didn't check the web for the curtains but expect that price is probably just as outrageous. I'll check when I get to Panama. If nothing there, I've heard good, reasonably priced canvas work is available on several eastern Caribbean islands. Besides, in the dinghy's new stow position on it's side on the swim platform it is fairly well protected from direct sun. Of course, that is only a guess – I seldom see the sun here.

Thought I had a clogged head today. Yesterday I noticed a lot of toilet paper in the bowl and assumed one of the workers was doing some work on the head. Last night it was still in the bowl, had been there most of the day, so thinking it was well soaked and soluble instead of removing the paper I flushed it. No problem at the time, however this morning when I flushed my normal morning amount of paper and solids I got an error message that the macerater in the treatment tank was probably clogged. I thought about flushing again to see if that would clear the problem but remember reading that continually flushing a clogged head could build up pressure within the treatment tank which might rupture since it is made of a light plastic. I didn't want that so I threw the breaker and waited to discuss the problem with Roni, expecting I was going to have another “learning experience” later today. Anyway, I got a ride with my neighbor to the “mini Home Depot” on the other side of town and as we were leaving the yard I mentioned to a worker, that was going to the boat to do the final rewiring of the heads, that I had thrown the breaker. When I returned to the boat from the outing I noticed the head was switched on and seemed okay. I asked Roni and he said he was told about the error message so he did a flush with just water and it seemed to clear the problem. So it seems trying a flush or two to clear a clog is probably okay – and is certainly faster and easier than dismantling the treatment tank. Thanks for one easy “learning experience”.

The helm bench has been installed. They made it here, not great but okay – probably will get a seat cushion for it sometime.

Roni showed me his progression on the boom derrick installation in the main boom. I'm not favorably impressed but I'll hold judgment until after I've used it to lift and deploy the dinghy and outboard. Maybe tomorrow – if there is a let up in the rain.

11/1/2006

Raining.

No chance to re-install the boom and try out the boom derrick – too wet. Also, today is a holiday so only part of workers are here.

Pulled the inverter fuse and, as Justin thought, it is blown. Roni doesn't have 250A, 32V available but does have 300A, 32V he said should work. That didn't seem right to me i.e. A 20% increase in amperage means a 20% drop in protection. So I emailed Justin, he said not to use anything above the specified 250A fuse so he is sending me a couple. It seemed to me the inverter should have failed more gracefully. I expect an overload to trip an electronic or manual breaker requiring a reset but for a big primary fuse to blow? Justin agreed, he believes the problem was caused by the undersized cables and possibly bad cable connections. Surprise! Surprise! I told Justin after the correct size cable is installed and we receive the replacement fuses, with his approval, I'll overload the inverter again to see if we still blow a fuse.

Now Alwoplast says they have found someone locally that will make the director chairs – we'll see how that goes. Actually with the high costs of shipping and import duties it may actually be cheaper to have them custom made here.

I'm still amazed at the energy savings resulting from leaving the inverter off except for about an hour a day split between a period in the morning and evening. Also, when I run the gensets I turn on an inverter. Previously, while running the frig and freezer I needed to run a genset every 36 hours. Now, with scheduling inverter time, I can easily extend that to once every 48 hours. Actually I probably could go as long as 60 hours between charges. However, hot water doesn't even last 48 hours so, for here, that seems to be about the maximum length charge cycle. In the warmer Caribbean water will probably stay hot longer and not be as important so a longer charge cycle may be feasible. Here cold water is more like ice water. It is actually painful to wash your hands in it and taking a shower in it is quite an experience.

Water pressure at the galley faucet has been getting lower and lower. Today I finally checked the strainer on the tap. It was clogged with fiberglass particles from the water tank. Checked all the other faucets' strainers and they also were clogged. Surprise! Surprise!

AB Inflatables did finally respond to my emails – actually not AB Inflatables but a dealer in Southern California. I guess their primary concern is not customer service but providing leads to their dealers. Anyway they say no problem stowing the dinghy on its side if no chafing. That's good to know, but as mentioned a few days ago I have come up with an arrangement I like better, transfers most of the weight to the hull, and still keeps the boat on its side.

Today met a California couple that arrived at the marina next door a day or so ago. They just sailed down from Galapagos, believe they said it was about a 20 day sail. Anyway, their ultimate destination is Europe but decided to go around the Horn instead of through the Canal. They plan to sail up the east coast of South American and Caribbean then turn right before Florida. They said the passage down was not a fun trip.

11/02/2006

Morning rain, clearing in the afternoon.

No update on the inverter – maybe tomorrow. I did send Glacier Bay a long email about the problem.

Went over the To Do list in detail with Roni today. Several items were completed and expect several more will be completed in the next couple of days. Making progress – remaining to do count is down in the 50s now!

A new problem has popped up – something strange with the Controller for the gensets and motors. I first noticed something on Tuesday when I ran the Starboard genset but didn't think too much about it. This evening everything looked fine, no recurrence of the Tuesday thing, the Starboard genset started without problem. Then, suddenly a controller message stated “Controller off line” and showed the Starboard genset as not running – but it was! The controller interface is a touchscreen. To start a genset you traverse to its screen and push a “Start” button. After the genset starts that button changes and to a “Stop” button. Well now the genset was running but the “Start” button not the “Stop” button was displayed. Anyway after a little playing around I was able to get the Controller back on line and the touchscreen showing the genset as running. However, tomorrow a new email to Glacier Bay describing these recent unusual occurrences but as if not more importantly asking them their recommended way to tumoff the gensets when the Controller goes down.

I've got so many emails/issues outstanding with Glacier Bay now I'm thinking that tomorrow I may send them another email of “Items outstanding”.

Forecast if for better weather tomorrow so maybe we will get the boom back up and try out the revised boom derrick system.

11/03/2006

Sunny, pretty day.

Still nothing from Glacier Bay about the inverter. I believe that problem has been handed off to Bruce. He isn't as prompt to respond as Justin so I'll probably call him Monday. Justin did respond to my 10/23 email and also advised for “emergency off” turn the gensets off with the key located on the gensets. He is also interested in knowing about the Controller problem when I have more data.

The boom derrick works better than I expected. It seems hoisting and deploying the dinghy will be relatively easy – the outboard is going to be the problem. Stowing the outboard is also a problem. Some modifications are required to the starboard locker where the outboard is to be stowed. Roni has started on those and might finish them tomorrow. It will probably take a few more days before all the blocks, cleats, and control lines are in place.

A new problem with the heads – the saltwater feed tank is over filling and therefore overflowing. Expect the float switch needs adjusting - I'll work on that tomorrow.

I've noticed the past week or so that the work level and progress made has improved. My neighbor said Alex wanted to get his boat finished before the end of this month so they could leave before the end of the year and then Alex would be able to get the VAT tax refunded before next year. Maybe Alex has the same plans for me.

11/4/2006

Another sunny, pretty day.

It was so warm today I took off my Uggs – first time since I've been here.

Worked on the saltwater feed tank's float switch – if anything I made it worse. Sent an email to Raritan Tech Support, if lucky I'll get a response Monday. In the interim I'll use the port head.

The outboard motor support has been installed in the locker. It seems the motor may fit without modifying the hatch cover. With the right blocks, cleats, and control lines I think this might work. It will take some practice to get it down to a one man operation but I think it may be possible. Certainly the dinghy is doable the outboard is the problem.

While running the port genset this evening the touchscreen flashed a message that it is time for the 50 hour service. Surprised at first but after thinking about it that does seem correct. I'll check the manual tomorrow to determine what needs doing – think it is just an oil change and maybe filters. Expect I'll have to order an oil extractor, maybe Alwoplast has one in stock.

My 90 days will be up around the 9<sup>th</sup> or 10<sup>th</sup> of December so I'll have to leave Chile for a couple of days. I'm thinking I might go back to Newport Beach for the last 2 weeks in November. On Monday I'll check if that fits with Roni's schedule for Asanagi. If that looks okay then I'll check with my friends in Newport Beach to see if that fits with their schedules. Actually I can use that trip to pick up a few things that are hard to get here. Tops on my list is a couple pair of the little drugstore “Ben Franklin” reading glasses I like. I lost my pair overboard a couple weeks ago. Also, I'll check, it may be feasible to pack the 24” flat screen monitor in a hard suitcase and take it back to Chile with me.

11/5/2006

Raining and cold – got my Uggs on.

I'm now using the Port head while the starboard saltwater feed tank's float valve problem is resolved. Now I've discovered that the Port head saltwater feed tank's float valve has the opposite problem. While the starboard value doesn't turn the water off the port one doesn't turn the water on.

Yesterday the workers left the dinghy in the water tied to Asanagi's stern. Since the weather turned ugly, maybe more accurate to say back to normal, I decided to hoist the dinghy on to the swim platform. Considering the blocks, cleats, and control lines are not yet in place it went fairly well. I'm confident that when those items are in place deploying and hoisting the dinghy will be a relatively easy single handed operation.

Mopped out the starboard bilge again. I'm now certain there are leaks at the 2 bilge pumps thru hulls. These will have to wait until the next haul out to be fixed.

Just another slow Sunday. No one else at the marina, other than a few locals fishing from the docks.

11/6/2006

Pretty, sunny day – but not warm enough to take off the Uggs.

Raritan's tech support said I should take the float switch apart and clean it to be sure no dirt had gotten under the gaskets. I had already done that, but emailed Roni a copy of Raritan's response and told him I would take another look at it when I got back to the boat. By the time I did get to the boat Roni had already taken it apart but said he didn't find anything. However, when he put it back together it worked. Not only that I told Roni's son the automatic switch to the starboard sail locker bilge pump was working like a manual switch, i.e it turned bilge pump on regardless of whether there is water in the bilge. He said he checked and nothing was wrong – it worked fine. I went back and checked and it worked fine. This reminds me of that old movie where the husband starts playing mind games on his wife to make her think she is going insane.

I turned off the freezer yesterday. Decided I had collected enough data and since I don't need the freezer right now might as well save the energy. With that and only turning on an inverter for the time I'm using it I'm probably back to 3 days between battery charges. However, because of the hot water issue I might decide to still charge every other day. Hector is to install a remote switch at the nav station for the inverter within the next couple of days. That will be very nice – then I won't have to go out and into the starboard engine room every time I want to turn the inverter on or off. Considering all the rain here that will be very, very nice.

The boom derrick and outboard motor storage locker are now complete except for the clams, cleats, and control lines. It will take some practice hoisting and deploying the outboard but I think it will be doable.

I believe Roni has order the additional cable and conduit from Glacier Bay – at least he said he was going to. Maybe we will get most of the wiring fixed after all – this is my primary concern.

Was going to put the outboard on the dinghy and go for a test ride – however it seems holes are suppose to be drilled in the dinghy's transom and the outboard through bolted. That would make deploying and hoisting the dinghy a real pain since I won't/can't do that with the outboard attached. Roni's thinks he may have a solution by drilling only part way through the transom and using “quick release” bolts. I hope that works. Probably be a few more weeks before I go for that test ride.

Roni thinks he has an oil extractor around here some where I can use to service the port genset. That's another thing I need to order. The next oil change isn't for another 500 hours of run time but I should get that tool onboard as soon as possible.

Have decided to go back to Newport for a couple of weeks. I've booked my tickets. Should arrive LAX around 7:00am Saturday Nov. 18<sup>th</sup> and return to Chile Sunday Dec. 3rd. However, LAN Chile says the credit card charge didn't go through, said they would try again and let me know. There should not be a problem, back in September when I purchased the computer I notified the credit card company that I was on an extended trip in Chile and they said they would tag my account accordingly. Over the past few months I've come to expect these little difficulties in life.

11/7/2006

Another pretty, sunny day. Windy, about 10 knots out of the south, south east with gusts over 15knots. Although windy, warmer – seems strange. Maybe spring is arriving.

Got the oil extractor, an old rusty one from one of the other boats in the yard. Roni got it working and I was going to use it to change the oil today. However, there were so many guys working on the boat I decided to wait. Maybe tomorrow, certainly no later than this weekend.

Installation of the water maker has begun. The river is not very salty and the ebb here at the marina is a little disgusting from all the up stream run off from the city and pulp mills. Therefore, I'll probably wait and test the water maker while doing sea trials off shore.

The Buttonwood painting has been mounted and the globe has found its place, although not yet secured. Sometime next week I'll take some interior progress photos and upload to the web site.

The cable was ordered from Glacier Bay today – I know, I did it.

Roni brought the primary anchor rode to the boat today – not what I specified or want but it will do. This weekend I'll splice it to the chain. The chain is about 140ft and the rode is 300ft. In addition the chain from the primary anchor to the 1<sup>st</sup> down anchor is 40ft.

Hector is busily removing old cable and putting in new. Maybe tomorrow the inverters' remote switch will be installed.

Last, but certainly not least, the hot/cold shower on the swim platform port side was plumbed today.

11/8/2006

And another pretty, sunny day.

Didn't change the oil today maybe tomorrow.

Expect to test the dinghy and outboard tomorrow. That could prove to be an experience, the outboard is huge, it dwarfs the dinghy. Roni is installing an extra fuel pump and hose in the starboard engine room with an attachment so I will be able to fill the outboard's fuel tank at the starboard transom steps.

Still installing the water maker, probably finished tomorrow – until testing starts. Roni says on a flood tide the water is

The inverters have been rewired with the right size wire, the new fuses installed, and the remote switches also installed. The remote switches at the nav station are very, very convenient -either the master or master and slave can now be switched on and off from the nav station.

Got final confirmation of my airline tickets – don't know what the credit card problem was but it seems LAN got it resolved.

11/9/2006

Spring must be here – another pretty, sunny, warm day.

Did the dinghy sea trial – it is an understatement to say I was cautious. It works but weight does need distributing forward. Roni believes he can move the battery and fuel tank to the bow, if I can bring 13ft of fuel hose back with me from the States. May also get an extension for the tiller so I can move forward a little. Then there also will be the anchor, chain, ditty bag, etc. forward. After the test I reset the trim adjustment, steering tension, and tiller grip tension. Didn't retest after those adjustments but expect they will improve the handling. At first I couldn't get the outboard started. It didn't seem as if power was getting from the battery to the motor. The battery was good and there was power at motor end of the battery cable. I checked all the wiring connections and fuses and all were okay. I was on my way to email my Yanmar dealer asking for suggestions when Roni stopped by. He looked around a little while and discovered that the power wire to the ignition switch was missing. He had one made up and then the motor started without problems.

I believe a little work remains doing on the water maker installation, at least it looks that way to me. The water maker and UV sterilization system are in the starboard engine room. From the water maker the water passes through the UV sterilization system and then forward to the water tank. A valve has been added at the UV system so in the event I take on water I can process it through the UV sterilization system before it goes to the tank.

Tried to level the compass rose without success, but it isn't that important - don't plan to use it much anyway. I wanted a hand held bearing compass instead of a permanently mounted compass, thought that would be more useful. However, Alwoplast said the Armada would not let me start my passage without a mounted compass so one was installed. I hope the Armada doesn't need to use it. As for me, I've got the autopilot's fluxgate, the Raymarine GPS at the helm and my hand held Garmin GPS that includes a regular non-GPS compass. In addition I will probably still get that hand held bearing compass.

The engine room fire extinguishers have been installed – its a nice system. It was intended for my neighbor, the 60ft power cat. They decided to get something else so I took their rejects.

An additional set of cleats were installed on the transoms by the swim platform. They will be used for the dinghy's and stern anchor's bridle – might be a little light for the stem anchor.

