

# Red Ranger

## ANNUAL REPORT # 3 2012-2013

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## BAHAMAS EXPLORATION

This year, we put *Red Ranger* through her paces.

We made one of the most popular journeys for East Coast sailors: down the ICW to Florida and then across to the Bahamas for the winter. Nothing is ever quite so simple, and the complications are what make a story.

Generally, a Bahamas exploration has three phases: **getting there**, **hanging around** and **getting back**. The trips down and back are where the challenges lie. Hanging around is relatively easy by comparison. In our case, getting back was the larger problem.

What's important about the **getting there** phase is to have some focus. There are a lot of distractions: a lot of cities that are fun places to hang around. Plus, there's the "danger factor:" it is a tiny sailboat on a big ocean; a lot can go wrong. It's important to the the trip Very Seriously.

### Getting There

More knowledgeable cruisers have lots of advice on the three popular routes to the Bahamas. The direct route is from Newport News in one heroic trip. This means sailing east through the Gulf Stream, then taking a right, and heading south until the butter melts. This is about 1,000 nautical miles. Figuring on poor speeds, it's 200 hours of sailing. That's eight days at sea. But then you're done.

We're not up for that. We've only done one overnight. Eight days of standing four hour watches and sleeping for four hours is pretty salty. We've only cooked one meal under way with ocean waves rocking the boat.

A less direct route is 200 miles through the ICW to Beaufort, NC, then offshore for about 500 miles to Freeport in the Bahamas. 100 hours of sailing is just over 4 days, something that might be within our limited skills. This avoids Cape Hatteras and the associated currents and potential storms.

The third alternative requires even less boat-handling skill. This is *[Continued on page 2]*



#### Mission

*To see as much of the world as we can,  
Using the smallest carbon footprint we can,  
Spending the least amount of money we can,  
Making as many friends we can.*

#### Vision

*Small Boat, Big View*

#### Values

*Don't come home until you have a story.*

# Red Ranger

## Bahamas Exploration

*[from page 1]*

motoring the entire 1096 mile ICW from Norfolk to Key Biscayne. When the weather is fair (winds from the SE) we motor sail across the Straights of Florida to Gun Cay or Bimini. The downside of the all-ICW route is that it's 1096 miles of places to run aground or break something.

Of course, we followed little of this advice.

## Leg 1, The Wrong Way

Our goal is the Bahamas. Our first leg, however, was north up the bay from Deltaville, VA, to Galesville, MD. Why?

The Whitby-Brewer Rendezvous, and the Annapolis Sailboat Show. These events are scheduled back-to-back at the beginning of October. We wanted to meet up with the Whitby-Brewer crowd. And we wanted to do some

last-minute shopping at the Sailboat Show.

It can be a two-day trip Solomon's Island and then to Galesville. Or. We can stop in Reedville and stretch it out to a third day.

The Rendezvous and the Sailboat Show were very fun and helpful. It was good to use this trip as a kind of shakedown before we got Very Serious about heading to the Bahamas.

## Leg 2, Party at Waterside

We have a fair number of goodbyes to say. Leaving the Whitby rendezvous is the first of those farewells.

We worked our way down the bay and paid for dock space at Waterside so we could say goodbye to all our Norfolk friends in proper style. It was far better than just vanishing in mid-September.

Besides saying goodbye, the Waterside stop gave us some time to handle the last-minute details of moving



aboard. Details like selling the truck, buying a dinghy and refurbishing the dinghy's outboard motor.

From Waterside, the real journey south begins. Now we can get Very Serious about the Bahamas.

## Leg 3, Bad Timing

The end of October on the Chesapeake can be brisk. A sunny day may be warm, but the mornings are chilly and the nighttimes are downright cold.

It's also important to note that October is still solidly in Hurricane Season. Solidly. Our insurance policy prevents us from entering Florida until November 1<sup>st</sup>.

