

Situation Report 002; 2012-05-21

Wow! I just realised it's been over a month since I sent out my last report. It has been a **very** busy time.

The past few weeks have been such a frenetic whirlwind of activity, I'm not even sure where to begin. Perhaps I'll start at the end and proceed to the beginning (Lewis Carroll notwithstanding)!

These past few days, we've conducted three days of test sailing on-board Saorsa II (see attached photo). There are so many repaired / new systems and so much new equipment that I felt it prudent to do so. Fortunately, they have proven to be substantially successful. As always, She sails like a dream and transports me to a special place.

A few highlights:

The engine and propulsion gear with the new mounts, exhaust hose, raw water pump impeller, drivesaver flange, compleat realignment, and new cutless bearing continues reliable and is running very smoothly.

The reinstalled rudder and associated steering gear is working fine. Earlier, removal of the propeller shaft to replace the cutless bearing necessitated removal of the rudder.

The new standing rigging (5/16 inch; 316 grade stainless steel; 1X19 construction wire with Sta-Loc terminations and new turnbuckles) has taken considerable effort to set-up and tune, but it gives every indication of being immensely strong and long lasting.

The new headsail roller-furler unit (Furlex 300S) was fairly easy to assemble and install (about eight hours of concerted effort); the instruction book which accompanied the unit is very good. Andy the sail maker (Kingston Sail Loft) cut the headsails to fit. The entire arrangement has worked with incredible ease and smoothness on all trials to-date.

The day after launch on May 7, the existing refrigeration unit ceased to function. A complete replacement was ordered and installed. It is now working well.

Repairs to the water tank inspection ports appear to be holding well and have reduced leakage.

The underwater sections of the hull were sanded, wiped down with acetone, and three coats of Micron CSC anti-fouling paint applied. Cindy, "the crew", in addition to helping with *Saorsa II* took on single handedly the task of doing the same to the dinghy with admirable results.

The new electric bilge pump (Whale SuperSub Smart 1100) needed a bit of re-arranging, but now works well. When set to "auto", it detects the presence of water and immediately begins pumping. It shuts down when the water level falls below sensor level. The wee thing flings 15 litres of water per minute out of the boat. Rather comforting, really.

While out on the hard, we re-torqued the keel bolts. All's well in that regard.

Cindy, who has signed on as crew for the cruise, has been on a very steep learning curve. She is absorbing information at a prodigious rate and, even though something of a novice, has been a hard working crew member and solid performer. During our trial sail yesterday, she maintained the deck log and ship's plot on the chart with good result. She still has much to learn, but I'm optimistic all will be well in that regard.

Andy will deliver a new main sail in the coming week. We plan a test sail with it later this week and then it soon will be time to venture forth.

I've been remiss in that I haven't taken even a moment to begin my journal of the cruise. The words just aren't ready to flow forth. I'm sure that will change.