Items are steadily being checked off Roni's To Do list - down to about 50 now. Of course, many things get done that never make it onto the list. Although I have often been frustrated the yard has completed many, many things on Asanagi over the past 2 months I've been here. By beginning of December only sea trial and shake down related items should remain.

11/10/2006

Warm sunny day.

Serviced the port genset today – only involved changing the oil and oil filter. In the process I was able to spill oil all over the engine room and over fill the genset – other than that no problems. Sometime next week I expect it'll be time to service starboard. I'll check the touchscreen later, it will indicate the number of hours remaining until time to service.

I tensioned a few hatches and Pancho is still working on various trim items inside. Right now he is working on the air conditioner's condensation tank's cabinet. I may have mentioned before that the manual states the air conditioner can produce several gallons of condensation in 24 hours. I don't plan to run the air conditioner much, just for dehumidification but still a lot of condensation may be produced. Therefore, instead of having the unit plumb to drain overboard I asked that the condensation be captured. I won't use the water for drinking but it should be useful for washing and things.

Hoisted the outboard and dinghy back aboard this evening. It took Roni, his son and me - two people could probably have done it but don't believe one could. Of course, we don't have the clams, cleats, and control lines set up. We did it from the starboard side, as it will need to be done when a stern anchor is set – this is the most difficult position to hoist from. Still the dinghy was no problem but the outboard is a real bear.

Got an email from Glacier Bay, they have started work on the data capture system. When they were here I agreed to let them install data capture instrumentation to monitor the boat's systems over the next year or so. They plan to use the data to optimize their systems. They have asked for a list of all the instrumentation I have on board including computers and communication devices. Also they want to install a LAN onboard. Their plan is to have this complete before I leave Chile so it will be operational on the passage up to Panama.

Had a pleasant experience this evening. I took my shower and did the laundry with the hatches and portholes open since it was a nice warm day. No condensation, steam or dampness – the boat stayed dry and fresh. Just another reminder of how much I dislike cold, damp weather.

My state side shopping list continues to grow. The list probably contains more items now than I can bring back. I'll just keep adding and wait until the States to do the weeding out.

11/11/2006

Overcast and light rain, but not cold.

Only a half day for the yard today so not much got done. Pancho did finish the magazine holder and trash basket at the divide between the bean bags and the bar. He is also making a paper towel rack for the galley since I couldn't find one in Valdivia.

Checked the touchscreen, it indicates 50 hours until the port genset's next service. However, the manual states the first service is after 50 hours and 500 hours thereafter. I'll check with Justin.

Intended to splice the rode to the anchor chain this weekend but will wait for better weather.

11/12/2006

Raining.

Quiet today, no one around here besides me.

Did my weekly boat cleaning inside. Intended to start the dock lines' eye splices and splice the rode to the anchor chain but too wet.

Justin says the software signals service after 50 hours and 100 hours and thereafter every 500 hours. He will find out whether the manual or software is correct.

Expect tomorrow the starboard genset will signal time for service.

11/13/2006

Raining

Did eye splices in 3 dock lines today – 2 of mine Canal lines and 1 other dock line. After finishing the first splice Roni walked by and I commented/complained that the lines were “polyprop” not what I specified. He said the dock lines on the boat were not mine, just some that were available when the boat was launched. So he brought out a roll of rope that met my specs – that was enough for 2 lines with a little left over. The remaining rope is on order. To transit the Panama Canal I need 4 150ft lines with a 3ft eye splice in one end of each. Two down two to go. I did the lines in the saloon, out of the rain. Tomorrow, if it isn't raining, I'll splice the rode to the anchor chain. That “Rescue Tape” is wonderful stuff. I've already gone through a roll, will get more while in the States.

Pancho has started resurfacing the nav desk and bar tops in the saloon. The Granicoat just didn't work. I expect the problems result more from Alwoplast's inability than product quality. However, even the small areas that seemed okay at first have become scratched and marred just from my light use. Roni says the product is only good for small areas and then just the rough granite grain patterns that don't show imperfections easily. Now why didn't Alex or Mauricio mention that a couple of years ago when first recommending Granicoat. For me, it is okay for the counter tops in the heads and in the galley – doubt if Julie will agree.

As expected the starboard genset Service message came on this evening. If the rain stops I'll do the service before I leave Friday. However, on Friday I prepare the boat for my absence.

11/14/2006

Raining

Roni brought by another roll of rope so I finished the other 2 Canal lines. With the rope left from the 2 rolls I think I'll prepare 4 regular dock lines which I can also use as bow and stern anchor bridles. Probably should be called bridles that can be used as dock lines.

Didn't do the anchor rode splice due to rain. Probably won't get to it tomorrow either if I prepare the 4 bridle lines.

Poncho the only worker on board today – still working on the nav desk and bar tops. He is slow but does very good work.

11/15/2006

Windy, cold, partly sunny with scattered showers.

One worker was onboard for a while today adjusting the outboard motor mount in the starboard aft locker. He was the only one on the boat working today.

I got a lot done. Prepared the 4 bridle/dock lines with eye splices in one end of each – they are about 30ft long. Spliced the anchor rode to the chain. Rerigged the main traveler control line, it was originally installed incorrectly and with the wrong type rope.

Roni dropped off 100 meters of 3/8<sup>th</sup> inch polyprop. I'll use it to make up the anchor trip lines and the dinghy's painters. Probably wait until I return from the States to start on those. Still haven't gotten, actually not even decided on, an anchor for the dinghy. If need be that can wait until Panama.

My neighbors are scheduled to move on board late next week and hope to be ready to leave by the second week of December. I doubt they make that date – unless they just concentrate on completing just those items important for their passage and leave the remainder for completing in Florida. Gloria, one of the crew was suppose to return today but got delayed in Santiago. Among other things in here bags was 8 speakers for the boat. Customs found those and so then decided to carefully check the rest of her bags – she had several suitcases full of stuff for the boat. Anyway, beside costing her about \$1,000 in VAT and duties she missed her connecting flight to Valdivia. I'll be interested in speaking with her tomorrow. I hope to bring my 24" flat screen computer monitor back with me from the States in a suitcase.

11/16/2006

Sunny, windy and cold.

I didn't do anything today – intended to service the starboard genset but didn't. Maybe tomorrow, otherwise when I return from the States.

Pancho is still working on the nav and bar surface tops. I think they will look good, at first I thought that would be too much wood but there is enough white on the walls and ceiling to keep things in balance.

On second thought I retract by first statement. I did rearrange the dock lines so all adjustments can be made from the boat. Also, I "tweaked" the traveler control line a little.

11/17/2006

Sunny.

I spent this morning getting the boat ready for my 2 week absence – charged the batteries, did 2 loads of laundry. Also stowed all personal gear to get it out of the way of the workers.

This log will start up again on December 4<sup>th</sup> when I return.

12/04/2006

Sunny – except for 1 day of rain, they say it has been warm and sunny for the past 2 weeks.

Left LA at 12:30 yesterday afternoon. It was a clear, beautiful day in southern California and the plane followed the coast down past San Diego. I had a window seat and enjoyed the view. It was clear all the way to Valdivia so although I usually prefer an aisle seat I appreciated having the window on those flights. Around midnight off the Galapagos I could see a couple of ships probably on their way to Panama – hopefully in another couple of months I'll be down there.

It seems a lot of the remaining small projects were completed while I was away. In addition, Roni did purge and clean both the water and fuel tanks – that should solve several of the past recurring problems. Also, he redid all the plumbing of the port head which seems to have eliminated the vacuum leak which caused the periodic flushing. He did not change the oil in starboard genset so I'll do that tomorrow – that'll give me a chance to try out the small hand pump I got on one of my several visits to West Marine over the past 2 weeks.

After unpacking and doing my grocery shopping I spent the remainder of the day reviewing the boat. The 24" flat screen Dell computer monitor survived the trip without damage. I was concerned Customs would question my baggage but cleared through without any problems. Tested the monitor this evening by watching the Eagle's 1<sup>st</sup> Farewell concert that I recorded from TV several months ago. The monitor works fine but I do need speakers – those in the Inspiron E1750 are not sufficient. However, those can wait until Panama or the States.

They have been cleaning, waxing, and doing touch up painting so the boat is looking good. Also, today work started on the dinghy's bow storage compartment for the battery, fuel tank, anchor, etc. Getting all that stuff forward should help the dinghy's trim.

Still no response from Glacier Bay on their outstanding issues – they are close to becoming a holdup to progress.

My neighbors have moved aboard and 2 more boats have stopped for a while at the marina be heading south - so now there will be others around here on the weekends.

12/05/2006

Sunny and warm.

Glacier Bay finally sent a preliminary response my emails. Justin asked that I redo my Oct 30<sup>th</sup> oven tests using a more sensitive ohmmeter. I've done that and both set of results are consistent. That indicates it is an oven not boat wiring problem. Expect to here more from them before the weekend.

Did not change the starboard gensets oil – it is on my ToDo list for tomorrow.

Vacuum packed the comforter and sweaters and stowed them in the big suit case I used to bring down the 24" monitor. Therefore, the weather will probably now turn cold again.

The 3 prong AC plugs were installed today and the guest cabin's mattress. There is a good chance the interior will be finished next week.

12/06/2006

Sunny and warm. Cool at night – I expected it would cool down as soon as I stowed the comforter.

I'm sitting on a tall director's chair instead of the upside down galley trash bin which has been my seat for the past 3 months! The director's chairs arrived today – actually they are not director's chairs but a Chilean interpretation of director's chairs. They are certainly an improvement over the trash bin and I am starting to like them but eventually I'll probably get “real” director's chairs.

Pancho is building restraints around the microwave so it doesn't move about in heavy seas. While doing that he drilled a hole in the shelf by the electrical plug so I could install the wall charger/hanger for the vacuum cleaner. I've also secured the world globe so it will be seaworthy. Many little things like these are now getting done.

The 3 stack block with clam cleat also arrived today. It will be part of the block & tackle system used to deploy and raise the dinghy and outboard. Tomorrow I'll install it. If I can arrange the attachment points for the snatch blocks to be used as fareleads for the boom control lines I'll test the system this weekend. The 3 stack block seems a little light but it is rated for over 600lbs and I don't expect to use the boom derrick to lift more than about 250lbs so it should be sufficient.

While I was gone Alwoplast installed a tap into the fuel line in the port engine room that should make it relatively easy to fill the outboard's tank. I'll have to try it to see how well it actually works.

I told Roni that since the water tank is higher than the heads or any of the faucets instead of installing a back up manual water pump a by-pass around an electric water pump should be sufficient. They started installing the by-pass today. It should be ready for testing by the weekend. Asanagi has separate hot and cold water pressure pumps with a connector so either pump can be used for both hot and cold water. This by-pass therefore provides yet another level of redundancy.

Roni is trying to talk me into an Icom M2A handheld VHF instead of the M88 I specified - he has an M2A in stock. There are no special M88 features that interest me. I selected it just because it is Icom's top of the line handheld and I had read good reviews. For me, this is not an important issue so I'll probably accept the M2A.

Roni also says the ST600R handheld autopilot controller I specified is no longer available but the E1502, a new wireless handheld is. I specified the ST600R for its redundancy since it can control the autopilot without the ST8002 main controller - I'm not sure the E1502 has that capability. I spent a good part of today and expect to spend more time tomorrow determining the E1502 capabilities. It seems Raymarine tryso avoid communicating directly with customers and I can't find the information I need on their website. I'll probably end up having to call West Marine or Udo, a Raymarine dealer in Cape Town, to get answers.

My neighbor moves aboard his boat tomorrow, two of his crew are already aboard.

12/07/2006

Cool and partly cloudy – rain may be coming.

I got a lot done today.

Called Raymarine. Their website is useless. Confirmed the new wireless SmartController will do everything, and more, that I wanted from the ST600R. However, the tech said if my main objective was back up, having a spare course computer was more critical than a second controller. I agree, but wireless SmartController adds additional functionality to Asanagi and can be used in conjunction with the ST8002 main controller. A spare course computer is much more expensive, would just be stowed away and rapidly becoming obsolete. In most cases an autopilot going down doesn't create a "life or death" situation – a major inconvenience yes. Therefore, for now, I'm going with the wireless SmartController and hold off on a spare course computer.

I told Roni the M2A handheld VHF is acceptable.

Got a ride into town with Mauricio at noon to do a little grocery shopping - the yard will be closed until Monday for a holiday.

Serviced the starboard genset. Used the little hand pump I purchased during my Newport Beach visit. It does the job. I made much less of a mess with spilled oil compared to last month's servicing of the port genset. Justin has confirmed the manual is in error, servicing should be after 50, 100, and thereafter every 500 hours - as the touchscreen indicated.

OCENS is working on a Mac version of their software which should be ready for testing in January and asked if I would be interested in being a test site.

Did more tests of the oven. I have now determined the problem is in the oven, after the terminal block to which the power leads are attached. That is bad news since it means the problem is not wiring and most likely a component in the oven that may require shipping back to the States. I've asked Justin if I could run more test to try tracking down the problem here.

Several more items were checked off Roni's ToDo list today.

Had dinner with my neighbor, George, and his crew, aboard his boat. A nice evening but it has turned cold and the rain has started – probably my fault for stowing the comforter.

12/08/2006

Sunny, a little cool – heavy rain most of last night.

Since the yard is closed today I slept in - didn't get up until 7:00am.

After checking the boat for jobs the yard completed yesterday, several were, spent the remainder of the day cleaning the interior. Vacuumed to get the top layer of trash and grit then mopped to get the fine saw dust and fiberglass layer. Of course by Monday evening after the workers have been back on the boat for a day it will look as if the interior was never cleaned. Then polished all the wood. Wood on the boat was intentionally minimized, but now I'm sure there is still way too much.

Finished off the day by running the starboard genset to charge the batteries and make hot water. Also while doing that I did a load of laundry, made dinner, watched Sandpebbles and took a shower.

Tomorrow I'll do some of the engine room chores.

12/09/2006

Overcast, cloudy and cool.

Another busy day - most of it spent in the engine rooms. Cleaned the water pump strainers – all 7 of them. The fresh cold water strainer looked like a raw water strainer with all the trash in it. No longer finding much fiberglass debris however a lot of plant material. The marina's water comes directly from a stream. I filled a white container with a gallon of water from a dock faucet and let it sit for a few hours. I was surprised at the amount of debris that settled to the bottom. So I expect my problems resulting from trash in the fresh water will continue. Don't know if there is a solution.

Also cleaned the wire mesh strainers on all sink faucets. Between that and the cleaned fresh water pump strainers the hot water pressure pump has stopped its periodic cycling, at least for a while. I think the periodic cycling of the port head's vacuum pump also probably results from the trashy water.

During my stay in the engine rooms I discovered several pumps inadequately secured and a rat's nest of hoses also not well secured. Although getting better there are also still problems with wiringruns. I plan to spend 15 to 30 minutes in the engine rooms with Roni going over all this stuff.

Got all the miscellaneous stuff out of the saloon and stowed. Now the interior is habitable. I'll upload photos of the interior to the website within the next couple of days.

Preparing hammock lines was the most important project I completed today. The hammock works great athwart ship just forward of the targa supports, on the port side just above the cockpit bench area, and up forward over the tramps tied between the gull striker and mast. I spent several minutes at each locating testing to make sure it worked – if it is nice tomorrow I may do a little more “testing”.