We headed south through the Great Dismal Swamp. It was every bit as scenic as promised.

We got to Pungo Creek just as Hurricane Sandy was arriving. This led to several days of being anchored at the edge of nowhere, listening to the wind howl and the rain beat down.

Luckily, we found someone's unsecured wi-fi. Unluckily, our initial location involved anchoring on a submerged tree stump.

Sometimes, a submerged tree stump is the last thing you'll set an anchor on. The snag may become a permanent home for your anchor, forcing you to cut it loose.

In our case, the submerged stump pulled out of the bottom of the creek. The lucky part of

this potential disaster was that it happened early one morning when we happened to be looking at the anchor alarm application on the iPhone.

## Leg 4, Shrimp and Grits

Once past the storms, it was a relatively simple trip to Charleston. We ran into another Whitby, *Joie de Vivre*, in Mile Hammock bay. Literally. We rafted up for the night.

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## Bahamas Exploration *[from page 2]*

We did our second-ever overnight passage from Cape Fear to Charleston and felt very salty. We had no technical problems, and limited sea-sickness. It was also relatively calm and we motored for 24 hours.

Once in Charleston, we partied it up for Thanksgiving. CA's Venerable Great Aunt Diane drove down from Hendersonville, NC, and we ate our way around Charleston for a week or so.

### Leg 5, St. Augustine

In Norfolk, we said we would get Very Serious. We didn't. Now that we're done partying in Charleston, we have to get Very Serious.

Also, we're well past November 1<sup>st</sup>. Indeed, we're staring down December 1<sup>st</sup>. We need to get moving. The cold is catching up with us.

And we have another deadline looming over the horizon. We have to be back in Annapolis in April. While that's almost six months away, at our speed, it's right around the corner.

We did another overnight trip to St. Mary's. This was pretty salty and it avoided the complexities of the ICW in Georgia. We've heard (and read) bad things about the shallow waterways in Georgia, and were anxious to avoid them.

Our final overnight was from St. Mary's to St. Augustine.

### A New Home

Once we'd reached "the south" the weather wasn't quite so cold. It wasn't warm, either; it was 50's and 60's. Some lows in the 40's but they were rare. This is North Florida, not the tropics.

We're not **there** yet. But, this is a pretty nice place to hang out.

Two other Whitby's, *Creola* and *Joie de Vivre* winter in St. Augustine. So we pulled into the Municipal Mooring field and



settled down with our peer group.

We changed our residence to Florida. Got driver's licenses. Registered to vote. All that domestic stuff.

CA had some dental work done. This involved some follow-up. So, we're stuck there for several weeks. It's a great place to be stuck.

Some cruisers have established a morning Cruiser's Net on the radio. Plus they have periodic meetups around St. Augustine. It's an active, welcoming community of boaters. We were immediately right at home.

We could see spending the entire winter here. And in future years, we may spend the winter here so we can go further north in the summer.

### Leg 6, Bahamas Bound

When we finally finished our dental work, we still had almost 300 miles to cover to get to Key Biscayne. We're in Florida, but we're only 2/3 of the way to our departure from the US. We did a two-night trip from St. Augustine to Ft. Lauderdale. This was a motorsail through flat calm conditions that knocked off a lot of miles in just two days.

Lake Sylvia is tight, but it was only one night. Then on to Noname Harbor. This, too, is tight, but we got in early and got a spot behind a Brewer 18, *Asante*.

They had been studying the weather and we leaving 0400 the next morning for the Bahamas. We had a buddy boat. This was an auspicious

start to the next chapter of the trip.

### Hanging Around

Once in the Bahamas, the hanging out could start. We could become Very Serious about hanging around in the tropical paradise doing nothing.

Right?

Not so much.

First, the Bahamas aren't actually tropical. The weather is south Florida at best. In the dead of winter, this means the

*[Continued on page 4]*

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## Bahamas Exploration *[from page 3]*

highs might be in the 70's. It can rain; a cold Norther can make a previously idyllic anchorage into a bit of a mess.

