

**Follow along with us as we cruise onboard our
56' Ocean Yacht.**

Somewhere on the Water

Update Winter Cruise 2023-2024

Day 86 – Saturday, February 24, 2024 Anchorage off City Island, Bronx, NY to Milford, CT anchorage

9:05 am – Mark changed our plans. Rather than staying in the area to avoid some southerly winds and to explore this area at the north end of East River we are crusing.

Started Engines

Generator has been running this morning for about an hour.

It is a cloudy day but warm compared to the last few mornings. 43 degrees.

10:30 am – Shut the generator off and Mark did an engine room check. There is a fuel leak in the port engine. This is new. Right now it is just a drip. It may be a cracked fitting which is something that can be purchased at a plumbing supply place, or better yet we may have one onboard. It could be something else. There are a lot of fittings, bushings, etc. that it could potentially be. He will keep an eye on it as the day goes. We just made reservations at a marina in Newport, RI for Tuesday night through to Friday in hopes we can make a good push to the Cape from there. If needed Mark will take the time to work on the engine in Newport but is hoping it can wait until we get back home. Wherever that will be.



Long Island sound is treating us good. We have Northwest winds throwing a small chop at us but it is hardly noticable.

The rag that Mark had wrapped around the leak is now saturated. He grabbed what he had for fittings out of storage and tried to see if any of

them would be the correct one. Unfortunately, he does not have the correct one. Instead of waiting until we get to Newport, he will try to make a custom fitting out of what he has. That will be a project for this afternoon after we are anchored.

The 12:30 pm engine room check found that the leak was getting worse. Mark now has an old beach towel wrapped around it. Crossing our fingers it does not get worse in the next two hours until we reach our anchorage. We are in 66' of water right now, which would be difficult to anchor in, and having the boat sideways to the now 2-foot waves we are plowing through would make difficult working conditions.



We are about 45 minutes from our anchorage. Mark just checked the leak again. It seems to have slowed down. He has had to tinker with this set up before. It involves a pressure pump and perhaps he will have to bypass the pressure pump for now until we get home. Too early to tell, all speculation until we are anchored securely and he can dive into it.

2:34 pm – we are at anchor, engines off and Mark is in the engine room working on the leak.

3:43 pm – Mark is done working on the port engine. He has poured himself a cocktail and updated me on the fix.

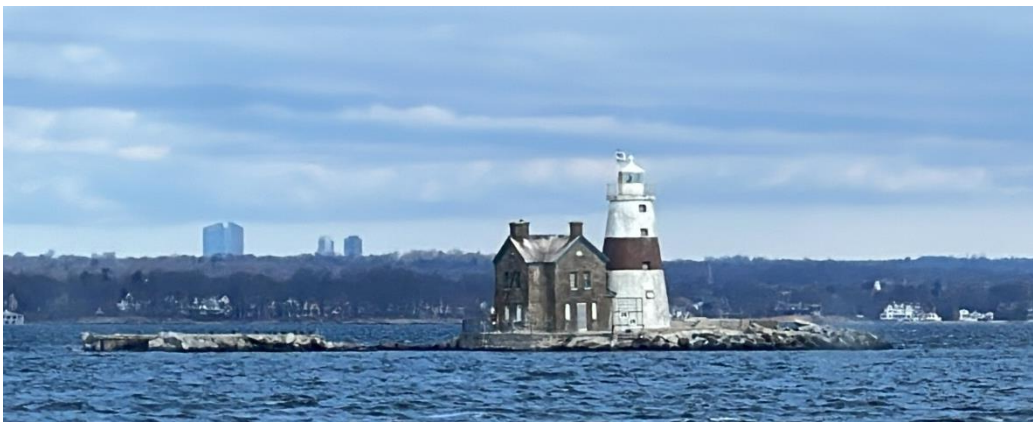
There was a cracked close nipple that probably has been cracked for years. There was a little leak that Mark had spied a long time ago but it went away so he never knew where it originated. Now that he has fixed this leak he feels that the area of the leak is better because he can do everything he needs to do with fewer fittings and fewer things to break. It is complicated to explain. He did put a little bit of it on video so be sure to watch today's video to the end because it is all there.

We had taco salad bowls for dinner and are looking forward to tomorrow's cruise. It should be smooth and hopefully uneventful!



Hart Island.

Execution Lighthouse



The grisly history of the Execution Rocks began before the building of the lighthouse, during the Revolutionary War. According to legend, during the war British soldiers executed prisoners by chaining them to the rocks at low tide and allowing them to drown during high tide.-google

The legend of the executions had such hold, that when lightkeepers were assigned to Execution Rocks, they were under a unique contract. No lightkeeper was to ever feel chained to the reef. Instead of stating a set length of duty, their contract read that their length of service was for as long as they were willing. If for any reason they requested a transfer, it was instantly granted – perhaps that is why only one head keeper spent more than a decade at the station.

<https://www.lighthousefriends.com/light.asp?ID=749>

Stratford Point Light is a historic lighthouse in the Lordship neighborhood of Stratford, Connecticut, United States, at the mouth of the Housatonic River. The second tower was one of the first prefabricated cylindrical lighthouses in the country and remains active. [Wikipedia](#)



Stay
tuned



<https://youtu.be/GqcbRIGNBO8>

Time is unrenegable and tomorrow is never promised so do it before you can't.