

## **Quintessence-III Delivery**

**September 4-28, 2019 – Bayfield to Catskill, NY**

**November xx-yy, 2019 – Albany to Antigua**

### **Wednesday, 9/04/19**

Loaded up the boat after Labor Day racing with all sails, cruising gear, and spares for her voyage to the Caribbean. Left at 17:15 after an emotional farewell from some dear friends in Bayfield (Bill, Charlie, Margie,...).

### **Thursday, 9/05/19**

Pulled into Houghton at 9:30 and went for pancake breakfast at the Suomi restaurant after fueling. Left Houghton at 11:00 toward Saint Sault Marie. The alternator belt tightening bolt sheared off at around 23:00 am. Took the belt off and continued with house battery only. Lots of rain and wind on the nose during the night.

### **Friday, 9/06/19**

Pulled into George Kemp's Marina at around 20:00. Ran into a couple cruising yachts that went with us thru the Pole lock (Millennium Falcon III and Sand Dancer). Bruce, the "alternator whisperer", from the "Sand Dancer" came on board after we came back from dinner and fixed the alternator. Drilled out the tapped hole to match the bracket hole size and found us a matching bolt in his spare parts selection.

### **Saturday, 9/07/19**

Sailed with 20+kts of tail wind and sunshine down the Saint Mary's River toward Detour Village. Short ride, waited out the storm front until next morning.

### **Sunday, 9/08/19**

Left at 8:00 after refueling toward Detroit.

### **Monday, 9/09/19**

Arrived at 16:00 in St. Claire City Marina. Went for dinner with Jim's friend Scott who kindly took Jim and Craig to restock some provisions.

### **Tuesday, 9/10/19**

Left down the St. Claire River and thru Lake St. Claire, down the Detroit River into Lake Erie.

### **Wednesday, 9/11/19**

After an uneventful and warm overnight sail on Lake Erie enjoyed a hot day (87F) on the water with 10kts of breeze on our stern. At 12:45 Volker spotted something yellow and reflective in the water. After we detoured to investigate discovered that it was a golden Mylar balloon floating to the water. Recovered and trashed it. Unfortunately, the alternator bolt sheared off again at 15:15. Same as before, took the belt off and continued without charging house batteries toward Buffalo. Arrived in Erie Basin Marina in Buffalo at 22:00. Were greeted by Shawn and Bryann Patterson.

### **Monday, 9/16/19**

A couple miles down to Rich Marina to lay down the mast on deck. Constructed the mast cradle and placed it on bow and stern pulpit. Also, purchased high strength bolts to secure the Balmar 120A alternator.

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### **Tuesday, 9/17/19**

First day on Erie Canal. Made great time and arrived in Holley after 56nm.

### **Wednesday, 9/18/19**

While crossing the Genesee River in Rochester we got stuck on a sand bar. We manage to get thru the bar on the west side, but couldn't work thru the sand bar on the east side. We traveled a bit on the Genesee river to find a place to stop. Couldn't find anything deep enough and ran hard aground in the main channel. After discussions with the canal authorities decided to go back to Spencerport and wait for a tug boat (Dewitt Clinton, build in 1926) to assist us.



### **Thursday, 9/19/19**

We followed the Dewitt Clinton from Spencerport to the Genesee River. They plowed 3-4 passes thru the sandbar and in the end towed us across it. We finally made it to Fairport, our original goal for Wednesday.

### **Friday, 9/20/19**

Had a great day and made 51nm to Weedsport.

### **Saturday, 9/21/19**

Great first part to Lake Oneida. Fueled up before entering the lake. Town was a madhouse due to a power boater poker run event. While following other power boats thru the channel into the lake we hit again ground hard at 5kts. Got easily free again. Must have been a big rock in the channel. Poor boat. Stopped after 56nm after crossing the lake at Lock 22.

### **Sunday, 9/22/19**

Left early and had a great morning. Unfortunately, we ran again aground at a shoal in Utica. Could not get ourselves off that one. Tried a rope on a cleat on close by dock, 2 boats (1 yacht and 1 power boat) to pull us off. And even had a power boat drop our CQR anchor. Nothing worked. Multiple calls with the canal authorities. They wanted us to request Tow-US. They quoted us \$1700 which David declined. In the end the authorities agreed to raise the water level and possible send a tug in the am. Water level didn't start rising before 18:00. Went to bed after a long, hard, and frustrating day. Got up at midnight and water level was up 1.2 feet. That was enough to get off. We slowly motored to Lock 19 to tied up for the rest of the night. Got there at 2:30am. The Canal Authorities even posted a Notice to Mariners of the partial canal closing/obstruction.

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### Monday, 9/23/19

Still shell shocked from the previous day, we slowly made it to Little Falls with 2 further groundings in soft mud. The PDF files from the canal authorities with depth warnings proved to be incorrect. Provisioned (Harbor Master drove us store and back) and went for dinner.

### Tuesday, 9/24/19

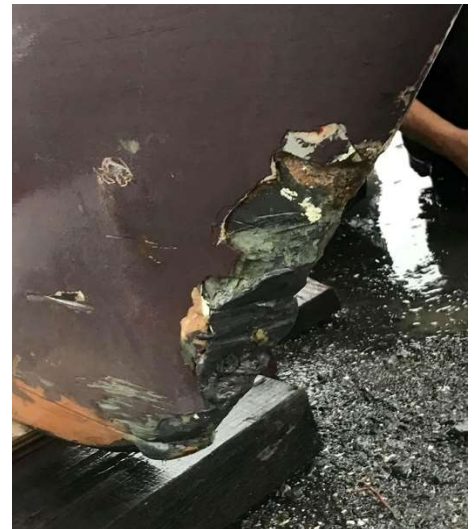
Made it 35nm to Lock 11 and just stopped at the terminal wall in front of the lock. Dinner at Rosco's just across the railroad tracks that parallel the canal.

### Wednesday, 9/25/19

Made it 34nm all the way to Waterford thru the last flight of 5 locks (175' total) and had spaghetti dinner on board.

### Thursday, 9/26/19

Went 18nm to the Scarano Boat Builders boatyard for a short haul out using their 150ton travel lift. Inspection of Quintessence's keel showed a major mushroom in the lower part of the leading edge and a bit on the trailing edge. No damage/seepage at the hull joint. All looked OK to allow us to proceed and delay the cosmetic fix until the boat reaches Antigua. Stayed the night at Shady Harbor Marina in New Baltimore.



### Friday, 9/27/19

Made it Hop-O-Nos Marina in Catskill, NY. Arrived at 1pm, and immediately proceeded to prep the mast to be hoisted back in place. After about 2 hrs of prep work (running all halyards and shrouds, mounting the spreaders and putting spreader boots on, etc.) the mast was hoisted in place. Secured all shrouds, fore- and backstay. The crane was truly an antique build in 1920 in St. Paul by a company called the "American Hoist & Derrick Company".

### Saturday, 9/28/19

Continued working on the rig. Tuning the rig, installing the boom, vang, backstay, and re-connecting mast wire harness and hydraulics. Finally, the boat starts to look like a yacht again.

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**Monday, 9/30/19**

Traveled back home. No cab service, unreliable Lyft/Uber service. Mike, aka Smitty, took us in his shiny new VW Bug.