Second, almost all of the Bahamas are rural communities. With a few notable exceptions like Nassau, Georgetown and Marsh Harbor, most islands have small populations, with few businesses, a tiny bit of agriculture and perhaps some fishing.

It's not an all-inclusive luxury resort.

What's important is that a breakdown in the Bahamas can be a problem. Parts have to be sent by the mailboat from Nassau. You can easily spend months trying to resolve a major mechanical problem.

An ounce of prevention and all that.

## The Island Itinerary

The Bahamas are divided into several island groups: the Abacos, the Exumas, the Berry Islands. Plus the big islands like Andros, Eleuthera, Grand Bahama and New Providence are their own destinations.

*[It's spelled "CAY" but pronounced "KEY". It takes some adjustment. The Americans changed the spelling, so the Florida "Keys" are spelled the way it sounds.]*



More knowledgeable cruisers have lots of advice about visiting these various destinations. There are numerous recommended schedules and itineraries. Lots of good ideas for places to go and things to do.

We, of course, followed almost none of this good advice.

## Leg 1, Berry Islands

Rather than check in at Bimini, we decided to try and hustle across the Great Bahamas Bank to get from Florida to Chub Cay as quickly as possible.

If the wind had only held from the N or W, it would have been a brilliant plan.

Since the wind clocked right around to the SE and held there for several days, we had a tedious slog across the Great Bahamas Bank. Tedious. Slog.

What's weird is anchoring on the Great Bahamas Bank. As far as you can see, the sea is featureless. Just ocean everywhere. But it's only 15 feet deep. Drop the anchor anywhere. Anywhere. It's all the same.

The folks at Chub Cay were very nice to us. They made clearing in painless, as long as we bought diesel fuel from them. After motoring for three days across the banks, it was a great deal.

Next time, however, we're going to clear in at Bimini and wait for the weather before crossing.

## Leg 2, Nassau

The Berry's are a small group of cays, mostly privately owned. Not very tourist friendly. Frazer's Hog Cay epitomized the isolation of many of the islands. It had some amenities, but was largely falling into disrepair.

The trip to Nassau has to be treated with some respect. You're passing over



the Tongue of the Ocean. You move from the sheltered water of the Banks, where it's all of 15' deep, to the Atlantic Ocean where it's 1000's of feet deep. The shape and size of the waves changes.

We choose a good day to sail from the Berry's to Nassau. Our conditions were sunny and delightful with fitful winds. We started sailing under a reef and ended motoring.

The Nassau anchorages are small, and crowded; mix in a stiff reversing current and an unforgivingly hard bottom. Our neighbors insisted on a proper Bahamian moor: two anchors to limit swinging. While it's handy to be near civilization to get fuel, water and fresh groceries, it's also

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## Bahamas Exploration *[from page 4]*

challenging to get settled into a tight anchorage like this.



Especially for new newbies.

A brisk Norther blew through, and we actually did four-hour on four-hour off anchor watch to be sure our two-anchor setup held. We used our new 55# Rocna on all chain, plus a 30# Bruce on a chain-rope combination. The Bruce actually did most of the work during the peak of the blow, holding steadily in 30 knot winds.

### Leg 3, The Exumas

Another cruiser called this chain of islands “Camp Exuma”. The Exumas are a delightful sailor’s playground. The sailing is generally forgiving. It’s scenic. Everything’s reasonably close together.

All you have to do is listen to the Chris Parker weather forecast each morning on the shortwave radio. From that, you can plan your sailing and your anchoring to minimize the impact of bad weather.

The Exuma Cays Land and Sea Park (ECLSP) is the exquisite gem in the midst of this. We loved it. A lot. There are mooring balls so that you can be very close to shore. The mooring fees support the park.

They have a Saturday Night Sundowner party in front of the whale skeleton. Not to be missed.

