

# Good Planning + Poor Implementation = Disappointment - Part II

by Domenic and Cherie Mantoan

## Baltimore, MD to Sodus Point, NY – day one & two recap.

- I had not changed the fuel filters for over a year, so the starboard engine died of fuel starvation after the first three hours of travel.
- I did not get all the air out of the new fuel filter so the engine would not start ( I changed the filter in four foot seas on Delaware Bay.
- We limped into Cape May on one engine – grounded – but got off o.k.
- We lost steering capabilities coming into South Jersey Marina.
- South Jersey Marina staff helped get us safely into a slip.
- Next day we hired a diver to check out the running gear – he went under to discover a large clam bag on prop and rudder.
- Once that was removed everything with the steering was now o.k.
- Cherie and I properly bled the air from each cylinder in starboard engine, all worked well.
- Celebrated that our problems were small ones with lobster dinners at the Lobster House Restaurant and Champagne.

## Cape May to Tarrytown

With all our troubles behind us, we departed the next day for Haverstraw, NY with a planned fuel stop in New York Harbor. It was a great day - light winds, sunny and only two-foot rollers on the ocean. We even saw several dolphins jumping alongside the boat at about 50 yards out.

We entered New York Harbor per our schedule. The marina I had planned on for a fuel stop was out of diesel fuel, and the dock hands had no idea as to who might have fuel. So we continued on and I made several phone calls to other marinas along the way, but no one had fuel! I should have called the day before to be sure of our fuel stop.

I thought we could make it to Haverstraw, but just barely. BAD IDEA! The fuel gauges were going down fast even though I had slowed down. Now things were getting scary. My last hope was Tarrytown. I called the town docks and the marina man-

ager, Chris Heim, confirmed that they did have diesel fuel, was not sure if she had room for us for the night, but was going to try to accommodate us. As we pulled up to the fuel dock, the starboard engine died and we floated against the fuel pier. Of the 220 gallons of fuel the *Mon Cherie* can carry, we took on 198 gallons. That was far too close. Then, the starboard engine would not start again; we had to bleed the air out of the cylinders once more to get the engines running.

Chris found us a spot on one of the T-piers for the night, and I called and cancelled our reservation at Haverstraw. The office attendant at Haverstraw was very understanding. We spent a peaceful night in Tarrytown, and I thanked my lucky stars, God and everyone else I could think for letting us get tied to the fuel pier before running out of fuel.



*“Mon Cherie” in one of six locks in route to Schenectady Yacht Club*

## Tarrytown to Sodus Point

The next day we headed for Troy with the firm conviction that when the fuel gauges are close to ¼ full, we will stop for fuel. The cruise up the Hudson was a good cruise with no problems and little debris. The scenery is beautiful. Seeing the trains coming and going so close to the shore and going through the tunnels is like being in a toy train setup. I wished we had more time to stop at some of the towns and villages along the way.

The Troy town docks offer all the basic amenities, and there are several great restaurants in walking distance. Earlier in the day I called the NY Canal office to find out the status of the closure between guard gate 5 and lock 18. The outlook was that the

area should be open by noon on Thursday, and this was Tuesday. This was not too bad, although we had hoped to be past that area by Thursday. At least the area was not going to be closed for days or weeks. As a precaution, we decided to stay in Schenectady in case we had to leave the boat for several days and rent a car to go to Rochester; besides, the Schenectady Yacht Club is a great facility with a very friendly staff. The other reason for stopping so soon after leaving Troy was that after working the Flight (the first 6 locks heading west), we knew from past experiences that we would be ready for a break, and we were. Cherie goes to the starboard amidships and holds on to one of the ropes or a cable in the lock, and I stay at the helm to keep the bow and stern close to the lock wall. It works 98% of the time.

The rest of the cruise was very enjoyable and without problems. We were now two days behind our anticipated schedule, but all in all we were making good time. On the open water the *Mon Cherie* consumes about 25 gallons per hour; on the canal we only consumed about 4.5 gallons per hour. This is counting the time we spent at idle, roughly 30 minutes per lock.

Our total travel distance was approximately 575 nm and took us seven days, of which 42 hours were with the engines running and one day was just sitting in Cape May. We consumed about 488 gallons of fuel at an average price of \$3.58 per gallon.

## Our stop over points

South Jersey Marina - 609-884-2400

Tarrytown Boat & Yacht Club – 914-631-1300

Troy Dock – 518-272-6291

Schenectady Yacht Club – 518-384-9971

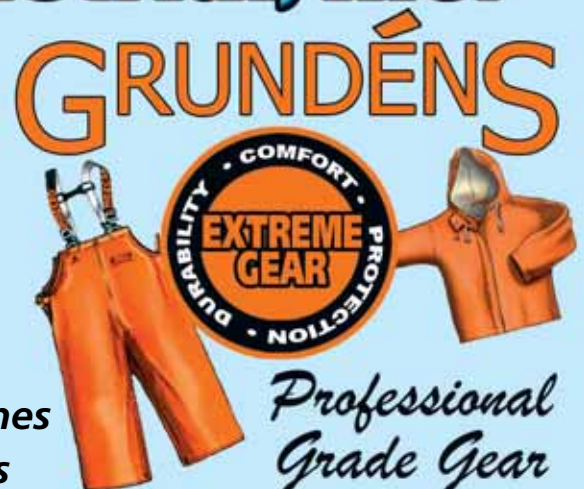
Gems Along the Mohawk (Herkimer) – 315-717-0077

Fuel stop Sylvan Beach, Mariner Marina 315-762-0112

Trade-A-Yacht (Brewerton) – 315-676-3531

Until next time, happy and safe boating to you, your family and friends! Domenic & Cherie will be boating out of Sodus Point, NY, Katlynn Marina for the season aboard the *Mon Cherie*, their 40 ft motor yacht. They can be reached through [www.boat-ingcruising.com](http://www.boat-ingcruising.com) email link.

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