12/10/2006

Cleared around noon so turned out to be a nice sunny day.

Just did "odds and ends" type jobs today.

Started calibration of the water tank gage. Tested the emergency water pump by pass – didn't work for cold water will try the hot water side tomorrow. Then filled the water tanks.

The water flow into the bowl of the starboard head has dropped significantly. I expect the head's water intakes are getting clogged by the trashy water. Cleaned the heads hoping that would help, it didn't. May have to dismantle the head.

Have added around 10 items to Roni's ToDo list over the past 3 days – I expect he isn't looking forward to coming back to the yard tomorrow.

12/11/2006

Cool, cloudy and light showers.

Many of the items added to Roni's ToDo list were completed today, as well as a couple of older items. He had the port head pulled again – still searching for that vacuum leak.

I finished off a few small tasks and confirmed with Glacier Bay my planned genset run schedule is reasonable. Up to now I have let the house battery charge level dictate the genset run schedule. When the % charge drops to between 50% and 60% I run a genset for around 3 hours to get back to about 100% charge. This has required a genset run about every 3 days. I have planned all my genset use for these periods, still a run's last hour or so often has been just charging the batteries and heating water. Since the battery charge rate is proportional to the % of discharge that last hour is a very inefficient use of the genset – for example charge will go from 50% to about 75% in the first 30 minutes but takes another 3 hours to go from 75% to 100%.

My new approach is to just run a genset whenever I need 240 VDC or a lot of 120 VAC - but run it for at least 30 minutes at a time and no more than once a day. I'll still try to schedule power usage so multiple jobs are handled during a genset run but battery charging and hot water will be secondary benefits not the primary reason for a run. Besides making life a little more comfortable this approach optimizes genset use by minimizing the run time used solely to charge batteries at their most inefficient levels. Tomorrow I'll start logging charge data again to determine the effectiveness of this new approach.

This evening I ran a genset for about 1.5 hours while I cooked dinner and took a shower. The % charge went from about 65% to 93%. Probably won't do another run until Wednesday or Thursday when I do a load of laundry and prepare another dinner using the stove tops.

12/12/2006

Cool and light showers in the morning, clearing by noon then sunny.

Poncho has started on the saloon headliner – reducing the size and covering all the intermediate liner supports. When finished the headliner should look less “busy”. He has just about finished the Nav station, it looks good.

The port head has been reinstalled, a vacuum pulled on the tank and then turned off. Tomorrow we'll turn the head back and check if the vacuum held or if there is still a leak. They changed some hoses and resealed everything. Although they did not actually find a problem hopefully they fixed it – I'm not optimistic.

Believe I got the boom derrick control lines designed. It seems the snatch blocks I got at West Marine while visiting Newport will attach to the shrouds' turnbuckles and work perfectly. Need to attach a few snap shackles to the lines and then test.

Decided to start working on the Dock Trials Checklist, in the List of Lists. About 1/3<sup>rd</sup> of the items I've been able to check off since they have been resolved over the past 3 months living on board.

The VHF radios are set up and the MMSI number entered. My number is 36 714 7720 so if you see me “out their” give me a call.

Don't remember if I mentioned this before, I'm researching the advantages/disadvantages of having a few sets of bluetooth headphones on board instead of an elaborate stereo speaker system. So far it seems feasible. I passed the idea by one of my neighbors and she thinks its a great idea.

12/13/2006

Cool, overcast and light showers.

The latest attempt at fixing the port head was not successful. I emailed Sealand's tech support for suggestions to track down the problem. Hopefully they will respond with useful comments.

Posted my Oil Pollution and Waste Management and Disposal placards. Once I get a Bell and hailing horn for the VHF I should be US Coast Guard compliant. I really do feel much safer now that I've got the placards up – bad weather and heavy seas should no longer be a concern.

The drinking water filter system was installed today. This is a separate faucet at the galley sink with a large very fine carbon filter. Although water directly from the tank should be purer than water from most US taps this should filter out any odors and particles that slipped by pre-tank filtering and sterilization.

The UV Sterilization system should be fully operational sometime tomorrow. As previously mentioned, it is designed to treat water before it goes to the tank, either from the maker water maker or from dock side. Unfortunately, the input water must have some head pressure so it won't work with catchment rain water. Anyway, since the dock water here is unfiltered directly from a local stream this is a perfect place to test the system. I'll drain my tank then refill with dock water passed through the UV Sterilization system and in addition will just use the galley filtered tap for drink water. I'll be interesting to see how many tanks I go through before having to clean or change filters.

Updated the Guest Manual, which is available on the website. After each new system becomes operational and I've established general operational procedures I update the manual – I guess it is now about 50% complete. Of course I expect to continually update it – especially after each guest visit.

12/14/2006

Cool, overcast with light showers and spots of sun.

Sevin, Roni's son, found the head vacuum leak! It was at the base of the valve on the vacuum tank. I believe that has solved that problem – we'll see. Interestingly, with that fixed the hot water pressure pump is not cycling as much – that just doesn't make sense to me. I want to know why. Is the port head mistakenly plumbed to the hot water? Stay tuned!

Poncho completed narrowing and covering the saloon ceiling's intermediate wood braces – it looks great.

The Raymarine autopilot SmartController arrived today, should be installed tomorrow. It came with 2 cradles, one will be installed at the Nav Station the other at the head of my bed. In addition to controlling the autopilot it can display all navigation instrument data, other than radar and chartplotter displays. It also can be used to manually steer the boat, but can't control the throttles. It may be useful in the crow's nest when threading reefs.

The hammock padeyes in the saloon should be installed tomorrow. Also, they have started work on the director's chairs' braces. Those will be used, while under way, to secure the chairs to the saloon sole.

Photos of the interior will be up on the website sometime this weekend.

12/15/2006

Continuous, heavy rain.

The SmartController is installed. It is currently charging, I'll calibrate and set it up tomorrow.

Work on water proofing the opening between the helm and nav station began today. This is a very important fix, since the autopilot computer and all the Glacier Bay high voltage switches are subject to getting wet if not fixed. I expect I'll have to have them redo it a couple of time before it is right – although Poncho is working on it and he usually does good work.

Sevin, spent a good part of the day replacing all the director's chairs' steel fittings with stainless ones. I expect it would have been cheaper for Alwoplast to just buy chairs from West Marine.

I spent a good part of the day trying to get the iPod, Mac laptop, and the Dell laptops to play nice together – not much luck. The Dells recognize when the iPod connects but doesn't think the disc is formatted. iTunes on the Dells doesn't even recognize an iPod is connected. The Mac and Dell laptops see each others wifi signal but won't talk or share files. And the Mac doesn't correctly play CDs burned by a Dell. I'll play with this some more tomorrow.

Teak, one of George's crew, left today. His father came down to join him in touring southern Chile. I told him he is welcome to take the passage up with me to Panama and beyond. If the timing works he is interested – he would be a good person to have on board for the passage.

12/16/2006

Cool and continuous, heavy rain.

Well, it seems the autopilot's breaker at the nav station must be on for the SmartController to receive power so I had to try charging it again today. Now it is charged and set up and snug in it's cradle at the head of my bed.

Tested the emergency water by pass of the water pump. It didn't go well. The water flow is way to low except for absolute emergencies. It took 15 minutes to fill the galley sink. Having the by pass on the hot water side, going through the hot water tank, may be the problem. I'll have Roni change it to the cold water side, as originally intended. If isn't any better a manual pump will be required.

Tested the UV Sterilization system. It worked great. Took about an hour to treat 160 gals coming from the dock faucet. Don't know how well it sterilized the water since I don't have equipment to test that, but after a couple more tanks full I'll check the filters and strainers. The filters are on the pretreated side so should be dirty while the fresh water pump strainers are after the tank and should be cleaner than in the past. There may still be some sediment in the tank so it may take a while before the strainers show the effect of using clean water. The energy draw was only about 25 watt hours, not bad – if the UV worked.

Also tested the drinking water filtered tap in the galley. It also seems to be working, did not see any sediment in the water. However, do need to have a shut off valve installed for filter cleaning/changing.

Poncho has, supposedly, finished the waterproofing of the hole between the helm and nav station. Maybe tomorrow night I'll see if I can see light from one side to the other – not a perfect test but a start.

Seems the iPod has to be formatted for either Mac or Windows it is not bi-lingual – guess I shouldn't complain neither am I. For now I'll have it speak Mac. However, so far, I like Microsoft's general “look and feel navigation” better than Mac's. Could just be what I'm use to, but don't think so. I'll wait a few months before deciding whether to switch the Mac to windows. I did get the Mac to better handle the CDs burned on Windows. Tomorrow I'll test how well those download from the Mac to the iPod. Over all I like the iPod, although I really haven't used it much. I would like it much more if it included an Adobe Acrobat reader.

Expect the rain to continue for a while so tomorrow I'll play more with the computers after I finish the weekly inside boat cleaning.

12/17/2007

Cold and continuous, heavy rain.

At least the heavy rains make it easier to find the leaks - I've found several.

Poncho's attempt at waterproofing the wire run between the helm and nav station was not adequate, I'll inform Roni tomorrow. My acceptance test will be to direct a high pressure water hose at the E120 for a few minutes then check for leaks.

Did my regular weekend inside boat cleaning. It seems my galley knife rack design needs some tweaking. I wasn't paying enough attention to what I was doing while cleaning the counter tops around the galley sinks and brushed up against the blade tips of 2 of the knives – result was a good size gash on the top side of my right thumb. I rearranged the knives which helps but more needs to be done – some guest may be as klutzy as me.

Made a little progress with the Mac/Dell/iPod problems but more to do. A not perfect, but maybe acceptable solution for reading pdf files using the iPod is to convert the files to jpg. Many programs are available that will do that. I'll look for one that can handle hundreds of pages ( Google books) at a time.

Took several photos of the interior, will try to up load them to the website tomorrow.

12/18/2006

Cool and continuous, heavy rain.

Poncho finished waterproofing the helm. I told him I was going to test it with the hose, so when he was finished he told me to get the hose – passed the test, no leaks.

Sevin and Poncho installed the saloon hammock padeyes – I expect they may get a lot of use during passages. Now I new a few more hammocks.

Sevin started work on installing the man overboard gear – think locations for everything have been determined.

Shelf and fiddles needs to be installed behind the heads and Poncho is going to install a guard for the kitchen knives. That, I believe completes the interior.

Glacier Bay hasn't responded to my last couple of emails requesting an update of the status of their outstanding issues so I called them today. It took 2 times but I finally got Kevin, the CEO. He assured me their engineers would be down to install the throttles and the data collection equipment, sign off (hopefully) on Alwoplast's installation and participate in the motor sea trials. He told me to contact Russell, the COO, to work out scheduling and gave me Russell's personal cell phone number so I should be able to track him down. I'll call him tomorrow.

Although I just visited Newport Beach for Thanksgiving, I've been invited back for Christmas. Don't expect much will get done here over the next couple of weeks so I've accepted. I'm scheduled to arrive Tuesday morning so I'll miss Christmas but will be in California for a couple of weeks to celebrate the holidays – another chance to get away from the cold Chile summer and enjoy the warm southern California winter.

12/19/2006

Cool and raining, clearing mid-afternoon.

Still having a hard time co-ordinating with Glacier Bay. Will try again tomorrow.

Spent most of the day working on the Windows/OS X wi-fi communication and Mac/iPod Notes software design. A little, but not much, progress – still wish iPod had a pdf reader.

When the sun came out I took a lot more photos of the interior. Those probably won't get on the website but were to satisfy a special request from Newport. If the sun comes out again before I leave on Christmas I'll also take some exterior shots.

If it doesn't rain tomorrow I'll work on the Dock Trials checklist, probably test the bilge pumps.

Have started working on my US shopping list. I'm taking my big suitcase, the one I bought last visit to carry the 24" flat screen computer monitor back, so packing space won't be a problem.

12/20/2006

Cold and raining.

For the past 2 weeks the daily highs have been in the mid 60sF and lows at night in mid 40sF. It seems the rain hasn't stopped for more than an hour or two at a time followed by two or more hours of rain. Right now I dream of hot, humid Bocas with her cooling early morning and evening rains.....

Sevin completed installing the man overboard pole. It is attached to the starboard shroud, a very good location. Now the heaving float ring and strobe light need to be installed near by.

It didn't stop raining so I didn't work on the Dock Trials checklist. Instead I kept trying to track down Glacier Bay's COO and worked more on iPod/Mac/Windows' relationship.

Well the iPod/Mac/Windows threesome seems to be getting along much better now.

The other day I reformatted the iPod for Windows but then thought it then didn't work with the Mac so, I thought, I reformatted it back for the Mac. Today I noticed, while connected to the Mac, the iPod's specs indicated it was formatted for Windows. So, I connected the iPod to the Dell it worked! It seems, verified with Google, when the iPod is formatted for Mac it only communicates with Mac, but when formatted for Windows it will communicate with both Windows and Macs. So far I found no disadvantages with the Windows format so why does Apple even bother with a Mac format and why do iPods only come formatted for Mac? Doesn't seem very customer friendly of Apple – more like what one would expect of Microsoft. Anyway, now I can use the iPod as a universal portable 30MB harddrive which solves my computer to computer communication problems. I also nailed down programming the iPod – at least at the level in which I'm interested. Documentation is terrible it took a lot of trial and error playing around – certainly worse than any Microsoft documentation I've had to deal with. Anyway, except not having a PDF player I'm happy with the iPod.

I also got the Mac and Dells communicating using Wi-Fi. It took using the D-Link Access Point Router. I bought that months ago for Alwoplast to set up so I could have internet access over Wi-Fi on the boat. They never set it up correctly so I've taken it for the boat. At this point the Dells can communicate with the Mac and each other but the Mac can't communicate with the Dells. Although not perfect this is okay since with this arrangement I can still transfer files between all 3 computers. Actually, since I got the iPod working the Wi-Fi approach isn't needed – using the iPod to transfer files between the computers is as easy if not easier. I'll stow the D-Link for now, it will probably come in handy for some other purpose – possibly with future boat to shore or even boat to boat Wi-Fi connections.

Finally connected with Russell, Glacier Bay's COO. They will ship the cable, tankless hot water heater, oven parts (maybe), and other miscellaneous items Friday. Two of their engineers, probably the two here the first time (Justin and Cliff), are schedule to arrive January 22<sup>nd</sup>/23<sup>rd</sup> and stay until motor sea trials are completed. I had hoped they would get here earlier but if things go right (fat chance!) I'll be able to start the passage up to Panama by the end of February.

I've been informed that it may be wise to bring my Uggs with me to Newport. No problem. For the past 4 months, except when in bed, I've wom them about 90% of the time.

12/21/2006

Cold and raining.

The interior is finished! Some minor items might pop up, especially during sea trials but basically it is complete – and I think it is great. Of course there were some compromises but overall I believe it has come out consistent with my original Wish List specifications (on the website, last modified 4/2004). I'm convinced an “off the rack” production boat would not come anywhere as near to meeting my objectives.

It is way too early for any definitive conclusions about my new genset usage routine. However over a 7 day period I seem to be averaging one 3 hour run, on laundry day, and two 45 minute runs for preparing dinners. This averages out to a little less than 40 minutes of genset use per day. Previously I was averaging a 3 hour run every 3 days for about an average of 1 hour of genset use per day. The only electric systems currently not being used are the watermaker and freezer. I don't expect the watermaker will affect genset use much since it is rated at 30 gals/hr and my usage averages about 20 gals/day. Genset run time averaged about 3 hours every other day while testing the freezer. I don't know how the freezer will affect genset use under the new approach. When designing the system, base on my expected energy use, battery capacity was determined assuming on average a 30 to 45 minute genset run in the morning and evenings every day.