We now have our piece of wood for Boo Boo Hill. Next year, we’ll have a proper art element to add to the massive art project that’s already installed.

### Staniel Cay

Around the corner from ECLSP is Staniel Cay. This has a great bar and SCUBA dive operation. Plus an air strip. We think this is the perfect setup for guests.

It would work like this:

- We anchor near there.
- You fly to Staniel Cay.
- We come in and pick you up.
- Then we potter around the Bahamas for a week.
- We drop you off at Staniel and you can go back to the real world.

Call or write.

Black Point settlement has restaurants (plural) plus Lorraine’s Mom bakes bread for a reasonable fee.

Little Farmer’s Cay has the Ocean Cabin bar. What a great joint. A delight. And the rum was sold at not-to-be missed prices.

On the return trip, we stopped at Allen’s Cay where there are flocks or herds of wild iguana. Izods of Iguana, maybe.

### Exit Strategy

Our exit strategy was simple. We knew that we needed to get to the Berry Islands. After that... well... we had to do our first leg in reverse.

Except not really.

We don’t want to sail back to Key Biscayne. It would be silly to enter the US so far south. And it would involve fighting the Gulf Stream.

Many folks work with the Gulf Stream and drift north to enter at Fort Pierce. This is a day sail from the western Bahamas. Other folks aim even further north, i.e., Beaufort, NC. This takes at least four days.

The interesting complexity is getting out of the Bahamas in the first place.

To get to Fort Pierce, you sail for two days across the Great Bahama Bank to Bimini, then cross the Gulf Stream. Since this is with the prevailing wind, it’s a relatively easy weather window to find.

For Beaufort, you need to get through the Great Bahama Bank and then through or around the entire Abacos region of the Bahamas. A lot of folks head to Beaufort from Marsh Harbor in the Abacos.

To exit from the Abacos, of course, you have to be in the Abacos. The smarter cruisers, therefore, go from the Exumas to



Eleuthera to the Abacos and explore the Abacos before returning. Since they’re leaving from the northern-most part of the Bahamas, Beaufort is a bit closer.

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## Bahamas Exploration [from page 5]



We elected for a hybrid route. If the wind would have cooperated, it would have been brilliant.

### The Float Plan

Here's our plan, for what it's worth.

March 16. Sail past Chub Cay, out into the Banks as far as we could and anchor somewhere. It's easy to do, since it's all 15' deep in every direction.

March 17. Sail as far across the banks as we can, anchoring somewhere near Mackie Shoal. If we chose the weather well, the wind will be fair and this will be a fun day sail.

March 18. Exit the banks and cross the Gulf stream, arriving near Cape Canaveral sometime on the 19th. It's about 150 nm, 30 or so hours. For this leg, we need wind from the S, otherwise the Gulf Stream will be dangerous.

March 19-23. If everything's going well, continue N past Jacksonville (20 hours), Savannah (14 hours), Charleston (25 hours), Cape Fear (20 hours) and arriving in Beaufort (16 more hours).

Except for Savannah, all of these places are respectable duck-in destinations if things are going badly. Savannah is way

up the river, and someplace on the coast would be preferable.

Almost none of this worked out well.

## Getting Back

Getting back from the Bahamas was difficult in many respects.

The 18<sup>th</sup>-19<sup>th</sup>, from the Great Bahama Bank to Florida was a rough trip. The wind was directly astern. That makes *Red Ranger* roll awkwardly. CA got very seasick, perhaps the worst she's ever been.

During the day, it was rough. The sea state settled down a bit after dark. But once you're sick, darkness seems to make it worse.

To make good progress, even with the pretty fair wind, we were motorsailing toward Cape Canaveral.

### That Smell

Then there was that smell.

CA noticed it during her off-watch.

"It smells like fuel".

I was condescending and mansplained that the engine had been running for almost 30 hours, of course it smelled like fuel.

