

June 30, 2007

We're off!

Here is Feisty ' stick up



And Stick down



And Billie and Doug in the Press conference just before departure from Malletts Bay Boat Club.



Feisty in ramming mode just leaving Mallets Bay



We had just installed the radar and chart plotter and Billie is adapting well to the new technology.



Actually I said it was installed not hooked up. That happened the beginning of Day 2

Apres Ski Left about the same time and caught up with us the second day.



Mark at the wheel and Rita taking pictures of us in return. Elliott is below and you can just see Andrew under the Dodger.

First night out was at Converse Bay, a favorite on the lake and the second we stopped at Whitehall just before Lock 12 at the start of the canal and had dinner at Finch & Chub since that was the first meal we had on the lake when we brought Feisty up from CT.



Our second to last lock on the Champlain canal. Billie is about to try her rope climbing skills for a bit of exercise. Locking down is exciting but tame compared to locking up. Headed south there are three locks where you enter with the lock at this level and they fill the chamber up to the light color on the wall.(dry) There are nine locks that finish as in this pix (dark color or wet!). You can see the doors just starting to open to allow us to exit down river. That's Apres Ski on the other wall.

A better picture of Billie locking thru. Note, no picture of me as Billie said she was too



busy.

We got into Catskill just before 5:00 July 2nd. After Troy we had a favorable current but we bucked a 1kt current the last 2 hours which when you only make six kts over the water gives you GPS or over the ground readings under 5kts. ☹

Just so you know all is not “peaches & cream”. I did some Preventative Maintenance on the diesel and found the alternator tension bracket busted. That would explain why we were down 40 Amp-hours after a full day with the engine running. I also discovered the lead to the oil pressure sensor was open but I suspect I did that while working on the engine.

We set the stick at 8:00AM July 3rd and took a break mid day to go to the Walmart super store and Lowe’s for food to try to find a replacement alternator belt. We were lucky to find a shop across the street I was able to sweet talk into welding the bracket. I can report that the Volvo MD11 uses the same 22” belt as a Toro lawn tractor and Lowe’s had it. Twice lucky!

We had a chat with Feisty and let her know that soon we would try to sail more than motor and not push her so hard from now on.

We lied to Feisty. The next day was a push down the Hudson about half the time against the current. We were able to make it to the Marlboro. July 5th we again pushed down river and fought the current to Liberty Landing Marina (where I paid the most I have ever paid for the tightest of slip I have ever made it into



Note Vango behind us with Feisty and the Helicopter for scale.



Headed off the next morning to fight New York Harbor traffic. We read the clock wrong so we had about an hour to kill sight seeing.



The Lady



Ellis Island



Not many pictures of the start to the East River. Too busy dodging traffic. And yess I really am that tight jawed! The river taxis were the worst. They came from no where and flew by at 30kts. Most were catamarans so left little wakes thankfully.

Things quieted down north of 37th street so here's a bit of the soghts



We were “adopted by a work boat (dead ahead with the three masts sticking up) which was going slightly faster than we were so we let her clear a path for us.



Wanna buy a bridge?



Empire State Bld.



Chrysler Building



UN & Chrysler Building



Build your cottage atop some one else's building



And surprise another lighthouse

From here it was a quick passage to the Port Washington Yacht Club for a Birthday dinner on a mooring after a hot shower and beer at the club. The end to a whirlwind week. We are a day ahead of schedule.

July 6, 2007

Doug, Billie and Feisty