I filled the watertank, this was the second time processing the dock water through the UV Sterilization system – it seems to be working great.

Roni and I are currently working on various designs for the cockpit table. My octagonal collapsing to hexagonal design is out – probably will end up with an oval. Originally my objectives were to have a permanent cockpit table comfortable for lounging around during the day at anchor or underway and that could also comfortably seat 4 for dinner. In addition it was to be extendable to seat 8 for dinner. I've decided to forget about being able to seat 8 for dinner – I can't remember the last time I had 8 people over for dinner. Besides there is plenty of seating and table space throughout the boat, I'm sure there is more than enough space to handle a party of 20 or more. Therefore the table will be designed to be permanent, specifically for lounging around, and seating 4 comfortably for meals.

Since it continues to rain I spent most of the day inside configuring each computer for it's duties, designing the interaction between computers and designing their backup capabilities. Tomorrow I probably will continue working on this since rain is expected to continue and continue and ...

12/22/2006

Cool and continuous rain.

As requested the water pump by pass was removed. It only provided a trickle of water and on closer inspection I determined the faucets are only a little below the top of the water tank not down near the bottom. Therefore can't expect gravity to help much. Quick release connections are used between the water hose and water pressure pumps. These are in the engine rooms and are lower than the faucets. Therefore, in an emergency, I can disconnect the hose at the pump and fill water jugs. This should only be necessary if we have lost all power so can't use the watermaker. In that situation we'll be needing to conserve water so probably shouldn't have the faucets working.

A cutoff valve was installed at the water filter under the galley sink. That will make it easier, less messy, to clean/change filters.

Since it rained all day I spent much of the day loading CDs into iTunes and from there into the iPod. After several hours of doing that I realized instead of loading the CDs onto the Mac I should have loaded them onto the Dell, the one designed to only work above 55F, since it is to be the "entertainment center". I'll finish loading them all to the Mac and then transfer everything to the Dell, that shouldn't be difficult.

Still thinking about the cockpit table— I'll draw something tomorrow. Instead of an oval I'm now thinking more "free form" somewhere between a right triangle and lopsided egg. The objectives are to:

1. Provide an optimum size usable surface area.
2. Easy to get seated at any position around the table with plenty of leg room.
3. Positioned so it will be comfortable for dining
4. Is not, or a minimum, cockpit obstruction
5. Permanent and built to take the weather - drains and cleans easily.
6. Sturdy enough to have handholds.

Made an interesting observation while running the genset this evening, something I should have noticed months ago. I checked the battery charge rate and it was jumping around between 1 and 80 amps but mostly was around 10 amps (120 watts). At the time the batteries were only 84.3% charged needing another 98.4 Ah to be fully charged. For AGM batteries it is accepted they can handle a charge equal to or a little more than the remaining uncharged amount, or in my case about 100 amps. So why was the chargers only giving the batteries 10 amps (120 watts) when they could safely take 100 amps (1.2 kw)? At the time the genset was putting out 17 amps at 240 volts or (4.08 kw) about 16% of it's 25.5 kw capacity so it certainly wasn't being overworked. Both stove tops were on at a low level and the washer/dryer was running. The washer/dryer uses 120 AC provided from the batteries through an inverter. I expect that is the problem. Probably the chargers were requesting the 100 amp (1.2kw) that the batteries needed and ignored the additional 90 amp (1.08 kw) the washer/dryer needed. So the charger passed the 100 amps along to the batteries but the inverter took the 90 amps the washer/dryer needed leaving only the 10 amps for the batteries. I've got 2 chargers each capable of handling 200 amps so like the genset they were not overworked. Anyway, I'll ask Glacier Bay about this and if I have analyzed the problem correctly ask how they plan to fix it.

12/23/2006

Rained stopped late morning, clear and sunny remainder of day.

Prepared 2 drawings of the cockpit table for Roni. One is the lopsided egg, more like a fat Peter Max type right triangle, the other a fat backwards "L", basically follows the lines of the bench. I think either design will work. The right triangle provides more table top area but also takes up more cockpit space. The "L" is large enough to comfortably seat 4 adults for dinner and uses less cockpit space.

Finished loading the purchased music CDs into iTunes. Next are the CDs of MP3 files, these are all my old recordings many from the 60's and 70's originated as LPs or open reel tapes.

Took advantage of the sunshine and took photos of the exterior. Nothing new so I won't load them to the website just to iPhotos on the Mac along with the interior shots I took a couple of days ago. The Mac certainly does a good job of playing music and displaying videos and photos – and very easy to setup. I created an SQL database listing of all CDs and DVDs but now it seems to make more sense to just let iTunes handle all of that – does a better job and easier to maintain.

If it is sunny tomorrow I'll set up the TopClimber and test the bilge pumps.

12/24/2006

Clear and sunny in morning, rain started about noon.

I tested the bilge pumps. Float switches on all 4 engine room bilge pumps need repositioning. Currently they allow way to much water in the bilge before turning on. Also, the aft one in the port engine room doesn't work. They also leave several inches of water in the bilge which I then mop up. I doubt that can be fixed since the hose to the drain thruhull rises a couple of feet from the pumps. When the pumps stop the water in the hose drains back into the bilge.

Rain started before I got a chance to work on the TopClimber.

Got an email from Justin indicating the fixed tankless hot water heater has been shipped, don't mention the cable and other items.

Started loading the MP3 CDs into iTunes. It seems the Mac can't read those CDs so they have to be loaded to the Dell, from there to the iPod for transferring to the Mac where they are loaded into iTunes and then from there back to the iPod in iTunes format. And finally, after all CDs are loaded the Mac's iTunes will be imported to the Dell. Not loading everything to iTunes on the Dell first has come back to bit me!

I'll run the genset tomorrow to charge the batteries and do a load of laundry before heading to the airport. My shuttle is schedule to pick me up at 16:10 – hope it comes.

I'm scheduled to be back from Newport Beach on January 8<sup>th</sup> – this log will resume then. Merry Christmas and Happy New Years.

01/08/2007

Sunny and warm.

Plane landed in Valdivia around 11:00 this morning, got to the yard around 12:00.

Spent most of the day unpacking, airing the boat, filling the water tank, etc. Surprisingly batteries were over 96% charged. I fully charged them on Christmas before I left and turned everything off, still I expected them to discharge more over my 2 week absence. No problem with Customs, my spices, tea, and powdered cheese got through without problem as did the hailing horn for the VHF radio.

Only item that didn't survive the trip was the wine glasses' plastic hanging rack - it broke. Not much of a lose since it turns out the plastic wine glasses didn't fit – their bases are too thick. Didn't bring back a lot from the States this time but some very useful things:

1. Blankets and mattress covers fit.
2. Hose with assorted nozzles and release fittings was immediately put to use filling the water tank. The nozzles and fittings are very handy. The hose is a little short but when attached to the deck hose they make one decent length hose. I'll probably dump the carrying case, it looked useful but in practice seems to be more trouble than it is worth.
3. The Altec Lansing iPod speakers sound good. I'm surprised how good photos and video from the iPod looks on the 24" monitor. It will take a while to decide where to place the speakers.
4. All except 1 of the new spice containers have been filled.
5. I started reading the manual for the new digital multimeter tonight, expect to put it to use tomorrow.

Asanagi has been moved over one slip to make room for the new 50ft sail cat that was just launched – I believe they actually finished this one on time. It is for a local family that could continually drop by to check on the progress so that may be why it took less than half the time as Asanagi.

George and Melinda, my neighbors, filled me in on what's happened during my. Carol, their primary crew member has decided not to return. As she left for her flight home on When she left Dec. 20<sup>th</sup> she said she might not be back, but I thought she was just joking as we often did about our mutual frustrations. She may come back to skipper the boat up to Florida, but it doesn't seem likely – she had enough of Alwoplast, the problems and the weather. Gloria, their crew member handling electrical and electronic systems returns on the 29<sup>th</sup>. She is highly qualified and will most likely be the skipper for the trip north. However, that trip is now further delayed since they have decided new props are needed. Also, all their interior flooring has to be replaced, it has warped and buckled from the dampness. Now, they probably won't be heading north before March. I got a ride with them into town so was able to do my grocery shopping for the week.

Roni had the cockpit table made while I was gone and the dinghy's bow compartment was installed. In addition it seems several of the other items on Roni's ToDo list were completed. Tomorrow I'll do a full boat inspection before updating his list. He currently is down south of Porto Montt working on the shaft of a power cat that got tangled up in an abandoned fishing net should be back Wednesday or Thursday

I believe summer has finally arrived. It was in the mid to high 70's today, and has been for the past week. Comfortable tonight in the mid 50's – of course still too cold for the Dell to work.

01/09/2007

Sunny and warm, breezy in afternoon.

Checked the gensets' oil and coolant – both needed a little coolant. Tomorrow I'll check freshwater strainers and filters. This will be my first inspection of the UV Sterilization filters that also filters dock water before entering the tank. About 4 tank fills have been processed so I will be interested to see how the filters look.

Several items on Roni's ToDo list were completed while I was in the States. Quick releases have replaced the screws in the engine room flooring. The engine room bilge pumps were fixed and float switches relocated – I spent about an hour draining the bilge and cleaning up the mess the workers left. Locker latch leaks were repaired. Over the next day or so I'll test all these items to confirm the problems have been resolved. The locking bolt for the boom extension was fabricated and installed. I'll have to ask Roni how to work the restraining clip ring – it takes me several minutes with needle nose pliers to remove the thing. Had the same type clip ring on the flag pole, I finally replaced it with a simple snap ring I got from Staples.

The 3 Rocna anchors I ordered from New Zealand in October arrived but no one can find them. Marcia has the documents indicating they were received December 27<sup>th</sup> so they are probably here somewhere. Roni is scheduled to be back from down south tomorrow, he probably knows where they are.

Tonight decided to start working with the broadband receiver looking for various weather reports, satellite photos, BBC, VOA, etc. but didn't get very far. The Dell nav computer doesn't see the receiver. I believe it is a Com port problem but don't understand why. It was working in November when I last tested – I'll work on that tomorrow.

Heard from Glacier Bay so far they are still scheduled to come down the 22nd.

01/10/2007

Sunny

They found the anchors. Now I have to decide how they are to be installed. Originally I planned to normally do a tandem anchor – 2 anchors with the first one down attached with about 30 ft of chain to the crown of the second down. Using that approach it is necessary to have rollers for both anchors at the bow. However, test results I've read and experiences of people that have tried tandem anchoring that I read about have me less convinced that is the best approach. When both anchors set correctly it seems the approach does result in a more secure anchoring than either having the 2 anchors on separate rodes or a single anchor of equivalent weight and surface area of the combined 2 anchors. But, it seems in actual use the tandem anchors usually don't set correctly and therefore result in an anchoring no better and possibly worse than either of the other 2 approaches. Therefore, I am seriously considering normally just using my primary anchor and in very bad conditions using a modified version of tandem anchors. If I take that approach only the primary anchor needs to be on rollers at the bow the secondary would be stowed in the chain locker.

I was wrong about the bilge float switches they were not repositioned – Roni said it wasn't practical. I'll double check but believe at least the float switch for the aft bilge pump in the port engine room does have to be rearranged.

Got the broadband receiver working but haven't yet been able to find any of the signals I want. I expect signal hunting will be nightly routine for a while.

Roni also had to use pliers on the restraining ring for the boom extension's locking bolt. He took it to be modified and the worker that designed it showed him how it works – so there is a technique to it. I'll use it for a while but it is still a little cumbersome and will probably be dropped overboard before long. When it goes I'll replace it with one of my clip rings from Staples.

The hailing horn is being installed, however it is being placed very close to the radar. I'll have to test to make sure when being used it doesn't interfere with the radar.

01/11/2007

Sunny

Well I decided to go with using a single anchor and just adding the secondary when conditions dictate. Roni was pleased since otherwise he had to correct only installing 1 anchor roller instead of the 2 specified. However, after getting the anchors on board I don't believe there is room in the chain locker to stow the secondary. I haven't told Roni yet, but if that is the case then the secondary will have to be put on rollers anyway.

The hailing horn is installed. However, while checking the installation I noticed the GPS is not connected to the VHF – so another thing to add to Roni's ToDo list. That is a nice feature of the radio, when connected to the GPS it automatically includes boat location when sending emergency distress calls.

Tonight monitored VHF channel 16. Over a 2 hour period heard only 1 call sequence. Very little traffic, it may prove difficult to test the broadband receiver here. Roni previously told me the reception is very poor here.

Started preparing the anchor retrieval lines – tomorrow I will probably do the eye splices.

Worked with the Top Climber some more. Last month when I first tried setting it up I thought the halyards were too big to use as a static line. After a second look I think they will work. I believe the spare foresail halyard will be the one I use. Maybe tomorrow I'll set it up and test the Top Climber by climbing the mast.

Taped all the life line ends to protect lines, sails, skin and other things from being snagged by them. I had specified Spectra be used for life lines. Alwoplast used their usual stainless wire so I'll leave it – when time to replace I'll use Spectra.

Alwoplast not doing much work on Asanagi or Dedalus, my neighbor. They are concentrating on getting the new 50ft sailing cat ready – it is to be delivered next week. Amazing, they say it was completed on time. I believe it was started around January last year – don't understand why it was completed before Asanagi and Dedalus, both started in 2004!

01/12/2007

Sunny

While monitoring channel 16 on the VHF I also monitored the same frequency on the broadband. When a call came through loud and clear on the VHF I picked up just a faint single on the broadband but nothing strong enough to determine it was a voice and certainly not strong enough to hear what was said - probably have to work on the antenna.

Cleaned the freshwater pump strainers, these are on the output side of the water tank just before the water pumps. They still had plant debris but not nearly as bad as in the past. I assume this is residue of stuff still in the tank - it will probably take many months, if ever, before the tank is clean.

Also cleaned the water filters on the input side of the UV Sterilization system, these filter the dock water before it gets to the tank. I was surprised how dirty the 5 micron filter was but the 1 micron was fairly clean. Believe the stuff trapped is fine plant dust about the consistency of flour.

The carbon filter at the galley sink was clean but the container seemed a little greasy - may have been from the installation, if I find the same problem next time round I'll check into it.

Starboard's head water flow has continually decreased over the past couple of months to where it was almost non-existent. Supposedly there is a filter screen in the input hose just before the regulating valve. Didn't see the screen but the valve was clogged with bits of fiberglass - stuff that was in the water tank before Roni did the recent cleaning. Anyway that turned out to be a couple hour job with one problem leading to another. Found one long section of inappropriate hose, sagging, not brace, and starting to permeate - another item for Roni's ToDo list. I had to remove the panel behind the head to do this job and in order to remove the panel I had to disconnect the bilge pump. All 3 leads were the same color without any labels. Instead of taking the time to label the wires so I could connect it back correctly I said screw it, added that to Roni's ToDo list and another item to code the wires correctly.

Decided to finally check the boat's weight. The first approximation is very disheartening. However, I just measure from the stern and since the boat squats (out of trim) my measurement probably overstates the weight - if 2 wrongs don't make a right maybe sometimes they at least imply a lesser wrong. Next calm period we have I'll take some measurements at the bow in order to prepare a more refined second approximation. Still I expect my measurements will indicate the weight is way above the maximum specified.