Then I noticed it too.

It turns out our fuel line had chafed through and was spraying fuel onto the engine block.

All of our carefully-laid plans for a five day run up the coast were dashed.

The wind aimed us straight for the St. Lucie inlet, and that's what we did. Right

into St. Lucie, right up the river to Manatee Pocket. Down went the anchor, and that was our arrival in the US of A.

### DHS and CPB

Sadly, of course, the Department of Homeland Security doesn't like this, so CA had to drive to Ft. Pierce for the formal presentation.

I, on the other hand, had signed up the LBO (Local Boater Option) which allows a phone call checkin. I though local boater applied to the boat. It doesn't. It applies to the individual. Sigh.

We had a great time in Port Salerno, Florida. We found a great diner and had sumptuous American breakfasts every day. We did laundry and took long Hollywood showers at one of the marinas.



We ordered parts and waited. We tried to fix the engine.

Which broke more of the engine, so we ordered more parts. And Waited

And we fixed the engine some more.

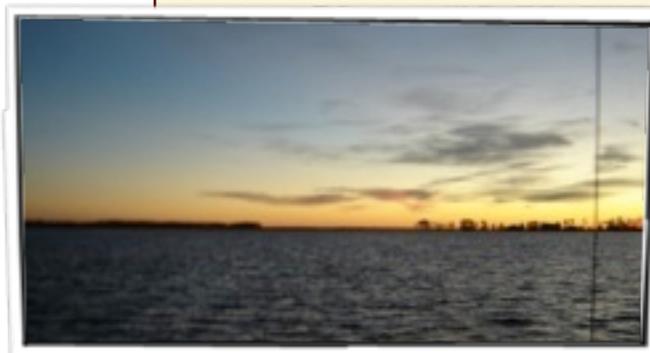
We pumped all the diesel out of the bilge and generally tidied up after our Bahamas Vacation.

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# Red Ranger

## Year Three Refit

- Add water filter to freshwater system.
- Attach ordinary bedsheets to inexpensive sleeping bags.
- Finish rebuilding interior cushions: Saloon, Nav Station.
- Restructure cushions to create ready access to under-berth storage.
- Add two LED lights over fridge compartments in galley.
- Add turning blocks to yankee sheets.
- Replace 2 gal. ShopVac with 1 gal. Mini.
- Replace diodes and battery switches with BEP 716 switch/relay.
- Replace charger with Mastervolt Chargemaster 110/70.
- Replace Motorola 8ME2018K alternator with Balmar 712-110 and ARS-5.
- Add 36W SunForce/Coleman solar panels on foredeck, plus 7A charge controller.
- Add Engle 45 12V/110V Fridge.
- Add 800W 2-stroke generator.
- Replace binnacle ammeter with voltmeter.
- Add SPOT Satellite GPS Messenger with findme SPOT account.
- Replace both headsails with new sails built by Baxter Sailmakers, Norfolk, VA.
- Add track for staysail on foredeck.
- Add Profile tank monitors for water tanks and holding tank.
- Add Radar Reflector.
- Add 2KW inverter in engine room.
- Add hand-held VHF radio.
- Replace nav station radio with Standard Horizon; add remote microphone in cockpit; integrate with chart plotter to provide AIS information.
- Remove aft head and install Nature's Head composting toilet.
- Rebuild pump on forward head using better pump from aft head.
- Add WiFi antenna and Power-over-Ethernet socket.
- Swap two circuit (spreader light and LP gas) breakers to improve color-coding of switches. Spreader light shouldn't be green (as in leave on); LP gas should be green.
- Add momentary on switch plus relay for macerator.
- Rebuild bottom row of breaker panel to add breakers for shower sump, replace old breakers with Snapaks and orient breakers vertically.
- Add anchor mount for Bruce anchor to move it outboard a few inches.
- Add forward head shower sump pump.
- Add (and later remove) Argus battery monitor.
- Add straps in propane locker.
- Add jacklines as well as webbing loops at workstations.
- Add more secure catch for anchor locker door in V-berth.
- Add hangers for dock lines so they can be left coiled on the pulpit and taffrail.
- Add two small solar panels on aft locker covers.
- Purchase two large (30gal) water bladders and wash down pump to load freshwater into tanks.
- Add small (30A) charger which the small (800W) generator can handle.
- Add GoPro Hero HD3 video camera.
- Add Rocna 25 (55#) anchor; replace CQR.
- Add 5 5-gal jerry jugs on deck for 25 gal spare diesel.



