



S/V Standish

2009 Cruising Log

Boat Catalina 30 Tall Mast/Bow sprit
Captain Eric A. Baumes

2009 "Cruise" to Chelsea Yacht Club

Length ~50nm
Crew Al Miraglia, Darin King

Summary Chelsea is a great club with wonderful people. They always make you feel welcome and they through a great party. The racing is difficult. There is no relief from the current and the winds are fluky. But it is a great time. The trip up the river is stunning. You should visit there.

2009-06-12 12:30:00 Depart Nyack Boat Club Under power

2009-06-12 17:30:00 Arrive Chelsea Yacht Club
Joined by Regatta Crew (Shaun Empie, Tim Lane, Dave Lamitie)

2009-06-13 10:00:00 Sail in Chelsea Open Regatta

2009-06-13 17:30:00 Eat at Chelsea Open BBQ

2009-06-14 10:00:00 Sail in Chelsea Open Regatta

2009-06-14 01:30:00 Depart Chelsea Yacht Club under power

2009-06-14 19:30:00 Arrive Nyack Boat Club with 2nd place trophy

2009 Long Island Sound Cruise

Length 116.9nm
Crew Stephanie and Sophia (age 4)

Summary With the exception of 2007 we have made an annual cruise to Long Island Sound. The farthest east we have gotten was Block Island. We used to press hard for this. In 2008, despite having nearly 3 weeks set aside for the cruise, we choose not to visit block. 2009 was to be a similar approach. We would have liked to go made Block as my uncle and cousin had rented a house that overlapped with our cruise. But 2009 was not to be.

Log

- 2009-07-23 13:30:00 Depart Nyack Boat Club under power
Rainy, light southerly wind
- 2009-07-23 19:16:55 Arrive at Battery turn north up East River
Wind from east
- 2009-07-23 20:16:57 Turn east at Rikers Island
Wind 20-30kts ENE
- 2009-07-23 21:07:00 Turn north at Throgs Neck Bridge
Wind ENE 30kts
Waves 3-4 feet
- 2009-07-23 22:27:02 Drop anchor west side of City Island
- 2009-07-24 09:45:23 Depart City Island motor-sailing
- 2009-07-24 14:25:35 Arrive Norwalk Harbor, CT
- 2009-07-24 23:30:00 Hit by lightning
Electronics and some electrical equipment damaged
- 2009-07-25 Norwalk CT
Instructed by insurance company to get boat hauled ASAP
Visited Norwalk Aquarium
- 2009-07-26 Norwalk CT
Visited Norwalk Imax Theater
- 2009-07-27 08:00:00 Norwalk, CT. Norwalk Cove Marina
Boat hauled, hull inspected. No damage from
lightning.
- 2009-07-27 11:30:00 Depart Norwalk Harbor under sail
- 2009-07-27 15:54:53 Arrive City Island South Minneford Yacht Club
- 2009-07-27 20:00:00 City Island dinner at Black Whale
- 2009-07-28 06:00:00 Depart City Island under power
- 2009-07-28 08:16:55 Arrive at Battery, turn north up Hudson River
- 2009-07-28 13:27:10 Arrive at Nyack Boat Club



Narrative To City Island (out-bound)

Since our first cruise with Sophia in 2006 (she was 11 months) we have made City Island our first and last port of call. We try to make the trips between Nyack and City Island the only 'long' legs of the cruise. This year outbound was the first year we anchored rather than got a slip at the South Minneford Yacht club. Our plan this year had been to either take a slip there or press on to Oyster Bay. The weather was not on our side.

We left Nyack mid-afternoon in gray and rainy conditions. As we were leaving late, we decided if Sophia had fallen asleep, we may try to make a little more distance. I had checked the weather that morning and it looked achievable. We spend most of the day loading up the boat for a 14+-day cruise. I was speaking with Karl Coplan who was also preparing to depart for his cruise to Newfoundland. He mentioned that the forecast was now for 20+kts out of the east. After this we decided that City Island would be enough.

The trip down the Hudson and up the East River was un-eventful. Once we turned East at Riker's it started to get hairy. Our progress slowed considerably as we hit chop resulting from heavy wind against the current. We battened the hatches and I sent Stephanie and Sophia below. At this point I also took over from the autopilot.

While still in the East River we managed to avoid the worst of this by staying north as the wind was more ENE. This strategy worked well until we turned north at the Throgs Neck. Without the shelter of land the chop had built up to more than 4 feet. It was also dark by this time. Given these conditions trying to get to the East side of City Island was not an attractive option.

We made our way North which allowed us to cut the chop diagonally. This allowed us to make slow progress. It would have been impossible take this head on. In retrospect I would have preferred to have some sail up to stabilize the boat and provide backup had the chop stirred up the fuel.

Once we got into the lee of City Island we no longer had the chop (no fetch) but the wind was still very strong. It took along of effort and concentration to hold the bow into the wind to drop anchor. I deployed our 33lb Bruce with 60' of chain and plenty of nylon rode. We were far away form the moored boats and channel that I put out about 10:1 scope.

Once we set the anchor I stayed on deck for about 15 minutes to ensure we were holding. The boat sailed back and forth on the anchor. But it was calm enough for Stephanie to heat up some soup for dinner.

I set the anchor alarm and 'slept' in the quarter berth. After midnite the wind died down.