01/13/2007

Sunny, winds from south 15 – 20 knots.

The Dell started up with no problems this morning – a sure indication summer is here. In addition I'm getting reports from southern California that the Dells are starting to fail in the morning so winter has arrived there.

Filled the water tanks and did my usual weekend cleaning inside the boat.

Since I cleaned my water strainers and filters yesterday my neighbor did his today. He was surprised at how clogged they were and, I believe, is now convinced that many of the little “house” problems he has been having are due to trash in water lines.

It was too windy to get a good bow measurement for calculating the weight but tried anyway. Although not conclusive the boat may be under the maximum weight – promising but calmer conditions are needed in order to make more accurate measurements.

Ran the starboard genset, did a load of laundry and cooked dinner. I thought the washer/dryer used about 20 gals of water per load. After finishing the load the water tank level was down almost 50 gals, and I had been thinking that 20 gals was a lot! I'll check it over the next few laundry cycles to get a more accurate reading. With the water maker 50 gals should not be a problem, most of the time.

01/14/2007

Sunny, winds from south 10 – 15 knots.

Spent a few hours scrubbing the interior removing workers' shoe scuff marks, glue stains, etc. I won't be surprised to come across workers' trash and saw dust in some cubby hole a year or so from now.

Took a couple more weight measurements although still way too windy. Results are consistent with the last readings still indicating boat below max weight. However, since every inch is equivalent to 2,000 lbs calm conditions are needed to get more accurate measurements.

Still haven't tested the Top Climber, tomorrow if not too windy.

01/15/2007

Sunny, light winds 5 – 10 knots.

The boat weighs about 30,000 lbs. That is my current estimate. Roni said he'll haul her in a few days to work on the anchor rollers. When he does I'll ask him what weight the lift registers. Based on the plans and discussions with Crowther it seems light ship is about 12,000 lbs and maximum weight is 36,000 lbs. Alwoplast's general specs state 24,000 lbs, I believe, since it is the average. Considering the 30,000 lbs is with full water tanks, over half full fuel tanks, and the boat in full cruising condition except for 3 crew, their gear, and provisions for 3 weeks I'm satisfied with the weight. Of course, I would like her to be lighter and I will continue to work on that but if I can keep under the maximum weight while in full live aboard/cruising condition I believe I'll be doing better than 95% of cruising cats. However, trim is a problem, she is 3" lower in the stern than specified for maximum weight – that still needs resolving.

The weather was perfect for testing the Top Climber today – but I didn't. Actually I did get it rigged and made a couple short test climbs to satisfy myself it is rigged properly. Tomorrow I climb! My plan is to make several climbs, each time going a little higher until the last one gets me to the top. That way I get some practice at the required hand and leg coordination. The rig is an adaptation of mountain climbers gear. There is a rope clutch on a strap attached to the seat and another attached to foot straps. Going up the technique is to pull your legs up to your body as high as possible and lock the clutch. Then stand up in the foot straps, taking the weight off the seat, and then pushing the seat clutch as high up the rope as possible, sitting down and repeating the process. Going down is just the reverse procedure. I believe, with practice, it will work efficiently.

There was a lot of water in both engine room bilges this morning. Have not found the source but believe it may be the bilge pumps and only showed up during the chop we've had for the past couple days due to the winds. I drained and dried out the bilge and keep checking them every couple of hours. So far a few drips but nothing that could have produced the amount of water that was in the bilges this morning.

My neighbors rented a DVD from the local Blockbusters and asked if I wanted to borrow it. I loaded it on to the iPod and watched it this evening on the 24" monitor attached to the Altec iPod speaker/adaptor I got on my last visit to Newport. This was my first real test of the watching video on the 24" monitor through the iPod. I was surprised at the quality. It certainly wasn't "high definition" but it was more than adequate. I'm sure using the 24" monitor connected to the Dell or Mac laptops would have produced better results - at the cost of using a little more energy. As another test, in a couple of weeks I may watch that movie again just using the iPod – of the 3 approaches that will use the least energy.

1/16/2007

Sunny.

Tested the Top Climber. First attempt I got to the first spreader, about 1/3<sup>rd</sup> the way up. Reviewed the instructions and discovered a few things I needed to change in my technique. Later in the day made my second attempt and got to the first spreader, actually thought my first try was better. Reviewed the instructions again and found more things in my technique that need adjusting. Will try again tomorrow. This is probably going to take several days, or weeks, to get right. I plan to do at least 2 climbs a day trying to get a little higher each time until I reach the top. I'll continue daily climbs after that until I can do it with relative ease. At least it is good exercise.

Some water is leaking in around the engine room bilge pumps but not at a rate that explains the amount of water in the bilges yesterday. I'll continue monitoring this, I think it probably is the bilge pumps and the chop we experienced increased the leak rate.

Cleaned the raw water strainers, very dirty as usual. In the starboard genset's strainer, among other debris, was a 3" twig. This evening I started the starboard genset and there was no exhaust water. Checked and I had opened the raw water thru hull valve after cleaning the strainer, I do forget to do that sometimes. Checked the strainer and in just half minute or so it had already picked up more junk and another twig! Cleaned it again, restarted the genset and that time there was water flow. There are several harbors in the Caribbean noted for dirty water. I doubt any are much dirtier than this.

Still working on the broadband receiver. Installed another receiver software package and got a response from a forum. Reception hasn't improved yet but now have a few more things to try.

Preparing a list of questions for Glacier Bay's engineers – might as well “pick their brains” while they are here. Not a new discovery but with the change in weather it has become very apparent the boat is affected by both air and water temperatures; gensets, refrigeration, on board water temperature, etc.

I would not want to be down here on the boat for a full winter nor, for that matter, any other place above 35 latitude.

1/17/2007

Sunny.

Tested the Top Climber again, my technique is improving. Again only went to first spreader but could have gone higher. Since there is an antenna mounted on the spreader have decided to just go up to the first spreader until I think my technique is right and I climb relatively easily and quickly. Once I accomplish that I will then go to the top. Don't want to go past the antenna any more than necessary, might break it.

Finally found decent ways to convert PDF files to JPG. Tested converting a magazine and then loading it on the iPod. Photos were okay but text was too small to read easily – I expected that would be the case. However, have heard of a program used to convert PDFs so they can be read on handhelds may that will also work for the iPod. More searching to do.

Hector is installing the new cable, honest to goodness marine cable!, that Glacier Bay shipped. Probably finish that and installing the tankless hot water heater tomorrow. I am hoping the water heater greatly improves hot water production. Friday he will probably re-route the CAN cable to reduce run lengths. When he finishes all that we will be ready for the Glacier Bay engineers arriving Monday.

Sevin is busy replacing head hoses with proper sanitary hose. He did the port head today, starboard tomorrow.

It is interesting the difference ambient temperature has on the refrigeration system. Today with a high in the mid 80sF and water temperature in the mid 70sF the cycle was a little over 12 hours and the box temperature averaged about 42F. In October when daily highs were in the 50F to 60F range and water temperature was around 55F the cycle was over 48 hours and the box temperature averaged about 37F. However, compressor time has remained between 30 and 40 minutes per cycle. Don't know if this normal or an indication the box insulation is not as good as it should be – I'll ask Glacier Bay.

1/18/2007

Sunny, a little foggy in the early morning.

Each day my Top Climber technique improves – sometime next week I should be ready for the top.

Found a program to convert PDF files for use on a Sony game machine. Thought it might work for the iPod – it does but text is still too small to read. I'll research the feasibility of me writing a program for the iPod. If not feasible then I'll forget about reading Google Books on the iPod – at least for now.

The head hoses have been replaced. Sevin cut little tips off 3 fingers in the process. He's okay, had them taped up and continued working.

Hector finished installing the new cable and rerouting the CAN cable. Tomorrow he should finish installing the tankless waterheater and connecting the VHF to the SeaTalk/NMEA network. I'll probably wait until Monday, when the Glacier Bay guys are here, to test the waterheater.

Filled the water tank this afternoon. A few hours later noticed the water gage indicated 25 gallons had been used when no more than a gallon had been. Tomorrow I'll work on that problem. At least this means the washer/dryer most likely does use about 20 gallons per load and not the 50 gallons it seemed to have used last time.

I got a closer look at Asanagi's "sister boat" today, the one I previously mentioned was started around January last year and is to be delivered this weekend. Well, to me it seems to not be in much better condition than Asanagi was last September when I got here. Supposedly they still plan to sail her down to Porto Montt this weekend – I expect she will be back up here within a month or so to be completed.

1/19/2007

Sunny and windy, heavy early morning fog.

Sometimes it is amazing what can be accomplished just by following instructions! Ran the starboard genset this evening for the first time with the high voltage cable and CAN bus system installed (maybe/hopefully) to specs. Surprise! Surprise! All the genset problems I've had for past few months had vanished!

1. The system recognized the starboard genset without the port genset's key being turned to on.
2. The genset started under load without problems. I did not have to turn off the hot water heater and battery chargers before starting.
3. The load stayed relatively constant and battery charging amps did not fluctuate as the washer/dryer cycled.
4. The genset seemed to run smoother and much quieter – a subjective observation, no measurements taken.
5. Water in hot water tank heated much quicker. Probably less voltage drop?
6. Even the heads were getting 100% voltage and amp draw was steady.

Right now I'm a happy camper!

Hector connected the VHF to the SeaTalk/NMEA network for the GPS signal. When completed I tested and it didn't work. After about another hour of head scratching, and reading the instructions, Roni found the problem. One more item checked off the To Do list.

Now, not only does the iPod contain all the music and videos I've ever stored and saved digitally, it now also contains all my photos as well. I've still used less than half the hard drive space.

Mauricio finally emailed me his plan drawings showing all the storage spaces on the boat. I believe I first asked for those about 1.5 to 2 years ago. Now I'll start loading data into the gear/provisions/spares database. A couple of year's ago, about the time the boat was scheduled to launch, I designed the database. The idea is to list every item on the boat with:

1. Description
2. Location
3. Weight per unit
4. Volume per unit
5. Minimum number of units
6. Maximum number of units
7. Current number of units

The idea was that this could be useful with inventory control and clearance in and out of countries among other things. Probably won't be of much use but may come in handy. I'll try it for a while then decide if benefits outweigh maintenance required.

Believe everything has been co-ordinated for Glacier Bay's Monday arrival.

1/20/2007

Slightly overcast, light wind.

Found source of the engine room bilge leaks – I think. Discovered a drip at the Duramax Shaft Seals. The installation instructions state the water hose needs to loop above the water line and water jacket. “Failure to do so, could cause water to siphon back and flood the motor with water.” Water hose to port shaft does not loop above the water line. Surprise! Surprise! Installation instructions are right again. Another item for Roni's To Do list.

My neighbors loaned me another DVD to watch, Match Point – I'll load it on the iPod. Watched the first one they loaned me on the iPod tonight to compare the experience to watching on the 24” monitor. I didn't enjoy the iPod screen as much but I did prefer the sound quality of the iPod headphones over the Altec speakers. The DVD had the “wide screen” format. Viewed on the iPod's leaves an unused space at top and bottom of the screen. Therefore, only part of the already small iPod screen is used. I'll experiment with different cropping approaches when loading to the iPod maybe there is a better fit.

Started beta testing OCENS Mac version of their email software. For the past 9 months I've used their Window's version for all email – works great using cable, cell phone, sat phone, etc. and includes a great spam filter. The Mac laptop will become my primary email machine as soon as this software is stable enough. Anyway, didn't get very far – seems to be some inconsistency between the software and installation instructions. I'll try a few more things before having to admit to them I couldn't even get the thing installed.

Getting better with every TopClimber session. Next week I'll probably go to the top at least once. I'm thinking of adding this to my exercise program, it doesn't take much time and is good for strength and coordination.

Spent some time checking and cleaning up after yesterday's work sessions. I think Asanagi is in fair condition for Glacier Bay's visit – not perfect, but fair.

1/21/2007

Overcast, light drizzle

Got OCENS MaXgate installed. The instructions were correct. I misread them, which I contribute to my relative inexperience with the Mac OS. However, still can't get the program to work. Localhost is refusing to connect. This I am fairly sure is not a program problem but rather a problem with my Mac's setup. I haven't looked at UNIX since the early 70s – guess I'll Google for basic command-line functions so I can start probing the machine. Need to find where localhost's parameters are specified. Spent most of the day playing with this....

Did my daily Top Climber to the first spreader – still improving.

Weather forecast is for rain and cooler temperatures tomorrow. Guess the Glacier Bay guys are bring down some of California's recent weather.

1/22/2007

Cold and heavy rains, believe winter has returned.

Didn't do the Top Climber today due to rain.

The Glacier Bay engineers arrived. They spent about an hour going over Asanagi, confirmed the port motor ground fault I discovered yesterday when I turned on the motors for the first time since September. We went to lunch and they then headed to the hotel to check in, map out their plan of attack and rest up from their flight. They are scheduled to be at the boat around 8:00am tomorrow to get started. Their first job will be to track down and fix the ground fault after that several hours of static tests on the motors while at dock. Then, if time permits we'll take her out for a little while so they can try out the joy sticks. They did bring the throttles for Asanagi, but before they are installed they want a little time using the joysticks on a real boat. One of the guys is involved with the upgrading of the joystick program and has never actually used them on a boat.

The on going problem we have had with the Port Captain is still unresolved. There is a Navy regulation/law on the books, seldom enforced, that requires private recreational vessels similar to Asanagi to have insurance which will reimburse the Navy for all expenses they incur in the event they go to the rescue of the vessel while in the Channels, rivers or harbors of Chile. The alternative to having this insurance is having a licensed Chilean captain on board at all times, giving a Securite on Channel 16 every 15 minutes, logging it and when returning to port having the log signed by the Port Captain. No one here seems to know if the required insurance coverage is even available – tomorrow I'll start checking on a few internet forums.

Resolved the OCENS Mac email localhost problem but still haven't got the program running. Believe the current problem is just setting the parameters correctly on installation. Maybe tomorrow I'll be able to get this resolved with OCENS.

Roni, insists that although shaft seal water hose is not installed according to specs that is not causing the leaks. Of course there is an easy way to find out, all he has to do is reinstall the hose correctly and see if the leaks continue. I'm starting to think that for some reason Alwoplast has an aversion to doing things according to specs.

Got a Skype call from a friend in Bocas. He said the guy with the wi-fi tower near my property will consider some arrangement so I can use his wi-fi while anchored off my property. He also said I won't recognize Bocas it has changed and grown so much over the last 2 years. Several new large projects are under construction. He says the place is booming. I look forward to seeing it again ..... in March?

1/23/2007

Partly sunny, warming.

Still no luck with the OCENS Mac. On normal OCENS accounts there is a 2 computer limit on number registered to the account. I already have 2, the nav Dell computer used when making Sat calls and the media Dell computer, the one that doesn't work below 55F, used with Wi-Fi at anchor. So it may be there system is refusing a connection to the Mac. I'll email OCENS about this tomorrow.

Making progress with the Port Captain, but things are far from resolved. Now he says as long as Mauricio is on board a licensed pilot will not be necessary. Don't know if the every 15 minute Securitie calls are still required. Also, although this helps some with the sea trials it doesn't solve the shake down anchoring and cruising problem.