# Red Ranger



## You're Invited

You can pick either the time or the place, but not both.

If you pick a time to visit, we'll stay in close contact so you know where to meet us. We're at the mercy of weather and currents, and can't keep a tight schedule.

If you pick a place to visit, we'll tell you when we get there, and we'll wait for you. This prevents missed connections and related problems.

## Maintenance

These are the ordinary maintenance tasks required to keep *Red Ranger* working optimally.

- Inspect rig; lube mast tracks.
- Reverse staysail halyard.
- Use 3-strand splice instead of "shovel splice" on anchor.
- Replace dodger studs, patch several holes.
- Repair two small deck leaks: port mizzen shroud chainplate and port stays'l track.
- Clean starboard water tank.
- Clean interior with vinegar solution.
- Scrape propellor.
- Free up macerator pump.
- Clean holding tank vent line.
- Replace all lanyards on all releasable shackles.
- Have rigger reset mizzen spreaders after collision with boat shed.
- Replace bilge pump (twice). The first "freshwater" pump failed. The second "wash down" pump may be better.
- Replace Dinghy with Walker Bay high pressure floor 10'.
- Replace engine exhaust anti-siphon loop.
- Have Atlantic Sea-Tech rebuild the Nissan/Tohatsu outboard.
- Replace main circulating pump for engine.
- Grease 5 deck winches.
- Replace gasket on main saloon hatch.
- Replace light fixtures in V-berth with new fixtures using LED bulbs.
- Replace failed propane hose.
- Replace nature's head biscuit fan. Twice.
- Two oil changes.
- Replace all flag halyards.
- Replace boat hook lost in Nassau.
- Replace zincs.
- Replace macerator pump.
- Replace rigid fuel line with flexible fuel line; also replace fuel leakoff fitting.
- Replace secondary fuel filters.



MONTH	DAYS	LOCALE	DISTANCE
2012 May	1	Chesapeake Bay	16
2012 June	2	Chesapeake Bay	20
2012 July	3	Chesapeake Bay	50
2012 September	3	Galesville	110
2012 October	13	Pungo Creek	302
2012 November	8	Charleston	575
2012 December	3	St. Augustine	64
2013 February	16	Exumas, Bahamas	470
2013 March	10	St. Augustine	315
2013 April	19	Norfolk	871
2013 May	3	Annapolis	142
	81		2935

# Red Ranger

## Bahamas Exploration *[from page 6]*

### Back to St. Augustine

We can, in principle, do our southbound route in reverse. Except, we're not sure we want to do all those offshore overnight passages.

We decided to work our way back up the Florida coast in a combination of outside and inside legs. Outside around Cape Canaveral to Ponce de Leon inlet and Daytona Beach. Then inside the ICW to St. Augustine.

After a brief rendezvous among the various Whitby's there, we chugged up the ICW to Fernandina Beach.

### Avoiding Georgia

We're still pretty set on avoiding Georgia. The route is shallow and we ran aground twice in Florida just trying to get to Fernandina Beach. Georgia is worse than north Florida.

We took a day sail to St. Simon's Island. Then an overnight to Charleston. This wasn't as bad as the trip from the Bahamas to St. Lucie, but it was pretty bad. CA was sick for much of the trip.