Norwalk CT

After a pretty rough first day we decided to make an easy day of it. We set out motor-sailing in light winds. Sophia is a huge fan of aquariums. We had planned to stop in Mystic on the way back from Block. But we figured "why not two aquariums". We were planning to visit the aquarium on Saturday morning and then leave in the afternoon for Milford.

We arrived in Norwalk about half-past two and tied up at the town dock which is on the east side of the harbor just before first moveable bridge. From the dock is it an easy walk across the bridge to the South Norwalk which is on the east side of the harbor. They had plenty of space, but have odd pricing which is done by breaking the day into blocks. The most expensive blocks are around dinner. The 24 hour price comes to 3.25 per foot with 5 dollars for electricity.

South Norwalk has re-branded itself SoNo and the small "main drag" has bars, restaurants, boutiques and galleries. It is charming, but the charm only runs a few blocks. The aquarium is a couple blocks north of the strip. In addition there is a West Marine within easy walking distance. We were fresh into our trip so we did not have to seek out groceries. On the east side adjacent to the town dock is a huge park with a great playground.

By the afternoon the day had turned to hazy, hot and humid. We relaxed a bit on the boat and set out into town for a bite, a beer and to explore the town. We wound up at the Black Bear (familiar?) which has a casual family-friendly atmosphere. After a leisurely late lunch/early dinner we explored the town for a while before heading back to the boat to lounge and try to keep cool.

It was after eleven when I was jarred to near conscious by a very loud crack. Stephanie, who was awake shook me and said she thought we were hit by lightning. She also reported that she smelled some smoke in the cabin. We got up, and the cabin lights were working. We traced the smell to the stereo above the nav station. I checked the electrical panel for any fire and checked some of the systems. The boat did not appear to be taking on any water and the bilge pump worked. When Stephanie asked me what we should do I said 'go back to sleep' we will sort it out in the morning. Sophia slept through the whole event.

The next morning we more thoroughly checked the systems and found the instruments, autopilot, refrigerator, battery charger and LED nav lights had all been blown out. I called our insurance company and they

instructed us to get the boat hauled as soon as possible to inspect the hull for damage.

I called around and only Norwalk Cove Marina both answered the phone and had the equipment and depth to haul a sailboat. But they did not have the staff on the weekend. We were stuck until Monday.

Later that morning, we were speaking to the guys who had spent the night next to us on their Hatteras. They had been partying when they saw/heard the lightning strike. They saw sparks fly of our mast and took that as a sign to go below to continue partying.

The quest for the rest of the weekend was to find air conditioned places to hang out. These included the Aquarium, West Marine, coffee shops, museum and Imax movie. The difficult thing was they chose that Saturday to work on the lift bridge that connects the east side of the harbor to the west side. Our foot path was blocked off. I unpacked and inflated our dinghy and put the outboard on. We motored over and tied up at the restaurant. They were accommodating as it was early and they had their park and eat slips empty.

The aquarium is small but nice. Imax movies are cool but too short for a hot summer afternoon. The Norwalk Museum can only be described as odd. It seems like three or four private collections with no relation to each other were donated and put on display. There is little narrative to explain the displays. But it was air conditioned

The only other entertainment was watching power-boaters try to launch their boat near low tide. We happened to be in town for a super low tide. The town had chosen this time to work on two of the three boat-launch ramps which were blocked off. The last ramp had about 2 feet of silt and mud at the bottom of the ramp. You would think this would dissuade people from trying to launch and retrieve their boats at low tide. Well it didn't. I watched with amusement as trailer and boats were literally plowing backwards through the mud trying to get their boats in or out. It provided hours of fun!

We got to know the dock staff and out of pity they stopped charging us for electric or 'peak' rates.

On Monday, we motored out to Norwalk Cove which is at the entrance of the harbor on the East Side. The staff was professional and I was amazed at how they caught the boat in the travel lift as I drove it into the pit. They inspected the through hulls and the hull for exit wounds. The bottom was even clean.

Having gotten a clean bill of health on the hull, we weighed the options. With no refrigeration (our food had started to turn despite packing the fridge with ice), autopilot, instruments and with thunderstorms forecast every day we decided to head home.

City Island (inbound)

We actually had a pretty good sail from Norwalk to City Island. The wind was from the south west so we were beating. But there were no seas to speak of.

We got a slip at the South Minneford Yacht Club. With BoatUS the slip fee is \$2.50/ft. There is no club to speak of but it is easy to get in and out of the marina and the staff/watchman is always helpful. When we are in City Island we always visit the Black Whale restaurant. They have a good menu and we have not had a bad meal there. Depending on the weather they have an outdoor patio in the back. We chose the air conditioning. The staff is friendly and tolerant of Sophia exploring (running around).

We left the following water to catch the southwest current through Hell Gate. We shot down the East River and were at the Battery about 3-4 hours before the current turned. I chose to stay on the Jersey shore and kept just out of the channel. Doing this we were able to maintain about 4-5 knots. The Flood tide caught up with us north of the George Washington Bridge.

With the autopilot gone it was pretty much hand-steering all the way. Under sail I can get the helm balanced and lock the wheel. The boat may scallop a little, but it corrects it self. Under power there is not self correction and it is virtually impossible to set the rudder completely straight.

We will get patched up and have another go at it next year.