Glacier Bay started their testing. The tankless hot water heater is wired incorrectly so that needs fixing by Alwoplast before the guys test it. Also, much of the HVDC ground wiring doesn't meet specs so that needs correcting. They quickly found the motor short problem. It seems when installing the new cable to the port motor Hector had a little extra so instead of cutting it off he just looped it inside the motor housing. Then, when he screwed the cover back on the motor a screw pierced the cable. Tied securely to the dock the guys ran each motor, separately, at full throttle to determine if they would over heat. They did, and much quicker than the guys believe appropriate. After discussing the issue with their cohorts in Oakland they decided the high temperature limit is conservative. So tomorrow they retest and instead of shutting down when the motors reach 105C they will wait until 135C, hoping the temperature stabilizes before that point. One good result is as soon as throttle is backed to normal cruising levels the motors quickly cool down to normal operation levels. The guys also spent some time working on the oven – too early to know if any progress made. Haven't taken the boat out yet, want to resolve the overheating problem first. If that is resolved early tomorrow we'll take her out later so the guys can get some experience using the joystick. Need to do that soon so I can get Roni scheduled to install the new throttles – that needs to be done and tested before the guys leave. The guys are scheduled to leave Saturday morning, as of now I'm thinking they may need to extend their stay.

1/24/2007

Sunny, heavy early morning fog.

Chatted by Skype with OCENS. Schedule a time to talk tomorrow while I have a Dell and Mac connected. The 2 computers registered on my account supposedly is not the problem.

Got the throttles installed and went for the second motor sea trial, the first being back in early September last year. The motors still over heat, the port more so than starboard. The guys collected a lot of data and had a long discussion with Oakland afterwards. Hopefully they come up with a plan to solve the problem tomorrow. John, one of the motor's designers, thinks we are over propped. However, prop size and pitch was discussed at length before selection. During those discussions Kevin, owner and head designer/engineer at Glacier Bay, insisted it was impossible to over prop the motors for Asanagi. He then recommended the size and pitch ultimately selected. Other than the overheating and max speed being only about 9 knots the remaining tests went well. Tomorrow we are scheduled to go out for another couple hours of test and a "photo shoot" using an accompanying boat. I definitely prefer the throttles over the joystick. Noise levels seemed low, couldn't hear the motors over the prop wash. Still don't believe the guy's will be finished Friday.

1/25/2007

Sunny.

This is a hard entry to write.

There is good news and bad news.

The good news is that Mac XGate is now working. All problems were related to not setting the installation parameters correctly.

The bad news is:

1. We did another sea trial today. This was the 3<sup>rd</sup> one, the second yesterday and the first back in September. The 1<sup>st</sup> and 3<sup>rd</sup> were disasters which we were lucky to have gotten through without anyone getting hurt and with little damage to the boat. This morning I discovered the helm autopilot was acting strangely and eventually it died. Mauricio tried to fix it before we got underway but was unsuccessful. The handheld autopilot seemed to be working and was showing rudder position so we decided to go ahead with the trial. However, before we got to the main channel the handheld autopilot lost its signal. This trial was to collect more data on braking, going from full forward or reverse to opposite full throttle. Also, we had a chase boat to do some filming. After the first forward brake we lost starboard propulsion. The motor was running fine and it seemed the shaft was turning however we had no thrust from starboard. At first we thought the prop was stuck closed as happened in yesterday's trial. However after a few times of moving the throttle back and forth between forward and reverse and not hearing any sound as if the prop was trying to open or close we decided it must have fallen off. Also all during this time we were having difficulty maneuvering with just the port motor and staying off the river bank to which the wind and current was trying to push us. We headed back to the dock with the wind and current behind us. It was anything but a graceful docking but the guys in the chase boat did get to dock in time to catch our lines and man handle us in. Roni got to the boat by the time we had tied up. Looked and determined we had not lost the prop, rather the coupling between the motor and shaft came loose so the shaft, which we almost lost, was not spinning. What we had thought was the shaft spinning was just the motor and the coupling.
2. Roni then took a look at the autopilot and said it was dead. They had the same problem with the unit in my sister ship, the one "just completed". A replacement has to be shipped from Santiago but the dealer in Santiago doesn't have any in stock – so it will take a while.
3. Glacier Bay is now convinced the boat is over propped. They believe the props should be 21"x14" instead of the 22"x16" that we have. However, they are not sure and advise we get a set to try and from the results with those props a final determination can be made as to the correct size. However, the props are from Denmark and there don't seem to be any suitable props available in Valdivia that we can use for testing. I expect this will take 2 or 3 months, at a minimum, to get resolved. Dedalus, my neighbor, is currently waiting for new props their 3<sup>rd</sup> pair. Theirs were ordered around Christmas and scheduled to arrive in early March.
4. Based on the sea trials' data Glacier Bay believes, with the correct size props Asanagi's motor cruising speed will be about 9.5 knots, a little less than specified.

I've now been here about 5 months and intend to stay with this project to the end. However, I don't expect it will be easy getting through the up coming Valdivia winter...

1/26/2007

Sunny.

Glacier Bay had a lot more test they wanted to conduct dockside today so we didn't do sea trials. The shafts, especially port, still seems to be binding however that doesn't account for the motors' required amps input per unit of torque output. They have decided to extend their stay until at least Wednesday to resolve the problem. At first I thought they were going to abandon me here but they do seem to be hanging tough. I'm sure part of the reason is Asanagi is the only test boat they have with this particular genset/motor combination so they are accumulating much valuable data. That, of course, in no way detracts from the manpower time and expense they have expended to provide support. Also, all Glacier Bay staff that I have worked with over the past 3 years have been very competent, professional, friendly and dedicated to doing an excellent job.

Glacier Bay resolved the oven problem. They decided that the oven and wiring was okay just their ground fault warning system was a little too sensitive. That was one of Justin's original thoughts back in September when the problem was discovered. After getting the oven fully reinstalled they were still getting the ground fault warning then, after a few more tests, the warnings stopped and have not reoccurred. I believe they still intend to desensitize their system some but at least an oven ground fault warning in the future will most likely be just a false alarm. Personally, I believe the last rewiring which got the boats overall wiring closer to meeting specs probably helped eliminate the problem.

I believe the guys may drop by for a few minutes tomorrow but expect they will take most of the weekend off.

Now with the Mac's Xgate email working I'll spend some time this weekend redistributing duties between the 2 Dells and the Mac. I've now watched 2 movies on the iPod and it isn't a bad experience. When taking the iPod's audio quality, and low energy usage into account I prefer it to using a laptop or the iPod or laptop connected to the 24" flat monitor. My thought now is instead of using Bluetooth headphones communicating to a Media Center laptop to just have multiple iPods or similar devices for crew loaded by iTunes from the Media laptop. Of course the Media laptop and 24" monitor will still be available for those times when "group" entertainment is wanted.

1/27/2007

Sunny.

The guys came by and ran tests most of the day. They'll take off tomorrow waiting for responses from Oakland to the data they have collected from today's tests. Hope to get Alwoplast to haul Asanagi Monday to look at the shafts and props and also to get an accurate weighing. The guys are now scheduled to leave Wednesday. Probably can't accomplish much more this trip, but they may be back.

Did 3 loads of laundry, one for each of the guys and mine. They were running out of clean clothes since their stay was extended. Did most of the wash while they were running tests so got a little more efficiency out of the running gensets. Still haven't tested the tankless hot water heater – waiting for Alwoplast to redo the installation using appropriate wire.

Believe the noise and vibration we've noticed from starboard motor is probably from bad bearings in the Python drive. To me it sounds like it is coming from the bearings at the end of the skeg just forward of the prop.

The speed log hasn't worked since I've been here. It was pulled and cleaned and now at least indicates speed but I believe low. Probably needs calibrating or pulled and cleaned some more. It was amazing how completely clogged it was with marine growth.

I fixed the wind display. It seems when Alwoplast installed it they got a little chip of paint or fiberglass stuck on the pointer. It would periodically stick between the pointer and cover causing the pointer to stick.

Have converted and loaded most of the movies I burned to DVDs onto the iPod.

From the 29<sup>th</sup> through the 5<sup>th</sup> my website host will be making upgrades so the next web site update will be February 6.

1/28/2007

Sunny.

Just worked on Mac software today. I'm liking it better all the time but at this point, overall, think I have fewer problems and more capability with Windows. For example:

1. Find not having a forward delete key on the MacBook cumbersome.
2. One mouse button instead of two seems cumbersome.
3. Certain PDF files aren't readable but work fine with Windows.
4. Have not yet found a program or codec that allows playing mpg files I burned to DVDs using Windows.
5. The device driver for my HP printer only supports the very basic features,
6. etc.

Hopefully, Asanagi will be hauled tomorrow.

1/29/2007

Light rain in morning, sunny in afternoon.

Asanagi was hauled. Port and starboard shafts and bearings checked but nothing found. Port shaft still is barely turnable by hand while starboard turns easily as it should. On maneuvering from lift back to dock the grinding and lack of handling was still noticeable on starboard side. Will have to get Alex and Roni on a sea trial so they can experience the problem. Much of the maneuvering problem may not be due to the props. The stern is sluggish and hard to turn. I believe it is a combination of the "hooked stern" modification Alwoplast made and the squatting. I'll test this theory during the next sea trial.

The lift showed Asanagi's weight as 31,000 lbs so my estimate of 30,000 lbs was pretty good considering the most accurate I could be with my measurement technique was +/- 2,000 lbs. Since her water tank was full, fuel tank half full and only lacked 3 crew their gear and provisions to be fully prepared for cruising I don't believe her weight is a problem, she will be about 4,000 lbs under the maximum design weight. However, weight distribution is certainly a problem, she still squats.

The guys are waiting for motor program updates from Oakland, expect they will get them tomorrow. If not I assume at least John will extend his stay again. Glacier Bay is working on a system so program updates can be downloaded over the internet and installed by customers – been working on it for a couple of years now still not ready. The tankless hot water heater's wiring, other than ground, was fixed so tomorrow the guys will test it. All the ground wiring still needs correcting – that will probably be an item I'll have to continue insisting is fixed for a couple of months before it is corrected. Should have a better idea tomorrow as to how close the systems are to being ready. The gensets have run without any problems.

1/30/2007

Sunny, cool in the mornings.

Sunrise is getting later – winter is coming.

I can't determine how close Glacier Bay is to getting things resolved, don't think they know either. At first they thought the starboard vibration and knocking was caused by the shaft or bearings. Now they think it is probably an electrical problem within the motors. They were scheduled to leave tomorrow but have extended their stay again – this time to Saturday. I'll be surprised if they haven't at least determined what is causing the problems before they leave – although they may not have things fixed by that time. Expect they'll test the tankless hot water heater tomorrow.

I almost have media ripping and playing set up so that between the media Dell and MacBook I all formats of interest covered, including iPod conversions. I'm still trying to get the Dells and MacBook to talk to each other in a wi-fi peer to peer arrangement without using an external access point. Although I can swap files back and forth between computers using the iPod as a portable hard drive it would be nice to be able to not have to go through the extra steps of up and down loading the iPod.

The guys did bring me a BNC adapter plug from the States, after they leave I'll start testing various antennas with the PCR-1000 broadband receiver. I keep reading comments about how great the receiver is from people that have it so I expect my problems are antenna related.

1/31/2007

Sunny, cool morning.

Had a good talk with Kevin, Glacier Bay's CEO. He assured me that Glacier Bay is determined to have all their systems on Asanagi working properly before I start my passage to Panama, regardless of the time, expense, and resources it takes. He said at this time that is the total company's number one priority. They will be air freighting new motors down tomorrow and sending the guys new code and boards to install. Kevin emphasized that this was being done not only because as a customer I should be able to rely on Glacier Bay's products and service but also Asanagi's problems have uncovered things of which they were not aware and that need correcting before any of their other customers have similar experiences. I just wish other companies I deal with were at least half as professional, technically competent, honest, and all around nice people as Glacier Bay.

The guys started testing the tankless hot water heater and immediately had problems. Testing will continue tomorrow. One thing they discovered is the shower cold water tap at the swim platform is connected to the outlet from the tankless hot water heater! That could have resulted in serious injury to someone since the tankless hot water is set to very very hot in order to rapidly heat the water in the hot water tank – another item for Roni's ToDo list.

I believe the guys have rescheduled their flight home for late Monday. Although Glacier Bay is air freighting the new motors down it will probably still take a couple of weeks for them to clear customs and finally be trucked down here from Santiago. Therefore they'll spend most of their remaining time here running tests and collecting more data for their engineers back in Oakland working on solutions to the problems.

An interesting little incident: Roni started the engines on the boat beside Asanagi to charge its batteries while the guys had Asanagi's motors and gensets running for some tests. Inside Asanagi we couldn't hear her running, only the other boat.

The wi-fi peer to peer network between the Mac and Dells is now working properly without using an external access point. The trick was setting the MacBook up as the server. Both the guys are longtime Apple users – they gave me the hint. Should not take long now to get all the computers arranged and organized like I want.

Alex has invited the guys, Gloria (now Dedalus's skipper and crew) and me to his home for dinner tomorrow evening. George and Melinda (my neighbors and owner of Dedalus) left yesterday for a month in Brazil – just to get away from the yard for a while.

Alwoplast has yet to do anything about getting the new props. Everytime I ask Alex about it he says they are working on it right now – been saying that since last week. If I'm lucking it will only be a few more weeks before they actually do start “working on it”.

2/1/2007

Sunny, warm night.

The tankless hot water heater is operational although Alwoplast needs to correct a few installation problems. Tomorrow we will stress test it with a couple loads of the guys' laundry.

The guys are still waiting for new program code and boards from Oakland – leave Monday. Glacier Bay is hoping these fixes combined with the new motors and props will solve all the problems. If so they won't be back – enough data has been collected during this visit. Although the data collection system discussed a few months ago was not installed. It was to be designed by a third party but Glacier Bay backed out when they received the price quoted.

Still working on redistributing duties between the 2 Dells, MacBook and iPod. I'm pleased with how Asanagi's computer network is evolving. The media Dell will in fact be the media center with iTunes as the media controller – finished consolidating all music, videos, photos, and books on it today. Also worked more on the Stores and Spares database, it will also reside on the media Dell – probably operational late next week.

2/2/2007

Sunny, warm night.

Did not get the new boards or code from Oakland today so the guys took the day off – maybe tomorrow.

Roni brought his wife by to see Asanagi.

Spent most of the day distributing duties between the computers. In addition to being the music and video computer the media Dell will, store PDF copies of books and all equipment manuals, be available for guests' use and the print server (since the windows print driver for the HP printer is much better than the Mac). The Mac will be Asanagi's local Wi-Fi server, my personal general computer, and photos will reside on it since iPhoto seems much better than the window photo programs. The Nav computer's duties will be passage planning, chart plotting, PCR-1000 receiver controller, sat phone email, and eventually be connected to the Raymarine SeaTalk/NMEA data net. The iPod will be my personal media player, including photos, and a portable hard drive.

Tomorrow I'll start loading data into the Stores/Spares database, clean water strainers and check the gensets coolant and oil levels.

2/3/2007

Sunny, warm nights – expect this weather will be gone within a few weeks.

Still no new boards or software from Oakland. The guys will have to make one more visit unless Oakland has decided not to send the motors until they install the boards and software.

Cleaned the water strainers and filters. Strainer still catching some debris from the water tank – it'll probably take the bouncing and shaking of the Panama passage to clean the tank. However, the final filter on the galley's drinking water faucet was clean so don't believe much trash is getting past the strainer.