Clearly, we need to find a better combination of meds. I think it's a matter of dosage. One Bonine or one Dramamine the day before isn't good enough. I think it needs to be a much larger dosage.

From Charleston, we went inside the ICW to Cape Fear. Parts of this trip are delightfully rural. Some parts involve serpentine rivers through mangrove forests and dropping the anchor in little oxbows.

On the last day of this leg we had a brutal slog through high winds and remarkably big seas on the Cape Fear river and through the ICW to Wrightsville Beach. It was an exhausting battle with 30 mph winds pushing us out of the narrow ICW fairway.

### Closing the Loop

From St. Lucie to Wrightsville—on the ICW—was actually new to us. When we came southbound, we did this section offshore, and didn't see the ICW.

Our trip from From Wrightsville to Beaufort, and Beaufort to Oriental was familiar territory. We'd been there once before and sort of knew our way around.



From the Alligator river, however, we decided to take the Virginia Cut back up to Norfolk. It's a hair shorter. We think we liked it better because it's a little more flexible than the Dismal Swamp route. There seem to be more anchoring options.

Once back in our official home port of Norfolk, we had closed one major loop of our trip. From here, we're starting a second journey. Our summer-time visit to the Chesapeake begins in Norfolk and ends next October when we return.

### What We Fixed

Actually, a fairly large number of things broke during this first trip. The engine circulating pump, for example. We chewed through all the zinc anodes. The propane hose, our flag halyards and the macerator pump. Only the fuel line counts as a real crisis, however. And even that was minor, since we were in no real danger.

More importantly, we've fixed a huge number of anchorages, boatyards, fuel docks, and helpful people in our detailed logs.

We fixed some of our approaches to sailing, and boat handling. We fixed some meals that we really like and some places we want to come back to. We fixed some new friends, and we met up with old friends. ☰

# Red Ranger



## Moving Aboard

At the Whitby Rendezvous, we gave a short presentation on moving aboard the boat. There are many liveaboard folks in the Whitby-Brewer group, but we were the latest to make the jump from a land life to a boat life.

We don't know much. At the time we gave the talk, we'd been living aboard for about two weeks. The suggestion from the program committee (George of *Indefatigable*) was to address this:

Figuring out what to keep, where to put it, how to get rid of what you don't keep, and when to get rid of it. We had to admit that we don't have answers. We do, however, have a process.

We gave them our ten rules for moving aboard.

1. Talk Amongst Yourselves. Early and Often. Be sure to address Mission, Vision and Values.
2. Lather, Rinse, Repeat. The conversion isn't over. It ebbs and floods, like the tide.
3. Enough Fluff. Move from talk to action as soon as possible.
4. Critical System Thinking. If it breaks, how screwed are we? Mission Critical? Safety Critical? Annoying?
5. The F's: Flood, Fire, Falling Overboard, First Aid, Fatigue/Famine.

6. Context Matters. Details fit in a specific context. Personal items for example: when and where will you actually use it? Be honest about keepsakes.
7. The C's of Choosing Wisely: Circumstances, Comfort, Convenience, Cost.
8. Purgatory and Ascendence. We use a Purgatory to decide if something stays or goes. If we haven't dug it out of purgatory in six months, we don't really need it.
9. Shadow World. This was how we handled purgatory during the refit. We had boat stuff and apartment stuff. Eventually it had to coalesce into just one collection.
10. Triage: Donate, Sell or Store. Not everything goes aboard. 📖



### Guest Accommodations

*Red Ranger can comfortably sleep two additional couples. The V-berth sleeps two and the saloon sleeps two. There are two working heads, with showers. 200 gallons of fresh water*

### Flying to the Bahamas

*We've seen that Nassau and Staniel Cay are excellent destinations. It's a quick flight from Florida. We'll be waiting for you.*

*If you want to visit the Bahamas, all you have to do is follow our progress. When we*

*get there, you can book your flights. We'll wait for you, so that there's no missed connections.*