

Red Ranger

ANNUAL REPORT # 4 2013-2014

ICW Exploration

Our first big trip in Red Ranger. Not much broke.

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Year Four Refit

The list of things that got done in the 2013-2014 season.

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Sailing Days

A staggering 2900 miles covered.

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Living Aboard

Another year of living aboard. How was it?

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ICW EXPLORATION

This year, we saw more of the US East Coast.

This year, *Red Ranger* did not pile on the miles. We dawdled down the US East Coast to Miami and spent the winter months in Coconut Grove, exploring Miami from a mooring ball in Dinner Key Mooring Field.

We had some great visits from friends who were using Florida to to escape the winter's cold.

We took a weekly day sails around Biscayne Bay, too. It's a truly delightful place to visit in many respects. The biggest problem is escaping hurricane season: our insurance requires us to be north of Cumberland Island, GA, for the summer.

Dawdling

Our southbound track started in Annapolis after the US Sailboat Show. The Whitby Rendezvous is scheduled around the show. We can visit with the Whitby folks in Galesville, MD. Then a great day sail up to Annapolis for the sailboat show. Then a three-day jaunt down the bay to Hampton for the first-ever Snowbirds Rendezvous.

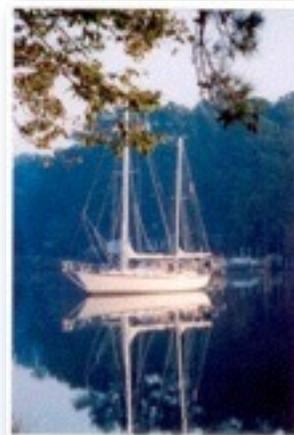
We had to fix our engine cooling system. This is a large, and very messy job. But it was required before heading further south. This doesn't count as dawdling, because it was an essential repair.

We did, however, dawdle away several days in Wrightsville Beach, NC. We like Wrightsville. We decided to do some laundry. This is rather complex because the laundromats are in Wilmington, which involves a fair amount of walking and complex bus trip. We met up with *Serenade* and found the local guitar jam.

The weather waffled between warmish and freezing. We purchased a small propane heater to help us through a few cold winter nights before we started the next leg of our trip south.

Thanksgiving

Last year, we met up with CA's aunt in Charleston for *[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

ICW Exploration

[from page 1]

Thanksgiving. This year, we just barely got to Charleston for Thanksgiving.

The passage from Cape Fear to

Charleston can be done as an offshore sail, or it can be done via the ICW. Again this year, we potted along the ICW. We've found some nice anchorages, and it frees us from worrying about the offshore weather in the Atlantic in November.

We did manage to pull into the Cooper River Marina on Thanksgiving day. The Venerable Great Aunt came a few days later and we stuffed ourselves with Charleston cuisine.

Offshore to JAX

We prefer to avoid trying to navigate the ICW in Georgia. It's shallow in places and requires great care to work the tides properly. Rather than think about the tides, it's easier to wait for wind from the North and jump offshore for a long run to the St. Mary's River.

The secret is to wait for the **second** day of favorable wind. The first day of a good wind means that the waves and swell are still in the process of settling down. Our first day out of Charleston was rough and nasty, so we bailed out early. The second day, however, was delightful and we chugged down to St. Mary's without difficulty.



Hiking Cumberland Island is the perfect way to end an off-shore passage.

We chugged down the ICW to the Ortega River, where we parked *Red Ranger* while we went out west to visit our kids.

Our Legal Address

We have our mail handled by St. Brendan's Isle. This is a great service, based on

Green Cove Springs, FL.

The Ortega River is a pleasant day sail from Green Cove Springs, on the St. John's River. We took *Red Ranger* down the St. John's to Green Cove Springs and saw our legal address. Now we can say we've been there.

The Florida ICW

There are limits to our ability to transit the ICW in Florida.

One of the profound problems is the famously low Julia Tuttle Bridge. The less profound problem is the density of bridges south of Ft. Pierce. We just don't have the patience to navigate all those openings and closings.

We did, however, see the ICW in glorious detail between Jacksonville and Ft. Pierce. We stopped in St. Augustine, Daytona, New Smyrna Beach, Titusville, Eau Gallie, and Vero Beach.