Did my weekly house cleaning, my laundry and a load for the guys. The tankless hot water heater is working properly but don't know if it helps very much. It takes a little over 7kw, and I believe, suppose to heat water 30F at 2 gals per minute – I'll have to check the math to see if that's reasonable.

2/4/2007

Sunny.

No boards or software from Oakland - expected to be completed sometime today. The motors have not yet shipped so the plan now is today or tomorrow install the boards and load the new programs. Then take the motors to the Dynamo and test them with the data the guys collected here. Motors will ship when they are operating correctly. Alwoplast will only have to swap the new motors for the old and plug them in. I'll run some test and gather more data for Glacier Bay after they're install. If problems occur the guys will have to make another visit, otherwise I just need to stay on top of Alwoplast to get the new props.

Don't expect any major work on the boat until the new motors arrive in a couple of weeks so cleaned the boat and dried the bilges.

This evening found a large puddle of water on the floor in the Starboard head – the water inlet hose is leaking again. I'll add it to Roni's To Do list but will probably fix it myself since I want it repaired correctly.

Started entering data into the Stores/Spares database , that'll probably keep me occupied for a couple of weeks.

Believe I found liability coverage that may satisfy the Port Captain, tomorrow I'll ask Mauricio to check.

2/5/2007

Partly cloudy, light afternoon rain.

Fixed the starboard head's water inlet. I'll keep checking it, possibly will work itself loose again from the vibration from flushing. The treads were clogged with teflon tape which probably caused the leak – don't believe teflon tape should be used with those fittings anyway. This is not the first plumbing connection I've found on Asanagi where it seems the way teflon tape was used it caused more harm than good.

New props are being ordered, could be here by the end of the month – maybe about the time the replacement motors arrive.

Made use of the morning condensation and mopped down the boat, then used the hot knife to fixed the ends of a few lines.

Did another load of laundry, now all caught up.

Still at the end tie, will probably be moved back to an inner dock tomorrow.

Will start testing the PCR-1000 broadband receiver again tomorrow. The Glacier Bay guys brought me an adapter plug so I'll be able to test a couple different antennas.

The web site upgrade should be completed today so I'll be able to resume daily updates.

2/6/2007

Cold in morning, Dell wouldn't boot up, cool remainder of day.

Decided to stay on end tie for now.

Not much luck with the PCR-1000, reception very poor. Can't receive weather sat signals. Will work on it some more tomorrow.

Can't log in to administer the web site, something got changed during the update.

Ocens beta Mail for the Mac is coming along. A few minor bugs but good overall. I'll start testing the Iridium connection later this week.

Found liability coverage which I believe will satisfy the Port Captain. Asked Alex and Mauricio to confirm with the Port Captain but now they seem reluctant. They believe if we give in on this point future customers will have to have insurance. However, I don't see them making any progress getting this resolved and I need to start "shake down" sails and over night anchoring as soon as the new motors and props are installed.

Six months down here and counting ....

2/7/2007

Cold and foggy early morning, cool remainder of day.

My sister boat is coming back later today just for overnight and a 60+' boat is coming tomorrow so Asanagi was moved back to her original inner dock – where the sister boat had been for the past month of so.

Many of the items on the To Do list were completed or at least started today. The new autopilot was installed; the ground wiring was corrected as was much of the engine room plumbing. Work on the 2<sup>nd</sup> anchor roller has started but won't be completed until the next haul out. I think we came up with an arrangement that will work well but won't know for sure until I anchor a few times.

The PCR-1000 is now working okay but still can't pickup the weather sat signals. Will keep working on that but think most sats may be too low over the horizon from here. I did pick up a weather fax from Honolulu.

Dedalus has hired another crew, expected to arrive in the next day or so. That means Dedalus will have 2 crew plus the 2 owners for the trip north. They also are waiting for their new props.

Hopefully the shackles, anchor chain hooks, and metal eyes will be available in a few days so I can finish preparing the boom derrick control lines and the various anchor lines.

Web site tech support finally responded so I can now update the site/

2/08/2007

Cold morning, wind 15 to 20 knots in afternoon.

More To Do List items started or completed today. Work continues on the 2<sup>nd</sup> anchor roller. The anchors are being positioned one behind the other. The first (main anchor) is at the cross beam, comes up under the roller furling, and the secondary anchor (tandem 1<sup>st</sup> down) is behind and slightly to port. I believe this arrangement will work but won't know for sure until anchoring a few times.

Still working on the PCR-1000, not luck yet hearing the weather sats.

Got an "Oil pressure sensor fault" warning while running the port genset this evening. Will track that down tomorrow. It is time for the 2<sup>nd</sup> oil change and I didn't check either the oil or coolant the 2 weeks Glacier Bay's engineers were here.

Forgot to ask Alex about prop status today, will do that tomorrow – I'm sure Alwoplast hasn't ordered them yet.

The eLeopard, the 43' Leopard in charter with Moorings in BVIs, will be at the Miami Boat Show. It was suppose to have been there last year but had some problems in transit from Cape Town. It has the same 35hp motors as Asanagi but only 1 genset so effectively only gets about 17hp. Heard that Moorings wants to have more future boats use the Glacier Bay system but believe they're still negotiating price.

2/09/2007

Cool morning, sunny day.

The error message with the "Oil pressure sensor fault" didn't make any sense – something about there being oil pressure when the genset started but the fault didn't occur until about an hour after the genset was started. Tomorrow I'll do an oil change so I'll see then if the fault still exists.

Maybe making a little progress with the PCR-1000, not sure, but certainly not there yet. I've tried connecting the radio to the Media Dell instead of the the Nav Dell. There is a difference but not sure it is any better. I'll play with it some more and maybe try connecting to the Mac.

A few more things on the To Do List were worked on.

Mauricio said he has asked Flex-O-Fold for an invoice for the prop blades but have not gotten a response. If no response by Monday I'll give them a call.

This weekend is a big holiday in Valdivia so the yard will be closed until Monday.

2/10/2007

In high 80sF to low 90sF today, First night I've left any hatches and portholes open.

Changed the oil in the port genset – getting better at it, hardly a drop spilled. Next weekend it will be time to do the starboard genset. After that changes are only after every 500 hours instead of 50 – next change probably in Bocas.

Discovered the error message problem – my misreading. After completing the oil change I reviewed the error messages. The “Oil pressure sensor fault” was at 92 hours, when the Glacier Bay guys were testing. The last message was at 100 hours, the one I heard, it was just signaling time for oil change. I had seen that message when I checked the alarm but didn't think it was the cause– it was.

Still working on the PCR-1000 – nothing new to report.

Did the weekly “house cleaning”.

Some people water skiing in the river – seems everyone is out enjoying the holiday.

2/11/2007

Mid 70sF and cloudy, scattered showers in the afternoon.

Didn't work with the PCF-1000 today, will tomorrow.

Finally got around to checking the effectiveness of the tankless water heater. Based on 2 gals per minute and using 33 amps I calculate it should heat the water about 27F. So my rough estimate is in line with what the Glacier Bay guys measured. It does help with heating the water but no one is going to get scalded.

The frig seems to be cycling about every 6 hours now. Interesting how the 30F increase in ambient temperature from October to now has reduced the cycle time from about 24 hours to 6 hours. Expect part of that may be an indication of the inefficiencies within Alwoplast's insulation and frig door. Probably another thing to add to my list of items to eventually redo. I'll wait until Panama to determine what priority to give this item. This shorter cycle time is certainly noticeable in the power usage – genset does need to be run more often.

Emailed Glacier Bay about the expected delivery date for the new motors. Also emailed Flex-O-Fold about ordering the new prop blades. Mauricio says he already did that but had not heard back – if I don't hear anything in a day or two I'll call them – that is if I have enough minutes left on my Skype account to do so...

Among the list of little annoyances here I've just added two more. First it seems Google, for Google books, attempts to apply the copyright laws according to the country from which you connect. They take a very conservative approach where copyrights may still be valid. The result is here in Chile I've not been able to download any books from Google. Second, this evening I tried to buy additional minutes for my Skype account but my credit card was denied. Carol, the prior skipper of Dedalus complained she had the same problem. Not sure but expect Skype is automatically refusing adding credit to accounts when not connecting from the resident country. I'll try again tomorrow, if it still fails I'll probably send all the necessary info to someone in the states so they can connect to my account and purchase the additional minutes.

2/12/2007

Low 70sF and cloudy.

Didn't work on the radio today, probably tomorrow.

Got the Skype problem resolved by using PayPal.

Kevin, CEO of Glacier Bay, says the new motors will probably ship by the end of the week. Currently still working on the program code revisions, then the motors will be tested on a dyno.

The current motors were pulled from the boat today and will probably be shipped to Glacier Bay tomorrow. The stem rose about 2 inches when the motors were removed. I was surprised that 140 lbs would make such a difference. Alwoplast says the motors weigh over 100 lbs each not the 70 lbs I thought. Tomorrow I'll recheck Glacier Bay's web site for the specs. I told Alwoplast whether it is 140 lbs or 240 lbs I suspect moving the 1000 lbs of gensets forward 2.5 ft or so (to where they were suppose to be) would probably raise the stern at least as much. They didn't like that suggestion but think might be willing to consider adding another foot or so to the stern.

This morning Alwoplast received the quote/invoice from Flex-O-Fold. Don't know if it was just coincidence or if my email last night to Flex-O-Fold was responsible. They however, did not respond to my request to be able to return the current props. If they don't respond by tomorrow I'll call them. Also, they are suggesting sending blades that have been cut back an inch from 22". So I am double checking with Glacier Bay to see if they believe 21" x 16" might work. If they believe there is a good chance then we might decide to just have the local group cut the current blades back an inch.

Roni says he has corrected the ground wiring. I still don't believe it meets Glacier Bay's specs so I've taken a few photos and emailed them to Glacier Bay for their review and comments.

This afternoon, after the motors had been removed, the frig compressor came on and its breaker tripped. The compressor and port motor used the same thru hull for raw water although each has its own water pump. The motor's hose was tied so it was above the water line but not closed off. Therefore, I thought, with that hose being open the compressor's pump might be drawing in air instead of water. Roni took a look and discovered that was not the case – just that the thru hull valve had been closed when the motor was removed. Always best to check for the simple, obvious solutions before the more complex.

2/13/2007

Cool and raining. Forecast low for tonight is 34F, but I expect more likely in mid 40sF.

Emailed Flex-O-Fold again about returning the current props but still no response. Glacier Bay says they don't believe 21" x 16" will solve the problem so no use cutting current props an inch.

Glacier Bay confirmed my understanding of the ground wire specs – Alwoplast needs to not only rerun the grounds but also use appropriate cable.

Glacier Bay's specs indicate the motors weigh 165 lbs each! Suspect the 55 lbs and 70 lbs numbers I remember were for the Solomon Tech 12 hp and 20 hp motors.

Alex says full taxes and custom duties will have to be paid on the new motors and prop blades even though they are just being swapped. The never ending story ...

2/14/2007

Cool and raining – got the Uggs on.

Due to the rain not much done today on the boat. Sven did try fixing the leak at the starboard chain plate. For now it seems fixed but expect first time we sail and load the starboard shroud it will start leaking again.

Glacier Bay has requested that I do not order the new props until after the new motors are installed. They want data on how the boat performs with the new motors to use in making their prop recommendation.

The frig still cycles about every 6 hours. At first I thought it was just the rise in ambient temperature but for a few days now the highs have been in the mid 60sF with no noticeable increase in cycle times. I'm wondering if the compressor has lost some refrigerant. I've emailed Bruce, at Glacier Bay, some questions. Hopefully he will respond, although often it takes a call to get a response from him. Interesting, I believe one of his duties is customer service but I get much faster responses from the engineers.

After reading in the log about the trim problem and my thoughts about moving the gensets forward, to their original specified positions, Tom suggested I have Alwoplast place a couple of large barrels at strategic spots on the boat and fill them with water to see how moving weight affects the trim.

His suggestion got me thinking. From my earlier measurements to estimate the boat's weight I determined she is about 6" out of trim. Also from earlier calculations using the boat's plans I determined the waterline rises about an inch for every additional 2,000 lbs. So today I measured and estimate the stern rose about 2.5" with the removal of the motors. Since the motors weight 330 lbs their removal dropped the waterline less than 1/6" so the 2.5" rise in the stern was primarily a trim adjustment. From the boat's plans I determined where the horizontal center of gravity axes is located and now have calculated that the boat's stern will drop about an inch with every additional 1,225 ft-lbs aft of the center of gravity axes. That means the stern would rise about 2.75" if the gensets were moved the 3.5 ft forward to their original specified position. Also, for various reasons I have been thinking of changing to 300 ft of chain for the anchor instead of the current 100 ft and 300 ft of rope. That will add 300 lbs and should raise the stern about 2.5". Next, although I don't want to, if I can sell the diesel outboard without too much of a loss and replace it with a gasoline outboard weighting at least 100 lbs less the stern would rise about another 1.25". Those 3 changes and the boat would be in trim.

I mentioned this to Alex and he said he would have Mauricio do an exact calculation since he has all the necessary information and data. That comment caused me to wonder why:

1. They placed the gensets where they did even after I told them over and over that I wanted them placed where originally specified because I was concerned about trim problems.
2. Since at least May or June, when they first launched the boat, they have known there is a trim problem and, although they unsuccessfully tried fixing it by modifying the stern, without telling me, they have not considered other solutions.

I just don't understand these guys...

2/15/2007

Cold with scattered showers. Forecast low for tonight is mid 30sF and I believe it.

Bruce has yet to respond to my emails about the frig – not surprised. I sent him follow ups today. This problem is not urgent so I'll just continue sending follow ups daily to see how long it takes. I call him if he doesn't respond by late next week.

Mauricio and I disagree as to how much torque it takes to move the stern an inch. He says 4,777 ft-lbs, my calculations indicate 1,225 ft-lbs. My number is based on some very rough measurements but I certainly don't believe its off by a factor of 4! Seeing the water line after the motors were removed I think Mauricio agrees something may be wrong with his calculation. He will review his and when I fill the water tank this weekend I'll be able to refine my estimate.

Roni checked the fuel filters to determine what size to order. Says they are black and definitely need changing – well that's been on the To Do list for a month.

Nothing from Glacier Bay about the motors – probably next week,

2/16/2007

Mid 60sF during day mid 30sF during night.

No response from Bruce at Glacier Bay about the frig.

Nothing from Glacier Bay about the motors.

Played some more with the PCR-1000 radio – no progress. Tomorrow I'll try it with the Mac.

Roni worked on the chainplate and forward cross beam leaks. For now the chainplate one has stopped leaking – I didn't say fixed. Whatever he does I expect eventually, after some miles of sailing, both will leak again.

2/17/2007

Mid 60sF during day mid 30sF during night.

Did my usual weekend cleaning of the interior.

Ran the genset this evening, did a load of laundry and cooked. Still have the problem I first noticed back in December of the battery charger seeming not to request enough power from genset to concurrently satisfy both 12VDC demand and charge batteries. This evening at about 85% charged the chargers were only giving the batteries 16 amps when they could have taken 100 amps. The washer/dryer was running and the genset was only running at about 15% of capacity. The frig compressor then came on; the genset hardly increased output and the batteries went to about a 19 amps discharge rate!.

Still have water left in the tank so probably wait until Monday to refill tank and recalculate “moment of trim”.

Not much for me to do here until the new motors and props are installed. Another month or so....

2/18/2007

Cloudy. Mid 60sF high, mid 30sF low.

This evening water pumps started sucking air when water gage indicated 10 gals remaining, so filled the tank. The measurements I took answered a few questions but believe another set of measurements would help improve accuracy. These results indicate:

1. My first measurements were way off, Mauricio's were much closer. Actually these last measurements indicate both Mauricio and I over estimated the boat's tenderness. My original estimate was 1,200 ft-lbs would tilt the boat 1 inch while Mauricio estimated it took 4,800 ft-lbs. These last calculations indicate it takes closer to 6,600 ft-lbs. Mauricio had said his calculations did not take into account adding the "hooked" stem which was done to solve the squatting. At the time he didn't know if that change made the boat more or less tender. I'm sure it made the boat less tender which means his revised calculations will come closer to my last measurements.
2. My calculation results are very sensitive to the measurements. For these last measurements I relied on the water gage to determine the number of gallons I took on which could easily be off 10 gallons or more. Also, I suspect my measurement of the stem's rise is no better and +/- 0.5 inch. Hence the need for at least one more set of measurements.
3. My estimate that removing the motors raised the stern about 2.5 inches was way off – it was probably between 0.5 and 0.75 inches. Although my calculation that moving the gensets forward 3.5ft to their originally specified position would have about the same effect as removing the motors is true, that is only about 0.5 of the 6.0 inches needed to solve the squat problem. Therefore, probably not worth the effort.
4. Moving the gensets, changing to a lighter outboard, and changing to all chain for the primary anchor would, at best, raise the stern 2.5" not the 6.0" I originally thought. Therefore, weight shifting/removal is not a practical total solution it will take at least some amount of hull modification.

Need an air pressure gage to check the air pressure in the water pressure tank. Downloaded the installation instructions today and believe the pump cycling could be caused by an incorrect air pressure level. I'll start working on this tomorrow.

Seems the eLeopard is getting a bit of press coverage at the Miami Boat Show. Not sure how accurate it is but one article states Glacier Bay and the Moorings have come to an agreement to install the Glacier Bay system in more of Moorings future boats. If that is correct it should make it easier for me to get parts and service for my system - at least in eastern Caribbean.

2/19/2007

Patchy clouds, day mid 70sF night low 40sF

Still no response to my questions about the frig from Bruce at Glacier Bay.

More items on the To List completed. Slowly the engine rooms' plumbing is being cleaned up.

Roni doesn't believe incorrect air pressure causes the pump cycling. He doesn't have any idea what the problem is so I don't understand his reluctance to checking. He made one test which proves the problem is after the water strainer's cut off valve.

Roni wants to haul the boat later this week or next week to finish the anchor roller. It will be several weeks before the new props are ordered so I think he wants to get that welding job completed before the bad weather settles in. She'll be out of the water for a few days.

2/20/2007

Sunny day low 80sF, night mid 40sF

Still no response to my questions about the frig from Bruce at Glacier Bay.

Also no response from Glacier Bay about the new motors. Not much left to do until the motors get here.

Have picked up a few more weather fax channels with the PCR-1000 and got a slight signal from a passing weather sat but too weak to attain a readable picture.

2/21/2007

Light rain all day in mid 50sF, night mid to low 40sF

A little excitement this morning. While preparing the log this morning I heard an engine. At first I thought it was the power boat 2 slips away but it sounded different. I looked out, a very nice looking 80ft to 90 ft research type vessel was docking at the end tie. Her name is Whale Song. I briefly spoke with Hans, one of her crew, they expect to be here a few weeks waiting for parts, making repairs while the captain takes some leave. I've only seen about 6 crew - I'll try to find out more about her tomorrow.

Still no response to my questions about the frig from Bruce at Glacier Bay.

Kevin says he'll get back to me about the motors' status when he returns from the Miami Boat Show tomorrow. Expect the new program code isn't ready yet since my email also went to Justin and he didn't respond.

Roni gave me the shackles I need so I'll be busy the next few days preparing eye splices. Did 2 double braid ones today on the lines securing the dinghy to the swim platform. First double braid ones I've done, the second was better and went faster than the first. Roni also said it would take months to get the 300ft of chain I want. Expect this is just Alwoplast's way of "short changing" where they think they can.

They have been vacuum bagging the Chris White cat's second hull for a couple of days, with that and the rain expect Asanagi won't be hauled this week.

Tuesday the starboard genset gave the service warning so I'll do that oil change Friday or Saturday - 500 hours until the next service so should be in the Caribbean for that.

Leaving here late April is still feasible - if the motors get here soon ...

2/22/2007

Sunny, mid 70sF during day, mid 40sF tonight.

Still no response to my questions about the frig from Bruce at Glacier Bay.

No response yet from Glacier Bay about the motors.

Spliced the boom extension's block & tackle line to the lower block. It was tied but the knot had a tendency to catch when raising or lowering the outboard. Roni dropped off the rope for the control lines this afternoon so I'll prepare those tomorrow. After that prepare the hoisting bridles for the dinghy and outboard and the hoisting rig should be complete.

Prepared the eye splices on the snubber line between the 1<sup>st</sup> down and primary anchors. Also, prepared the eye splices on anchor retrieval line. That made 5 eye splices for today. Need the 50 ft chain connecting 1<sup>st</sup> down to primary anchor and the 300 ft of chain for the primary anchor. That and Alwoplast finishing the anchor rollers when they haul Asanagi next week completes the anchor rigging. Other than need to decide how to attach bridle to stern anchor rode - that will probably have to wait until Panama where I can experiment with a few things.

Whale Song, the large boat I thought was a research vessel is an individual's private yacht. The owner wanted a boat capable of cruising anywhere so selected a basic work boat design on which a comfortable cruising yacht was built. Went for a couple beers with Hans, one of the crew, this evening. Interesting guy, probably in his early 30s. Left his sail boat in the south pacific to take this job for a while to earn some money to continue his cruising. At this point his plans are to cruise the Pacific over to Asia then up and around back to Washington. However, said his plans might change and do a circumnavigation. Does most of his sailing solo.

Maybe Glacier Bay will respond tomorrow....

2/23/2007

Light rain early morning clearing by 10:00. Mid 70s during day mid 40sF at night.

Still no response to my questions about the frig from Bruce at Glacier Bay.

Justin emailed, said still working on motor software. Testing today with shop's motors. If okay, test with my motors early next and hopefully ship motors by end of next week.

Worked on boom extension control lines. A cleat to hold the boom extension over the hatch when deploying or stowing the outboard is needed on deck around the starboard motor room hatch. Also, believe a fair lead is need before the clam cleats. And want a snap shackle to connect the main sheet block to the boom. It needs to be very strong but the block has to be disconnected from the boom when using the boom extension. A regular shackle is not feasible.

Decided to use eye splices several places where Roni has used bowlines. I'll start with the main and jib travelers – the knots seem to interfere with the lines passing around the blocks.

Internet connection was down when I tried at 19:00 doubt if anyone will be in the office this weekend so probably won't get fixed until Monday.

2/24/2007

Light rain early morning clearing by 10:00. Mid 70sF during day, night mid 40Fs.

Did the 100 hours service on the starboard genset. Had the same problem that I experienced with the port service alarm. An alarm flashes and beeps a warning when it's time to service. When the service is completed you so indicate on the touchscreen instrument control panel which then updates and calculates time till next service. At the same time it should turn off the alarm – it doesn't. The alarm only resets when the genset key is turned off. A minor bug, I've emailed Glacier Bay – actually I've written the email but it hasn't been sent since Alwoplast's internet connection is still down.

Just discovered a bug/feature of the Mac – it doesn't give much of a warning when it is about to turn off due to low battery. I was only to here in today's entry so didn't lose much.

Speaking of bugs – the Dell has turned on without problem for the past week or so. I will have to do a few test – it seems when plugged in to 120VAC it turns on okay. Back when the problem was discovered Peter had said he thought it was battery related. I didn't think so but don't remember if the problem occurred when plugged in – I think it did.

Did the eye splices for the main traveler control line. Tomorrow I'll do the one in the main sheet – decided to leave the bowline in jib traveler control line.

Spoke with Gloria, crew of Dedalus, she to is having more difficulty getting Alwoplast to do jobs and supply parts. I know Alwoplast wants both Asanagi and Dedalus gone – maybe almost as much as we want to be gone.

A big celebration in Valdivia this evening. Gloria and her friends and Whale Song's crew are going, I've decided to just stay on board and read.

2/25/2007

Mid 70sF during day, night mid 40Fs. Wind stronger than usual tonight.

Everyone had a good time at the celebration, said it was unbelievably crowded.

Cleaned the water strainers – still a little debris from the freshwater tank, expect passage up to Panama will finish cleaning it out.

Still slight, I believe raw water, leaks in the engine rooms.

Did the main sheet eye splice. Hard line to work with, took about 3 hours, but the experience prompted me to improve my technique. Still waiting for the thimbles from Roni so I can do the anchor bridle. Tomorrow I'll start the dinghy lift bridle, that will take 3 eye splices.

Looking forward to Alwoplast being open tomorrow so the network gets restarted - going through withdrawals, 2 days and 3 nights without Skype and the internet...

2/26/2007

Low 70sF during day, night high 30sF. Wind still strong this morning.

Well, the battery is not the Dell's problem or, at least, not the only problem. The battery may exacerbate the turn on problem but it is not the cause – I still think it is a chip package short that corrects itself as the chip warms up.

Internet is back! I'm sure I would not have survived the past 6 months down here without Skype and the internet.

Prepared the dinghy lift bridle, the slight change in technique made the eye splice much easier than yesterday's. Roni got the thimbles so tomorrow I'll do the anchor bridles. Still need a cleat for the extension boom's control lines. Close to having all the running rigging corrected. Not sure what to do if I discover problems with the standing rigging during sea trials.

Still no response to my questions about the frig from Bruce at Glacier Bay.

Likely won't start the passage before my current 90 days down here expires so will probably make one more trip back to Newport Beach.

2/27/2007

Low 70sF during day, night mid 30sF

Still no response to my questions about the frig from Bruce at Glacier Bay. So, I've forwarded my email to Russell, the COO, asking him who currently handles customers refrigeration questions since it seems Bruce is no longer with Glacier Bay.

Have not heard any more from Justin since Friday concerning the motors. If I don't receive a status update by Thursday noon his time I'll send an email.

Did the anchor bridles today.

Sven installed the cleat for the boom extension's control line. I'll measure and cut the control line tomorrow. I have a nice length of 3/8" double braid that I hoped to use for both the control line and also the jack line. However, it seems it might be a few feet too short – possibly could use it for both purposes without cutting. Since I won't need the control line and jack lines at the same time that could work, although the line would be longer than needed for either purpose – I'll play with it tomorrow.

The 2 snatch blocks I bought on Tom's recommendation are proving useful already – I use them as turning blocks attached to the shrouds for the boom extension's control lines.

It seems Sven found a/the leak causing the hot water pressure pump to cycle. It'll take a day or so to be sure that the problem is solved, but so far it looks good. Sven is becoming the "leak master", he also found and solved the leak in the port head's vacuum tank.

In the next day or so I will have completed all my little projects – not much left to do until the motors arrive....

2/28/2007

Low 60sF during day, night low to mid 30sF – foggy morning.

I have unfairly criticized Bruce Nelson. had an incorrect email address – an “r” should have been an “n”. Must have had the bad address for at least a couple of years – don't understand why my emails never bounced. Anyway, that is now corrected and he emailed me the new manual. The compressor should run for an hour to freeze the plates but is only running about 35 minutes. Cycle time is currently between 25 and 26 hours with the compressor turning on late night or early morning. Next week sometime when the compressor turns on during the day I'll lower the compressor's turnoff temperature.

The hot water pressure leak isn't completely fixed, but almost, just a little more and Sven will have it.

No update yet this week on the motors. If I don't have an update by tomorrow afternoon I'll email Justin.

Didn't do much today besides my weekly grocery shopping in town and reading the new refrigeration manual.

Probably finish up the boom extension control lines tomorrow.

Heard that Chris White will be visiting next week to check the progress on his boat. Alwoplast made molds for the hulls and underdeck so they must expect he will be placing more orders with them. Wonder if he will be satisfied with Alwoplast's finished product. Of course, he has had some boats built in South Africa so Alwoplast may be an improvement, or he may have learned how to work with third world builders. However, although I don't believe this is one of his “cutting edge” boats it is still high tech – it could be interesting....

3/1/2007

Mid 60sF during day, night mid 30sF – foggy morning.

A new leak for Sven to work on! The deck wash hose connection has developed a leak, shouldn't be hard to fix.

Still no news from Glacier Bay about the motors so I emailed Justin. Will probably get a reply tomorrow.

The extension boom control line excess is not enough for the jacklines, and is unwieldy as jacklines without cutting. I found a spare length of halyard line right for jacklines so I will use that and not cut the extension boom control line.

Crew of Whale Song invited me over to watch a movie this evening. First time I've been of the boat, nice, comfortable, not ostentatious.

It is getting difficult finding things to work on – need to get the motors here and installed...

3/2/2007

Low 70sF during day , night high 30sF – breezy.

Justin says the motors will not ship this week and most likely not next. My current 90 day limit expires early April, I was planning to visit Newport Beach late this month. However, there is nothing left for me to do on the boat until the new motors are installed. Therefore I'm flying out Monday evening with return flight booked for April 1<sup>st</sup> – I can reschedule the return flight if necessary. I plan not to return until the motors are at Alwoplast. This is certainly frustrating but I rather Glacier Bay gets the motors operating correctly in their shop rather than them having to fly back down here – or worse yet, have to ship another pair.

Roni, dropped off a box of fuel filters this afternoon so I'll change filters tomorrow.

Spent most of today, and probably tomorrow, ripping DVDs for the iPod.

Now time to start working on my States' shopping list....

3/3/2007

Mid 70sF during day, night high 30sF

Met Chris White and gave him a tour of Asanagi. He's at Alwoplast for a few days checking the progress of his 57ft being built – the 2<sup>nd</sup> hull is just about complete. Nice guy – is/(looks) younger than I expected. Would like a chance to talk with him without Alex or Mauricio around – would ask him why he selected Alwoplast.

Changed the fuel filters – they were black! First change and have been using the gensets or over 6 months so it was time.

Ripped about 10 more DVDs for the iPod.

Got 11 items on my States shopping list so far – I'm taking the big suitcase just in case but don't expect to need all that room for what I plan to bring back.

A port engine room hatch handle snapped off in my hand this evening. Didn't think I was applying much force but I may have used a quicker twisting motion than usual.

Tomorrow will take some photos of hatch hinges, main block, etc.. Will take the photos with me when I visit West Marine looking for solutions to a few things.

3/4/2007

Low 70sF during day, night low 40sF – rain started late evening.

Checked the filter for dockside water, as usual 5 micron very dirty but 2 micron clean.

Ripped several more DVDs for the iPod. Watched one this evening using the iPod speaker/port connected to the 24" monitor. Resolution was very good – of course I've only been wearing one contact for the past few weeks so that may have affected my visual perception.

Filled the water tank and ran the genset. Tomorrow I'll prepare the heads and a few more items for my several week absence...

3/5/2007

High mid 60sF during day, heavy drizzle continuously all day.

Spent the morning cleaning the frig and preparing the heads for my absences – leave this evening at 19:20 for Newport Beach. I will return when Alwoplast informs me the motors have arrived. No reason for me to be here until then – nothing left for me to do.

This will be the last log entry until return on ...