In Vero Beach, *Red Ranger* was the peanut butter in a Whitby sandwich. We shared a single mooring ball with *Creola* and *Dream Ketcher*.

Our final southbound leg was an overnight passage to Miami and the Dinner Key Mooring Field.

Full Stop

We didn't just dawdle in Miami. We stopped and spent six weeks in the Florida sunshine doing little or nothing.

Mostly nothing. It was delightful.

Back North

Since we have to be out of Florida in June, we allocated May for our trip North. We didn't spend all of May moving *Red Ranger* north, however. We did the northbound trip in just three big steps.

Miami to Fernandina. We had mostly calm conditions and very flat

seas. We fired up

Mr. Lehman and did a three-day-two-night motor sail to Fernandina.

We topped off the fuel and did another three-day-two-night motor sail to Beaufort,

NC. In about a

week, we'd covered close to 800 miles. The bulk of the trip was behind us. The conditions were somewhere between benign and perfect.

We topped off the fuel again and spent five more days in the ICW of North Carolina heading for Norfolk. We have some anchorages we really like. This was as much a delight as spending the winter in sunny Florida.

It was another great year on *Red Ranger*.



Red Ranger

Year Four Refit

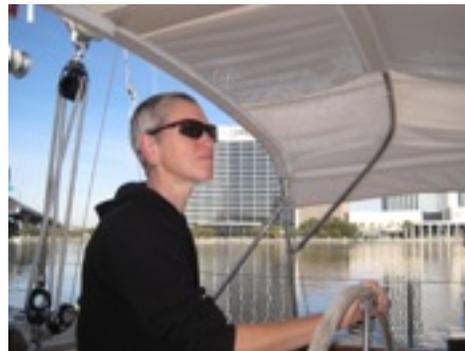
- Replace broken fuel tank sender
- Patch mizzen sail cover
- Replace forward white running light.
- Add lee cloth in saloon settee
- Replace macerator circuit breaker
- Add a galley sink frame
- Confirm all electrical draws
- USB outlet in companionway
- Rewire charger circuit breaker
- Replace entertainment system Dual stereo
- Remove A/C pump
- Remove fwd A/C
- Replace cooling system: heat exchangers and hoses.
- Add battery water filler
- Replace fresh water hose
- Replace horizontal propane tanks with generic (Blue Rhino) 20# vertical tanks
- Replace failing Tides Marine shaft seal
- Rebuild dinghy motor bracket.
- Replace Lewmar 30 Holdfast winch gasket/washer
- Add more solar panels
- Replace raw water pump and gear
- Replace Beckson gaskets on ports.
- Replace chain plates
- Add Dual Electronics XGPS150A Universal Bluetooth GPS Receiver
- Install water bladder under V-berth
- Replace solar panel charge controller
- Replace bilge pump manifold with separate through-hulls
- Replace stays'l sheets
- Replace yankee sheets
- Replace propane regulator
- Replace hatch knobs
- Replace dodger with Wavestopper hard dodger
- Rebuild Bimini Cover
- Add dual USB socket in aft cabin



Maintenance

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

- Sand and paint the bottom
- Wash and polish hull above the waterline
- Inspect rig; lube mast tracks
- Repair small deck leaks
- Clean water tanks
- Clean interior with vinegar solution.
- Scrape propellor
- Replace shaft zinc, outboard zinc and engine zinc
- Replace nature's head biscuit fan. Twice
- Two oil changes
- Replace primary and secondary fuel filters



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.



MONTH	DAYS	LOCALE	DISTANCE
2013 June	3	Chesapeake Bay	88
2013 July	0	Deltaville	0
2013 August	0	Deltaville	0
2013 September	0	Deltaville	0
2013 October	10	to Great Bridge	336
2013 November	10	to Charleston	456
2013 December	5	to Jacksonville	248
2014 January	5	to Miami	171
2014 February	4	Miami	246
2014 March	3	Miami	24
2014 April	10	to Beaufort	707
2014 May	4	to Norfolk	150
	54		2426

Red Ranger



Living Aboard

At the Whitby Rendezvous in 2012, 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. A year later, it's important to revisit what we know. Which is really to say, revisit our process.

These were 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.